

CAMPO 2045 &

BEYOND

Metropolitan Transportation Plan

The Long Range Transportation Plan for the
Capital Area Metropolitan Planning Organization
Adopted June 19, 2019



The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration in cooperation with the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this report are not necessarily those of the Federal Highway Administration, Federal Transit Administration, or the Missouri Department of Transportation.

Acknowledgement:

A large number of people took the time and effort to attend public meetings, respond to questions and surveys, and attend working meetings. Without the dedication of local stakeholders, the CAMPO Board of Directors, the CAMPO Technical Committee, and the residents of the CAMPO Region this plan would not be possible.

CAMPO staff wishes to thank those who participated in the development of the plan.

Note: Updates to the MTP will occur annually. These updates can be found on our website at www.jeffersoncitymo.gov/campo

Plan Produced by the Capital Area Metropolitan Planning Organization

Consultant services for the development of the Travel Demand Model provided by HDR, Inc. and City Explained, Inc.

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RESOLUTION

RS2019-02

A RESOLUTION ADOPTING THE CAMPO 2045 & BEYOND METROPOLITAN TRANSPORTATION PLAN FOR THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Board of Directors is the executive body of the Capital Area Metropolitan Planning Organization (CAMPO), designated by the Governor of the State of Missouri to carry out the provisions of Section 134 Title 23 U. S. Code and Section 5503 Title 49 U.S. Code for the Jefferson City Urbanized Area; and

WHEREAS, the federal regulations for metropolitan transportation planning and programming, as specified in 23 CFR Part 450.308, requires that CAMPO develop a long range transportation plan as part of the continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, a long range transportation plan covers a planning horizon of at least 20 years, and fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life; and

WHEREAS, the CAMPO 2045 & Beyond Metropolitan Transportation Plan is the long range transportation plan for the Capital Area Metropolitan Planning Organization

WHEREAS, the CAMPO 2045 & Beyond Metropolitan Transportation Plan has been developed in accordance with requirements of the Federal Highway Administration and the Federal Transit Administration.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby approves and adopts the 2035 Metropolitan Transportation Plan for the Capital Area Metropolitan Planning Organization.

Adopted this 19th day of June, 2019.



Ron Fitzwater, Chairman

Attest: 

Beth Sweeten, Administrative Assistant

Capital Area Metropolitan Planning Organization

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Missouri Department of Transportation

Steve Engelbrecht, PE, District Planning Manager
Michael Henderson, AICP, Transportation Planning Specialist

Bob Lynch, PE, Area Engineer

Private Transportation Interest

Joe Scheppers, N.H. Scheppers Distributing Company.

Pedestrian or Biking Interest

Cary Maloney

Ex-Officio Members:

Eva Steinman, Federal Transit Administration, Region VII

Brad McMahon, Federal Highway Administration, Missouri Division

- Updated August 2021

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LIST OF ABBREVIATIONS

CAMPO	Capital Area Metropolitan Planning Organization
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
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
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
ONE DOT	Collaboration between FHWA and FTA
PBPP	Performance Based Planning and Programming
POP	Program of Projects
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

Executive Summary

CAMPO 2045 & Beyond

Metropolitan Transportation Plan

THE LONG-RANGE TRANSPORTATION PLAN FOR THE CAPITAL AREA METROPOLITAN TRANSPORTATION ORGANIZATION

The Capital Area Metropolitan Transportation Organization (CAMPO) is responsible for long range multimodal transportation planning in an area that includes five communities, portions or two counties, and a population of more than 73,000. The CAMPO 2045 & Beyond Metropolitan Transportation Plan (MTP), updated every five years, is the Long Range Transportation Plan for CAMPO. Looking to a 2045 planning horizon, and through a large amount of stakeholder and public input, the MTP anticipates transportation trends and needs throughout the CAMPO Region and includes goals and strategies to meet those needs.

The MTP contains tools and resources to assist CAMPO and member jurisdictions with implementation. The Implementation Plan outlined in Section 6 includes a schedule for addressing strategies and actions and provides staff with guidance in the development of an annual work program.

The 2045 MTP addresses topics and processes that were not included in previous iterations, including; Scenario Planning, performance measures and targets, a refined illustrative list, updated funding resources and projections, and a more concise plan for implementation. Other plans, such as the Coordinated Public Transit-Human Services Transportation Plan and the Capital Area Pedestrian and Bicycle Plan have been better incorporated into the planning process used in the development of this iteration of the MTP. The updated travel-demand model will provide the foundation for the development of a Major Thoroughfare Plan.

The MTP also includes a Financial Plan, outlined in Section 6. This section includes information on funding resources, forecasted revenue and lists fiscally constrained and unconstrained projects. The projects listed in the Financial Plan are reflective of the plan's goals, strategies and vision that guide the planning process.

VISION

Maintain and support a resilient multi-modal network that improves quality of life and promote economic vitality through planning for smart community growth.

GOALS

1. Improve safety and security for all travel modes
2. Support economic development and tourism throughout the region
3. Support regional partnerships and planning continuity across the region.
4. Improve efficiency in system management, operations, and movement of people and freight
5. Support land use practices that promote quality of life and economic vitality
6. Seek secure and reliable funding
7. Improve accessibility and mobility
8. Maintain a resilient transportation system
9. Provide a platform for multi-modal transportation education



1 Introduction & Federal Compliance

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

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

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

– Federal Highway Administration

WHAT IS CAMPO?

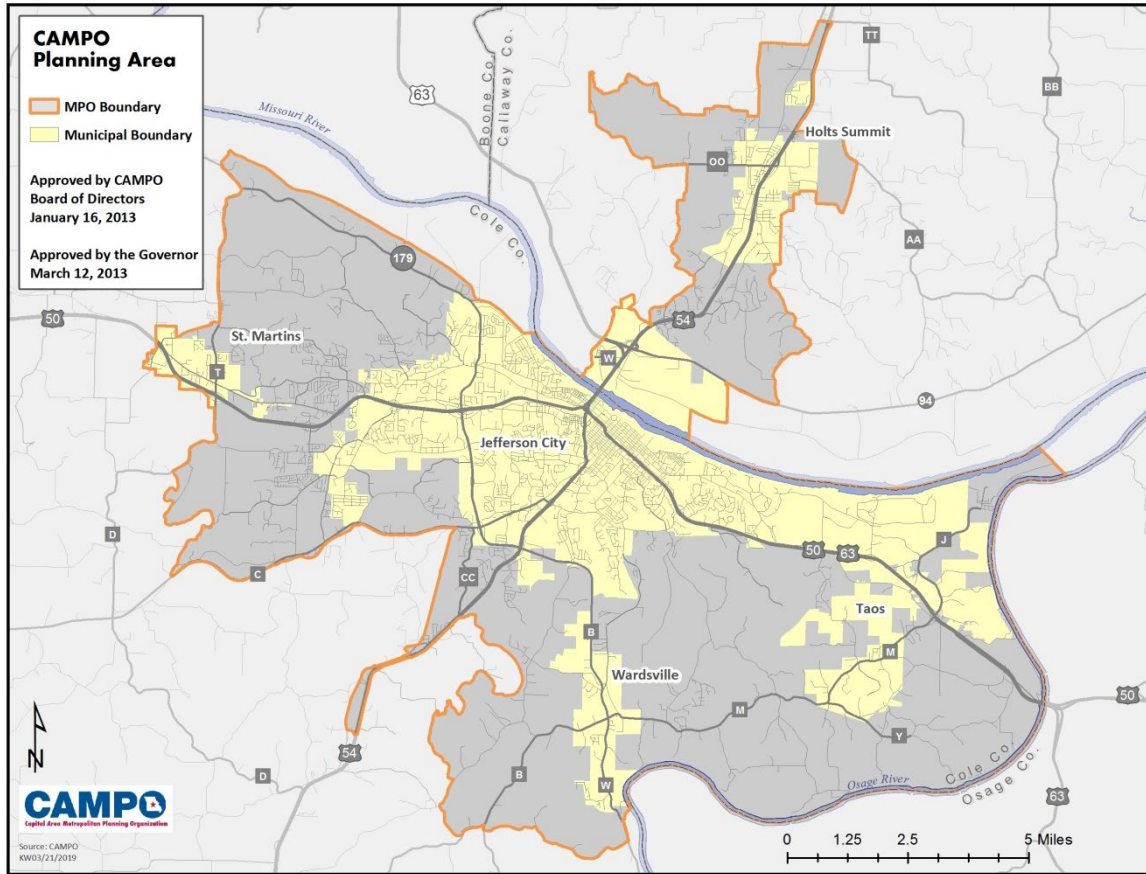
CAMPO was formally established in March of 2003 and is the designated metropolitan planning organization for the Jefferson City urbanized area. The CAMPO Metropolitan Planning Area (MPA), see Figure 1.1, has an estimated population of more than 77,000 and includes the jurisdictions of Holts Summit, Jefferson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

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

CORE FUNCTIONS OF AN MPO

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

Figure 1.1 CAMPO Metropolitan Planning Area



Source: CAMPO

CAMPO BOARD OF DIRECTORS AND TECHNICAL COMMITTEE

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

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

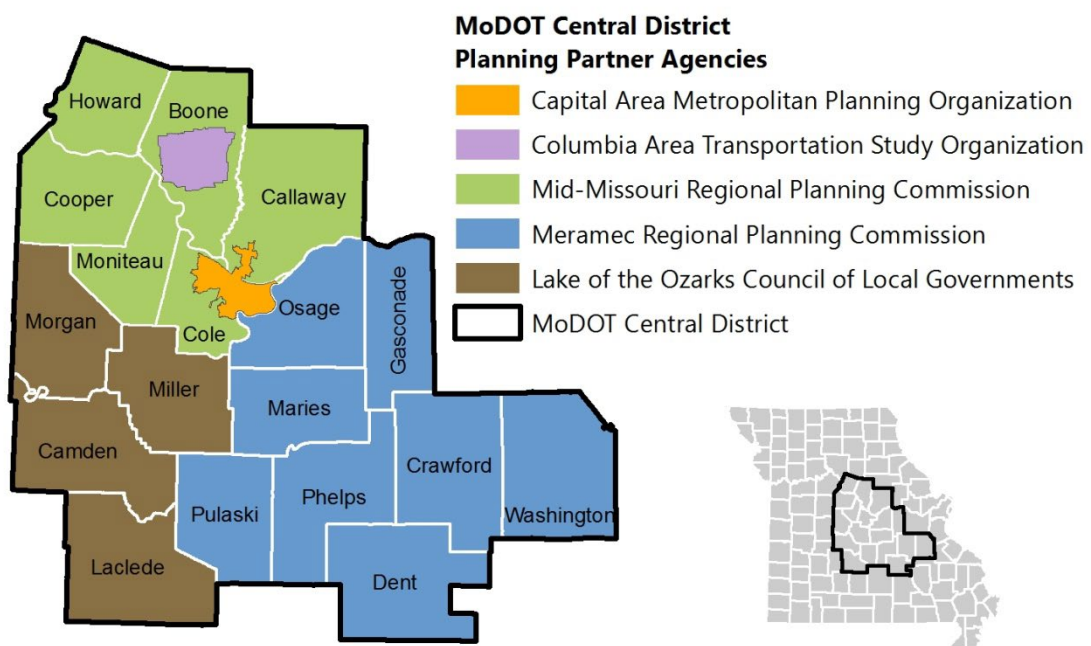
Board of Directors										
Non-Voting Ex-Officio Members (6)						Voting Members (13)				
MoDOT (1)	FTA (1)	FHWA (1)	Other Federal Agency (1)	Jefferson City Economic Develop. Rep. (1)	Callaway County Economic Develop. Rep. (1)	Jefferson City (7)	Cole County (3)	Callaway County (1)	MoDOT (1)	Holts Summit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

REGIONAL COORDINATION

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

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

Figure 1.2 Planning Partners - MoDOT Central District



Source: CAMPO

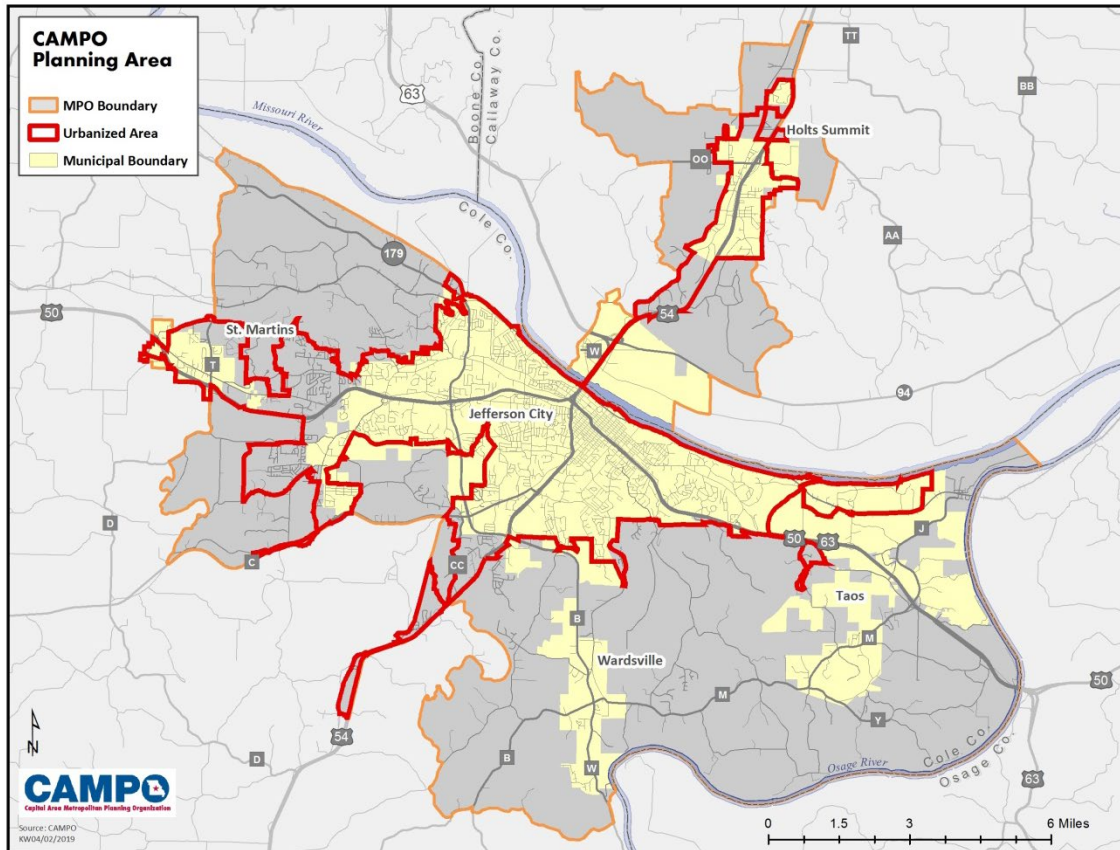
FEDERAL COMPLIANCE

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

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

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

Figure 1.3 CAMPO Metropolitan Planning Area and Urbanized Area



Source: CAMPO

PERFORMANCE-BASED PLANNING AND PROGRAMING

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



Source: FHWA

NATIONAL FEDERAL HIGHWAY PERFORMANCE GOALS

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

FEDERAL PERFORMANCE MEASURES

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

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

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

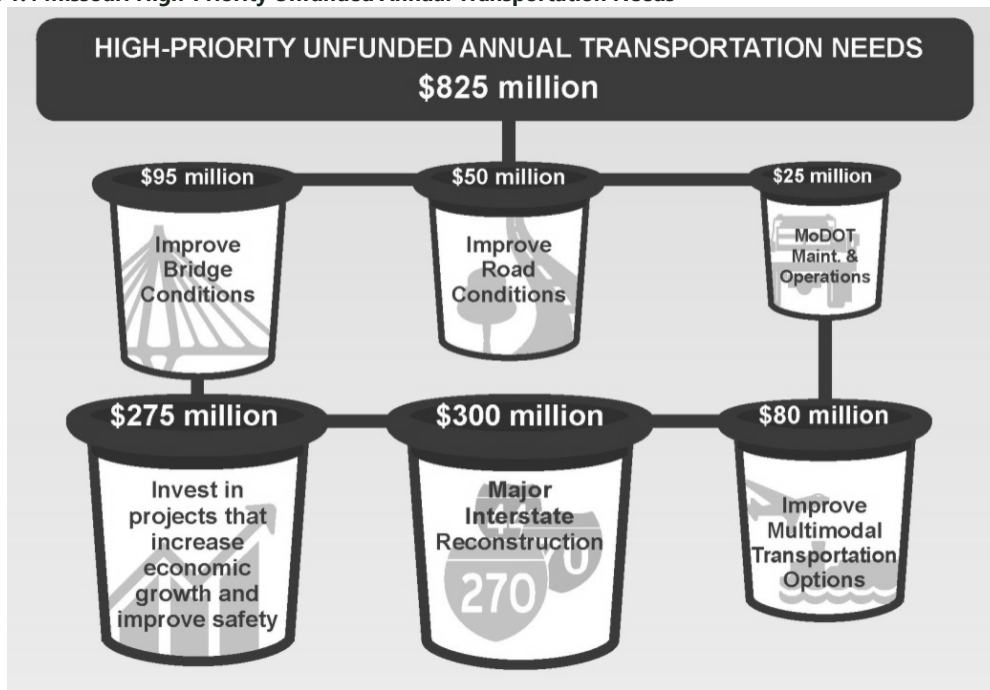
Safety	<ul style="list-style-type: none">• Number of Fatalities;• Rate of Fatalities per 100 Million Vehicle Miles traveled (VMT);• Number of Serious Injuries;• Rate of Serious Injuries per 100 Million VMT; and• Number of Non-motorized Fatalities and Non-motorized Serious Injuries
Pavement & Bridge	<ul style="list-style-type: none">• percentage of pavements on the National Highway System (NHS) in Good condition (excluding the Interstate System)• percentage of pavements on the NHS (excluding the Interstate System) in Poor condition• percentage of NHS bridges in Good condition• percentage of NHS bridges in Poor condition
Travel Time Reliability & Freight Reliability	<ul style="list-style-type: none">• A measure that will assess the percent of reliable person-miles traveled on the non-Interstate NHS.
Transit Asset Management (TAM)	<ul style="list-style-type: none">• Asset Inventory• Condition Assessment• Management Approach – Decision Support Tools• Investment Prioritization

MODOT'S LONG-RANGE TRANSPORTATION PLAN

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

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

Figure 1.4 Missouri High-Priority Unfunded Annual Transportation Needs



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

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

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

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

PROGRESS SINCE 2013

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

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

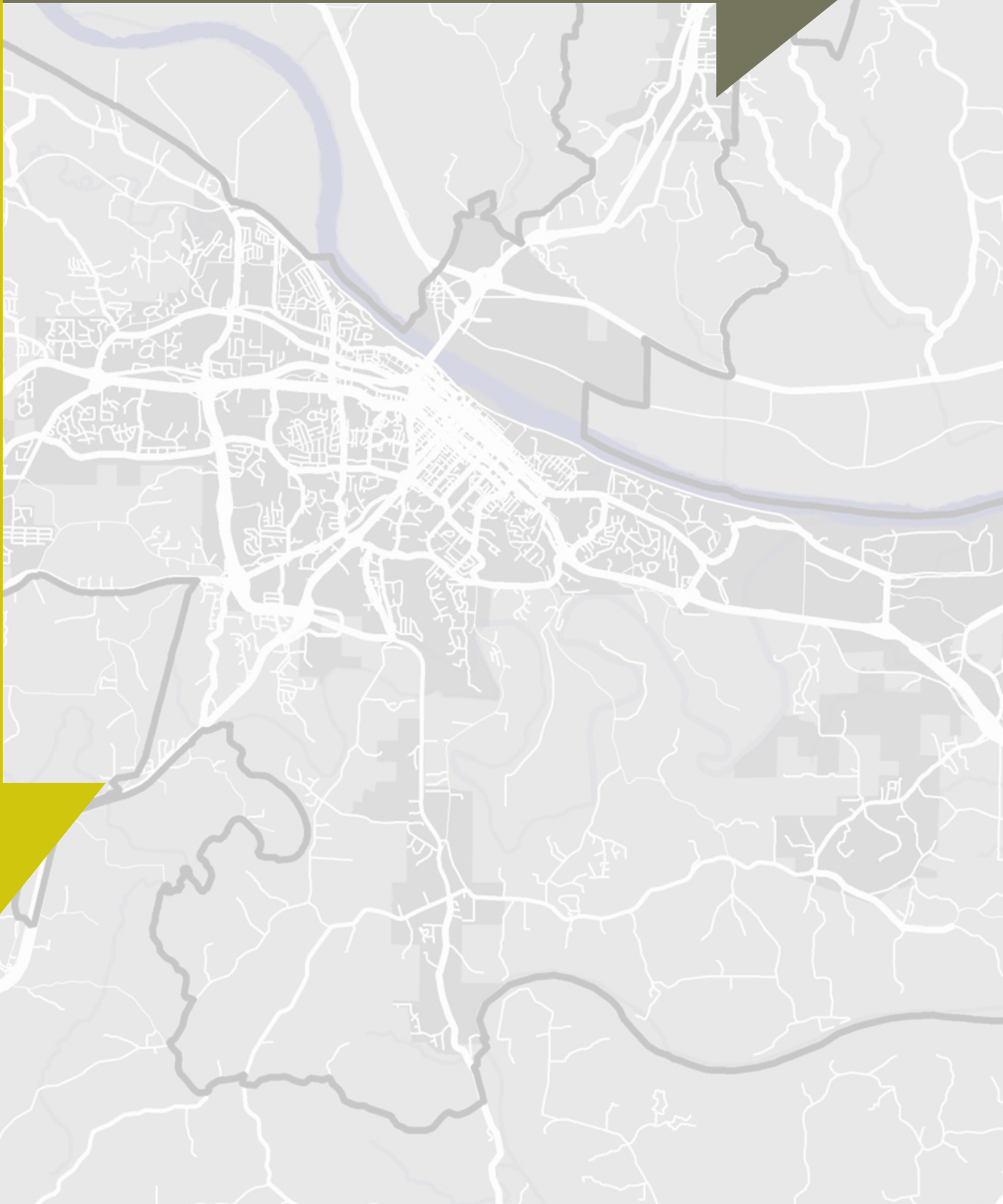
Figure 1.5 Federally Funded Transportation Projects and Activities Completed Since 2013

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

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

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

2 Planning Factors



FEDERAL PLANNING FACTORS

The Fixing America's Surface Transportation (FAST) Act includes 10 planning factors that are required to be considered as part of the MTP development process. Eight original factors were defined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), originally enacted in 2005. These were carried forward by MAP-21 in 2012. The FAST Act, signed into law in 2015, included the addition of two planning factors, for a total of ten. The planning factors are reflected in the goals, strategies, and projects contained in this plan and are addressed in greater detail throughout this section.

The following sub-sections illustrate how the MTP goals align with the federal planning factors to ensure recommendations contained in the plan conform to federal guidelines.

Economic Vitality

- Support the economic vitality of the metropolitan area

Safety

- Increase the safety of the transportation system for motorized and non-motorized users

Security

- Increase the security of the transportation system for motorized and non-motorized users

Accessibility & Mobility

- Increase the accessibility and mobility of people and for freight

Environmental Protection & Quality of Life

- Protect and enhance the environment, promote energy conservation, and improve the quality of life

System Integration & Connectivity

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

System Management & Operations

- Promote efficient system management and operations

System Preservation

- Emphasize the preservation of the existing transportation system

Resiliency & Reliability

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Travel & Tourism

- Enhance travel and tourism

SAFETY & SECURITY

Planning for the safety and security of the transportation network is central to several agencies and organizations at the local, regional, state, and federal levels. The CAMPO Region is home more than 73,000 people and includes a complicated network of infrastructure, utilities, services, and employment centers. The safety and security of people and resources is addressed cooperatively and collaboratively by several planning partners throughout the region, including transportation, public safety, and emergency management. Their relevant plans and responsibilities are detailed further in this section.

SAFETY PERFORMANCE MEASURES

The FAST Act requires target setting collaboration between State DOTs and planning partners on national performance measures such as safety. Targets were required to be set in 2017 for five safety performance measures. Annual targets must be set by State DOTs, then by each MPO, with the choice of adopting state targets and/or establishing their own for:

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

More information on safety performance measures can be found in Appendix C.

FAST ACT PLANNING FACTORS:

2. INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS;
3. INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS;

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight.

Goal 6: Seek secure and reliable funding.

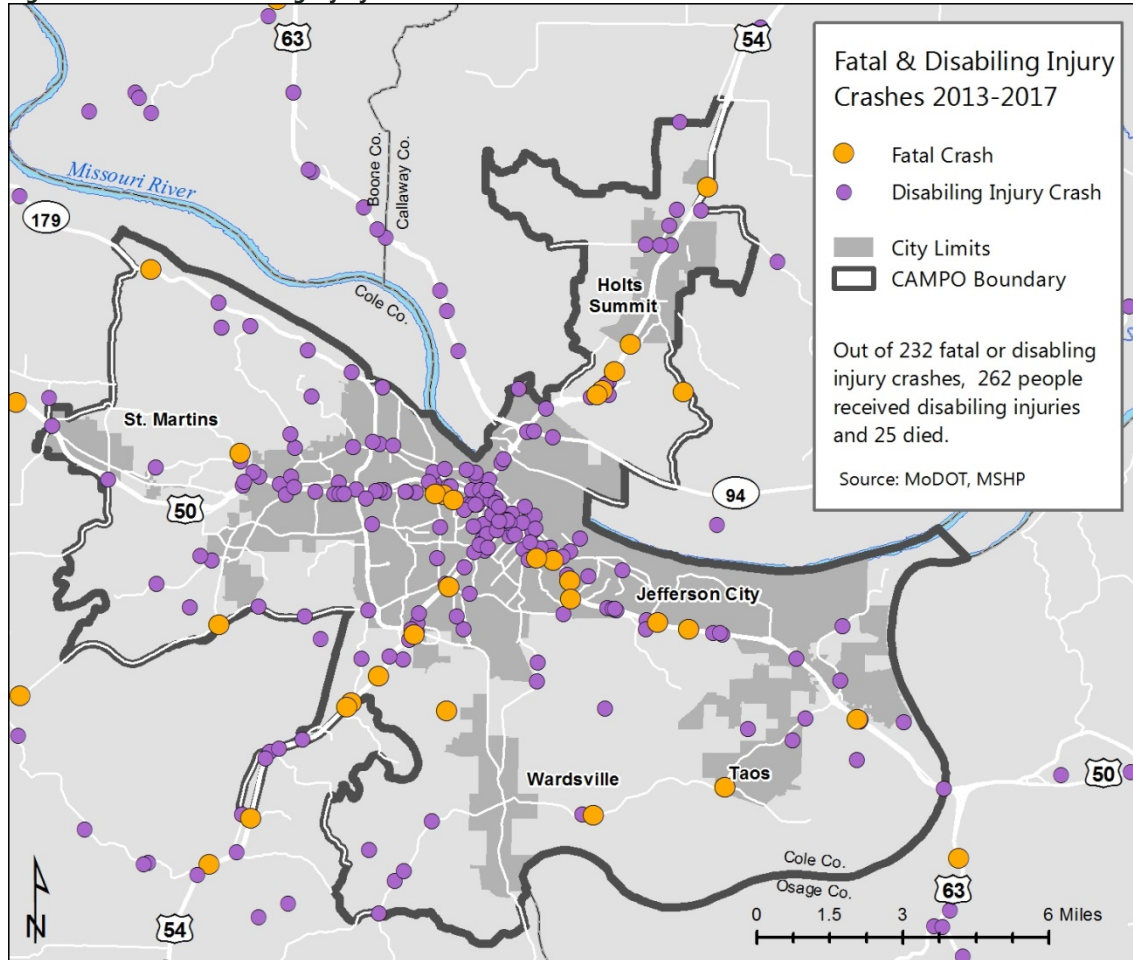
Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

CRASH STATISTICS

The Missouri State Highway Patrol and MoDOT cooperate to report state-system roadway crash statistics. Figures 4.1-4.3 provide a breakdown of crashes in the CAMPO region and compare them to state-wide numbers.

Figure 4.1 Fatal and Disabling Injury Crashes 2013-2017



Source: MoDOT, MSHP

Figure 4.2 Crashes by Type: 2013-2017

	Number of Crashes by type									
	Fatal		Disabling Injury		Minor Injury		Property Damage		Total Crashes	
	CAMPO	State	CAMPO	State	CAMPO	State	CAMPO	State	CAMPO	State
2013	5	683	61	3,938	289	26,604	1,115	88,455	1,470	119,680
2014	6	696	42	3,706	329	28,343	1,130	93,490	1,507	126,235
2015	5	803	35	3,703	354	32,973	1,149	109,491	1,543	146,970
2016	7	873	37	3,894	391	35,978	1,255	116,649	1,690	157,394
2017	5	866	29	3,672	359	35,823	1,135	114,495	1,528	154,856
Total	28	3,921	204	18,913	1,722	159,721	5784	522,580	7738	705,135

Figure 4.3 Number of Injuries by Type: 2013-2017

	Number of Injuries by type							
	Total Number Killed		Total Number Disabling Injuries		Total Number Minor Injuries		Total Number Killed or Injured	
	CAMPO	State	CAMPO	State	CAMPO	State	CAMPO	State
2013	5	757	76	4,937	422	39,543	503	45,237
2014	7	766	59	4,660	480	41,522	546	46,948
2015	8	870	45	4,574	506	49,049	559	54,493
2016	8	948	45	4,744	546	52,920	599	58,612
2017	6	933	42	4,882	536	52,762	584	58,577
Total	34	4,274	267	23,797	2,490	235,796	2,791	263,867

Source: MoDOT, MSHP 2017 Data

MISSOURI COALITION FOR ROADWAY SAFETY (MCRS)

The Missouri Coalition for Roadway Safety (MCRS) is a wide ranging group of safety advocates who originally came together in 2004 to create Missouri’s Blueprint for Safer Roadways. Planning partners include law enforcement, educators, emergency responders, and engineers who have launched statewide efforts to reduce fatalities and create safer roads in Missouri.

The Coalition is responsible for the implementation of several safety campaigns, including:

- Seatbelt Use
- Work Zone Awareness
- Impaired Driving
- Pedestrian Safety Awareness
- Distracted Driving
- Commercial Motor Vehicle Awareness
- Motorcycle Awareness
- Youth Alcohol Enforcement
- Child Passenger Safety

The Blueprint, Missouri’s Strategic Highway Safety Plan (HSP)

Missouri’s Blueprint – A partnership Toward Zero Deaths is a collective effort of the MCRS and safety professionals throughout the state. The MCRS leads the charge to implement the Blueprint and encourages safety partners to focus their activities and programs in support of the “Focused Five” and subsequent emphasis areas, focus areas, and strategies. The state is divided into seven regional coalitions that develop annual safety plans. These coalitions meet on a regular basis to discuss their concerns, review how their countermeasures are working, and consider ways to improve their efforts. Approximately \$2 million of state road funds is dedicated to this effort. The Blueprint is an overarching strategic highway safety plan for the State of Missouri while the state’s Highway Safety Plan serves as one of the implementation components in support of the Blueprint efforts.

According to the HSP, Missouri's ultimate Blueprint goal is that no lives are lost due to a traffic crash. However, an interim goal of 700 or fewer fatalities must be met in order to reach zero deaths.

CAMPO staff participates to MCRS meetings and provides support to planning partners as needed to assist in meeting the above goal. Staff receives crash data annually from MoDOT and uses this and other datasets to provide regional partners with maps and statistics as requested. Additionally, staff provides a quarterly crash report to the CAMPO Technical Committee and Board of Directors.

PEDESTRIAN AND BICYCLE SAFETY

There are several plans, documents, or initiatives in the CAMPO Region in addition the strategies in the MTP that address the infrastructure and safety needs of pedestrians and bicyclists:

- Capital Area Pedestrian and Bicycle Plan
- Jefferson City Area Greenway Master Plan
- Holts Summit Bicycle, Pedestrian, and Transit Plan
- Missouri Boulevard Safety Assessment
- Jefferson City Sidewalk Plan
- Healthy Schools Healthy Communities Program

Capital Area Pedestrian and Bicycle Plan

The Capital Area Pedestrian & Bicycle Plan, adopted in 2016, is intended as a resource to improve safety, connectivity, and mobility for pedestrian and bicycle users in the CAMPO planning area. The goals, recommendations, and strategies outlined in the plan can be used by jurisdictions to develop an individualized implementation strategy to fit the unique pedestrian and bicycle needs of that community. The plan is also intended to be a guide for future growth by recommending strategies, policies, and procedures to guide future development and improve existing infrastructure.

The process to develop the plan included intensive amount of public outreach that facilitate the development of goals and strategies that would improve conditions for pedestrians and bicyclists. The plan has been used by Jefferson City, Holts Summit, and St. Martins in the development of grant applications seeking to improve pedestrian and bicycle safety in their communities. Both Jefferson City and St. Martins adopted the plan.

The Capital Area Pedestrian & Bicycle Plan can be found in Appendix F.

Missouri Boulevard Safety Assessment

In September 2014, United States Department of Transportation Secretary, Anthony Foxx, launched "*Safer People, Safer Streets*" with the goal of reducing the growing number of pedestrian, transit user, and bicyclist injuries and fatalities across the United States. As part of this ongoing initiative, US Department of Transportation field offices are convened transportation agencies to conduct road safety assessments in every state, launching a Mayors' Challenge for Safer People and Safer Streets, and working with University Transportation Centers (UTCs) and other stakeholders to identify and remove barriers to improving non-motorized safety. In 2016, Jefferson City joined Kansas City in being the first two cities in the State of Missouri to have conducted this type of safety assessment as part of the *Safer People, Safer Streets* initiative.

The 3.4 mile assessment of Missouri Boulevard qualitatively estimated and reported on potential safety issues and identified opportunities for improvement. The assessment followed a model used by federal partners who had conducted similar assessments across the United States. The project was a collaborative effort by CAMPO and several planning partners, including; Jefferson City Police Department, Jefferson City Public Works, JEFFTRAN, MoDOT, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), and Capital Region Medical Center. Mid-America Regional Council, MPO for Kansas City, provided support to CAMPO staff in facilitating the event.

The Missouri Boulevard Safety Assessment has been cited by Jefferson City staff in seeking funding for or planning for improvements to the corridor. The assessment is available on the CAMPO website at www.jeffersoncitymo.gov/campo.

HAZARD MITIGATION PLANNING

Hazard mitigation is the effort to reduce loss of life and property by lessening the impact of disasters. It is most effective when implemented under a comprehensive, long-term mitigation plan. The plans identify risks and vulnerabilities associated with natural disasters, and develop long-term strategies for protecting people and property from future hazard events. Mitigation plans are key to breaking the cycle of disaster damage, reconstruction, and repeated damage.

Developing hazard mitigation plans enables state, tribal, and local governments to:

- Increase education and awareness around threats, hazards, and vulnerabilities;
- Build partnerships for risk reduction involving government, organizations, businesses, and the public;
- Identify long-term, broadly-supported strategies for risk reduction;
- Align risk reduction with other state, tribal, or community objectives;
- Identify implementation approaches that focus resources on the greatest risks and vulnerabilities; and
- Communicate priorities to potential sources of funding.

Moreover, a Federal Emergency Management Agency (FEMA)-approved hazard mitigation plan is a condition for receiving certain types of non-emergency disaster assistance, including funding for mitigation projects. Ultimately, hazard mitigation planning enables action to reduce loss of life and property, lessening the impact of disasters.

Both Callaway and Cole Counties have approved Hazard Mitigation Plans. These plans include data and strategies that address the impacts of natural and man-made disasters on the transportation system. In addition to evaluating eleven natural hazards, the plan evaluates risks associated with major rail or air transportation incidents, mass casualty events, and hazardous materials release. All of these hazards can impact the transportation network and the people and resources dependent upon that network.

The plans include a mitigation strategy that lays out prioritized actions and incorporates benefits and costs associated with implementation of those actions. The plans can be found on the Mid-Missouri Regional Planning Commission website at www.midmorpc.org.

THE STRATEGIC HIGHWAY NETWORK (STRAHNET)

The Strategic Highway Network is critical to the Department of Defense's (DoD's) domestic operations. According to FHWA, The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. Even though DoD primarily deploys heavy equipment by rail, highways play a critical role.

The Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) is the DoD designated agent for public highway matters, including STRAHNET and STRAHNET Connectors. The SDDCTEA identified STRAHNET and the Connector routes in coordination with the Federal Highway Administration (FHWA), the State transportation departments, the military Services and installations, and the ports. Together, STRAHNET and the Connectors define the total minimum defense public highway network needed to support a defense emergency.

While the CAMPO Region does not include any STRAHNET routes or connectors, it does include the intersection of three US Highways that provide additional connectivity to these routes. Interstate 70, which lies 25 miles north, is a designated STRAHNET route. Fort Leonard Wood and Whiteman Air Force Base are both located within 80 miles of the CAMPO Region and are directly connected to the STRAHNET. Jefferson City is also home to the Missouri National Guard Headquarters, which uses the network for the movement of certain equipment and would be dependent upon it during certain types of activation.

RAIL SAFETY

There is only one Class I double track rail line and a short spur that runs through the CAMPO region, supporting both passenger and freight service. Owned by Union Pacific, the rail line connects St. Louis and Kansas City. Safety concerns in the CAMPO Region include at-grade crossings, pedestrian access to tracks, and general rail car safety. While CAMPO has minimal interaction with rail activity and safety, this mode is addressed the goals and strategies of the MTP. CAMPO may provide support to regional planning partners or member jurisdictions in accessing data or applying for grants to meet these strategies.

Missouri Highway-Rail Crossing Safety Program

Under MoDOT's Multimodal Operations Division-Railroad Section, Missouri's Highway-Railroad Crossing Safety Program aims to improve highway-rail grade crossings throughout the state. The program is funded by a combination of federal and state funds. The FHWA Section 130 Program is a Federal-Aid program authorized by United States Code Title 23, Section 130, and administered through the state by the Federal Highway Administration (FHWA). The state Grade Crossing Safety Account is funded by a 25 cent assessment on all Missouri motor vehicle registrations or renewals authorized by Section 389.612, RSMO.

According to MoDOT, Missouri receives \$6 million in Section 130 funds and another \$1.2 million per year through the state's Grade Crossing Safety Account. These funds can only be spent on improvements at public crossings for safety devices like flashing lights, gates or warning bells; pavement markings; or the closure of a crossing. Every year public crossings are reviewed, taking into account factors like train and vehicle traffic counts, speed, sight distance, and accident history to select crossings for improvements.

Missouri has seen dramatic reduction in rail related safety accidents and injuries since the late 1970's:

- Rail Collisions – reduced by 87%
- Rail Fatalities – reduced by 98%
- Rail Injuries – reduced by 82%

MoDOT's Multimodal Operations Division-Railroad Section also administers a Rail Safety Inspection Program and conducts a railroad safety outreach activities.

AIR SAFETY

Jefferson City Memorial Airport is the sole airport in the CAMPO region. It is a general aviation facility with no commercial airline passenger services. CAMPO has been only minimally involved in airport planning but is available if contacted for any type of data or planning assistance.

Jefferson City Memorial Airport began development of an updated Airport Master Plan in 2018. This plan will address a wide range of needs and opportunities including improvements to the control tower.

MoDOT's Aviation Section performs airport safety inspections at all public use general aviation airports in Missouri; inspecting them once every three years. Inspections focus on identifying safety concerns such as obstructions in the runway protection zones, nonstandard lighting and pavement markings, and poor pavement conditions.

ACCESSIBILITY, MOBILITY, & CONNECTIVITY

Increasing accessibility and mobility options in the region has been identified as a need by residents and stakeholders in the region. It is important to understand the various transportation needs of the region and acknowledge the balance necessary to provide accessibility for both people and freight. Land use and transportation policies are important tools used to create more compact development patterns at activity centers that enhance the efficient movement of people and freight through the system.

CAMPO has been involved in several projects and programs aimed at improving accessibility and mobility in the region. Many of these activities have been highlighted in other sections of the MTP. In addition to the goals set in the MTP to address these planning factors, CAMPO has been involved in the following activities:

- Capital Area Pedestrian and Bicycle Plan
- Missouri Boulevard Safety & Transit Assessment
- Support of the Heartland Port Authority
- Funding support for traffic studies and support of scoping activities to improve intersections
- Mapping and publication support to JEFFTRAN
- Staff attendance at ADA compliance training

ACCESS MANAGEMENT

According to FHWA, Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. Access Management encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. These techniques including; Access Spacing, Driveway Spacing, Safe Turning Lanes, Median Treatments, and Right-of-Way Management

No jurisdiction within the CAMPO region has an Access Management Plan. That being said, Jefferson City does have language in city code requiring traffic impact studies to be completed for high peak-traffic developments. Access management may also be addressed further in the development of the CAMPO thoroughfare plan.

FAST ACT PLANNING

FACTORS:

4. INCREASE ACCESSIBILITY AND MOBILITY OF PEOPLE AND FREIGHT

6. ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES, FOR PEOPLE AND FREIGHT

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 6: Seek secure and reliable funding.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

Goal 9: Provide a platform for multi-modal transportation education.

ENVIRONMENT & QUALITY OF LIFE

The MTP's vision of improving quality of life is complimented by addressing the resiliency and reliability of the transportation system as it relates to the preservation and conservation of the environment. The MTP includes many goals and strategies that provide for consideration of environmental impacts such as supporting tourism, improving accessibility to recreational and cultural opportunities, improving transit, regional collaboration, congestion improvements, and providing opportunities for public engagement.



Source: USGS July, 1993 - Aerial view of the Missouri River flooding on July 30, 1993 north of Jefferson City, Missouri, looking south.

The CAMPO region and Mid-Missouri as a whole is home to several important natural resources, open spaces, outdoor recreational opportunities, and cultural and historic attractions. The transportation system should support these resources and attractions in order to improve quality of life throughout the region.

The Missouri River bisects the CAMPO region and flooding stemming from upstream dam releases and localized rainfall are a constant concern in the region. Additional issues with flash flooding also present challenges when planning for changes in land use and transportation improvements. Figure 4.4 depicts the 100 year floodplain in the CAMPO region. The 100 year floodplain represents areas with a 1% annual chance of flooding. The areas shown in the map have experienced varying amounts of flooding throughout recorded history. Major floods in 1993, 1995, 2007, and 2011 produced major impacts on the transportation system.

CAMPO invites comment from environmental agencies and groups in the region and continues to encourage comment and participation from these stakeholders.

FAST ACT PLANNING FACTORS:

5. PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION, IMPROVE THE QUALITY OF LIFE, AND PROMOTE CONSISTENCY BETWEEN TRANSPORTATION IMPROVEMENTS AND STATE AND LOCAL PLANNED GROWTH AND ECONOMIC DEVELOPMENT PATTERNS

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 2: Support economic development and tourism throughout the region

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight

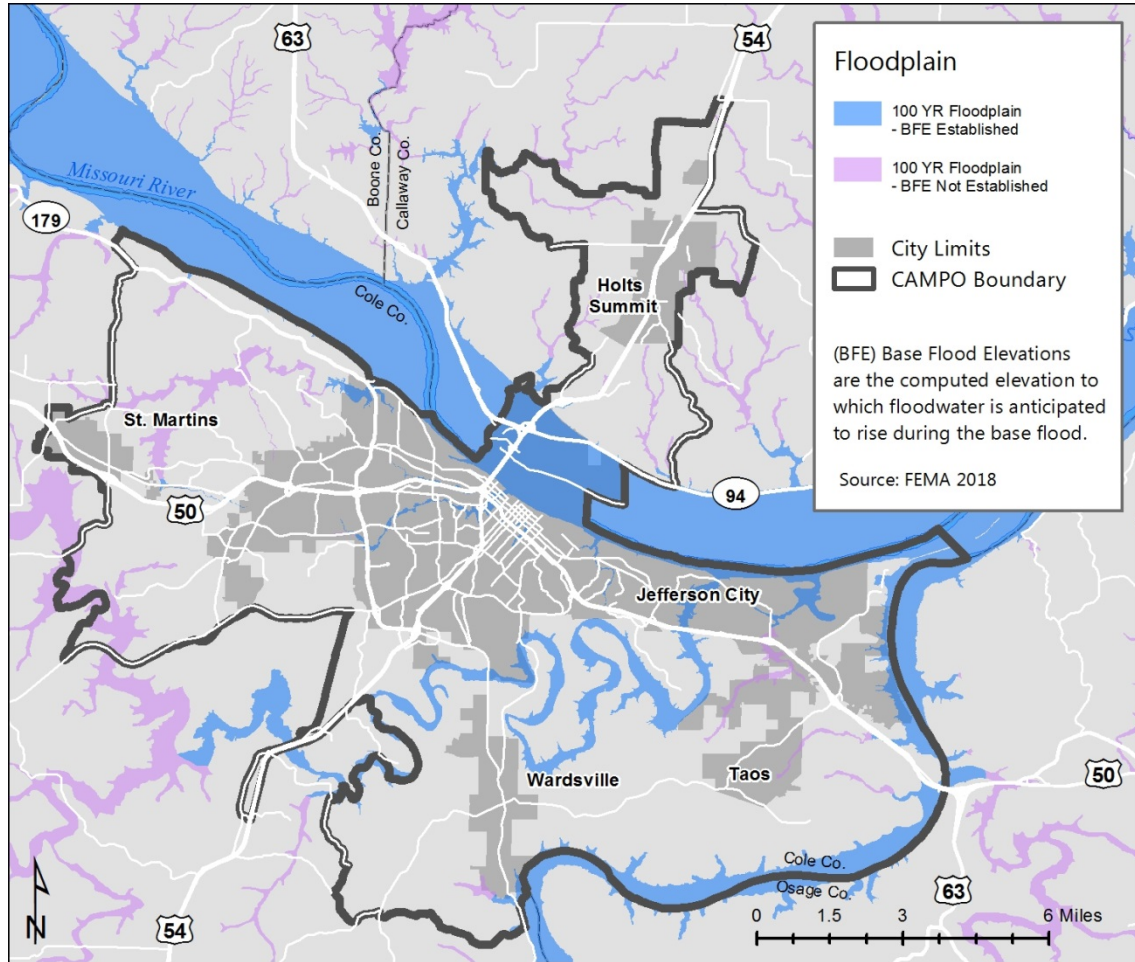
Goal 5: Support land use practices that promote quality of life and economic vitality

Goal 6: Seek secure and reliable funding.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

Figure 4.4 Population Density (Persons Per Square Mile)



Source: FEMA National Flood Hazard Data

SYSTEM MANAGEMENT, PRESERVATION, & RESILEINCY

CAMPO works closely with staff from member jurisdictions, MoDOT, and Federal Partners to develop plans and projects that seek to enhance system management, preservation, & resiliency. Efforts are made for early collaboration between CAMPO, local jurisdictions, and the state to ensure that plans and projects are implemented as efficiently as possible. While CAMPO does not have funding to implement projects at this time, staff is available to assist with facilitation, education, and planning.

MODOT'S TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP)

Federal legislation has required each state to complete a Transportation Asset Management Plan that includes inventory, condition, life cycle cost, and a financial plan to maintain its system.

Transportation asset management is a strategic framework for making cost-effective decisions about allocating resources and managing infrastructure. It is based on a process of monitoring the physical condition of assets, predicting deterioration over time and providing information on how to invest in order to maintain or enhance the performance of assets over their useful life. MoDOT's Transportation Asset Management Plan is a crucial element in achieving MoDOT's strategic goal of keeping roads and bridges in good condition. The TAMP ensures MoDOT is using taxpayer money wisely by:

- Minimizing life cycle costs
- Maximizing system performance
- Supporting an objective decision making process
- Balancing public expectations with limited funding to create a sustainable plan

The TAMP is updated annually with the assistance of planning partners such as CAMPO. CAMPO integrates data from the TAMP into planning documents and studies.

LOCAL SYSTEM MANAGEMENT AND MONITORING

Local jurisdictions regularly collect data on system condition and track condition and capacity. This is done through collecting traffic counts on road segments, bridges, and intersections; or by conducting studies on traffic flow, pavement condition, or material strength. This locally collected data is utilized by CAMPO staff, MoDOT staff, and others to facilitate projects and program that will improve system performance and resiliency.

FAST ACT PLANNING FACTORS:

7. PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION
8. EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM
9. IMPROVE THE RESILIENCY AND RELIABILITY OF THE TRANSPORTATION SYSTEM AND REDUCE OR MITIGATE STORMWATER IMPACTS OF SURFACE TRANSPORTATION

CAMPO 2045 Goals:

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight.

Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

ECONOMIC VITALITY, TRAVEL & TOURISM

According to the Missouri Division of Tourism, travel supports 3,680 tourism jobs in Cole County and visitor expenditures in Cole County's tourism-related industries were \$144,254,234 in 2018. The CAMPO region includes 88% of Cole County's population and the Missouri State Capital, Jefferson City.

An efficient transportation system is an integral part of the regional economy and, in turn, travel and tourism. CAMPO partners with member jurisdictions, state agencies, and private industry to ensure transportation is supportive of broader economic development initiatives. Annually, CAMPO coordinates with MoDOT and other regional planning partners to prioritize and program transportation projects as part of the State Transportation Improvement Program (STIP) process.

A transportation system is a crucial component of facilitating travel and tourism throughout the area and CAMPO works closely with partners such as the Jefferson City Area Chamber of Commerce, Convention and Visitors Bureau, Mid-Missouri Regional Planning Commission and other local organizations to promote awareness of regional concerns.

The CAMPO region is home to several important historic sites, annual events, and recreational opportunities that draw many visitors from around the state and the nation, including:

- Missouri State Capitol
- Missouri State Museum
- Missouri Supreme Court
- Missouri State Penitentiary Historic Site
- Governor's Mansion
- Katy Trail State Park
- Annual festivals in local communities

FAST ACT PLANNING

FACTORS:

1. SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY
10. ENHANCE TRAVEL AND TOURISM

CAMPO 2045 Goals:

Goal 1: Improve safety and security for all travel modes.

Goal 2: Support economic development and tourism throughout the region.

Goal 3: Support regional partnerships and planning continuity across the region.

Goal 4: Improve efficiency in system management, operations, and movement of people and freight.

Goal 5: Support land use practices that promote quality of life and economic vitality.

Goal 6: Seek secure and reliable funding.

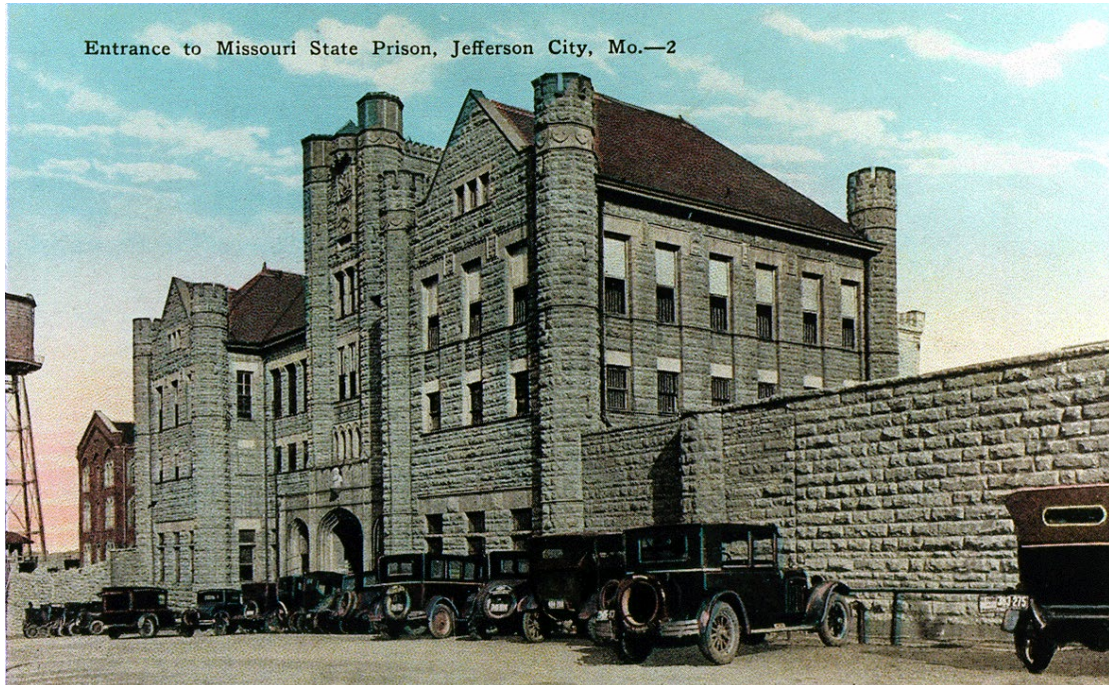
Goal 7: Improve accessibility and mobility.

Goal 8: Maintain a resilient transportation system.

MISSOURI STATE PENITENTIARY REDEVELOPMENT

Authorized in 1832 and approved by the General Assembly in 1833, the Missouri State Penitentiary was the first prison built west of the Mississippi River. A portion of this historic site is owned by the Missouri State Office of Administration and another portion by the City of Jefferson. The tourist site had more than 33,000 visitors in 2016 according to the Jefferson City New Tribune.

The site is a focal point for tourism and economic development in the region. Future development of the site will likely include housing, office space, restaurants, new roads and pedestrian access that will be developed in coordination with local stakeholders.



Source: Missouri Office of Administration



3 Visioning & Plan Development

The Vision:

**MAINTAIN AND SUPPORT A RESILIENT MULTI-MODAL
NETWORK THAT IMPROVES QUALITY OF LIFE AND
PROMOTE ECONOMIC VITALITY THROUGH PLANNING
FOR SMART COMMUNITY GROWTH.**

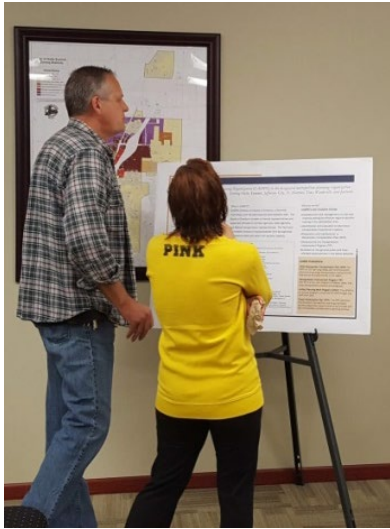
GOALS & STRATEGIES

The following list of strategies was developed input from stakeholders and public surveys to aid in achieving the goals listed above. These strategies provide guidance to staff and the CAMPO Board of Directors in developing work programs, policies, and projects.

- 1. Improve safety and security for all travel modes**
 - a. Identify locations for safety improvements
 - b. Improve collaboration between CAMPO and public safety agencies
 - c. Assist with railroad related safety and access improvements such as the boarding platform, crossings, and right-of-way areas
 - d. Encourage collaboration between law enforcement and transit agencies concerning security camera use
- 2. Support economic development and tourism throughout the region**
 - a. Seek funding and provide support for improvements and access to the airport, transit, and the river port
 - b. Improve accessibility to recreational and cultural opportunities
 - c. Expanding wayfinding throughout the region
 - d. Support creation of shuttle services for local and regional events
- 3. Support regional partnerships and planning continuity across the region.**
 - a. Develop data in support of member jurisdictions' comprehensive plans
 - b. Provide a forum for sharing planning best practices or processes
 - c. Strengthen collaboration with regional planning agencies
- 4. Improve efficiency in system management, operations, and movement of people and freight**
 - a. Maintain and update a regional travel demand model
 - b. Support access management programs
 - c. Identify current or potential congestion locations or bottlenecks
 - d. Identify potential locations for connection improvements
 - e. Improve existing inter-modal and multi-modal facilities
 - f. Support improvements to freight and people movement via rail, air, and river port access
 - g. Improve inter-city and inter-regional transit operations and connectivity
 - h. Improve parking and services specific to freight hauler needs
 - i. Support development and implementation of local parking studies
- 5. Support land use practices that promote quality of life and economic vitality**
 - a. Develop and maintain land use data in support of MPO and regional planning partner needs
 - b. Support member jurisdictions' plans for connectivity to parks, trails, and open space
 - c. Provide mapping and data development support to local communities

- 6. Seek secure and reliable funding**
 - a. Provide assistance to regional stakeholders in seeking grants and completing applications
 - b. Maintain a prioritized comprehensive list of illustrative transportation projects
 - c. Continue to maintain a Unified Planning Work Program (UPWP)
 - d. Maintain a list of funding sources and opportunities
 - e. Alert member jurisdictions of available funding resources as they are announced
 - f. Collaborate with regional partners in leveraging funds or applying for grants
- 7. Improve accessibility and mobility**
 - a. Identify barriers to accessibility and mobility (sidewalks, crosswalks, signals, signage, etc.)
 - b. Support development of ADA transition plans among member jurisdictions
 - c. Support improvements to and expansion of passenger rail service
 - d. Maintain and update the Capital Area Pedestrian and Bicycle Plan
 - e. Maintain and update the Coordinated Public Transit-Human Services Transportation Plan
 - f. Review and update documents that support improvements to accessibility such as the Title VI Plan, Limited English Proficiency Plan (LEP), and Public Participation Plan (PPP)
- 8. Maintain a resilient transportation system**
 - a. Encourage preservation of motorized and non-motorized transportation corridors for future growth
 - b. Maintain a database of existing infrastructure and assets for use by regional partners
 - c. Develop and maintain an accurate Transportation Improvement Program (TIP)
 - d. Provide support in maintaining the MoDOT Transportation Management System (TMS)
 - e. Support implementation of individual or collaborative pavement and bridge management systems
 - f. Maintain an updated performance management plan
- 9. Provide a platform for multi-modal transportation education**
 - a. Facilitate, promote and participate in local and regional educational activities
 - b. Develop and disseminate educational tools and resources such as brochures, maps, videos, and other media
 - c. Maintain a consistent public outreach schedule to keep members, planning partners, and the public informed about new innovations or transportation trends
 - d. Strengthen CAMPO's social media presence

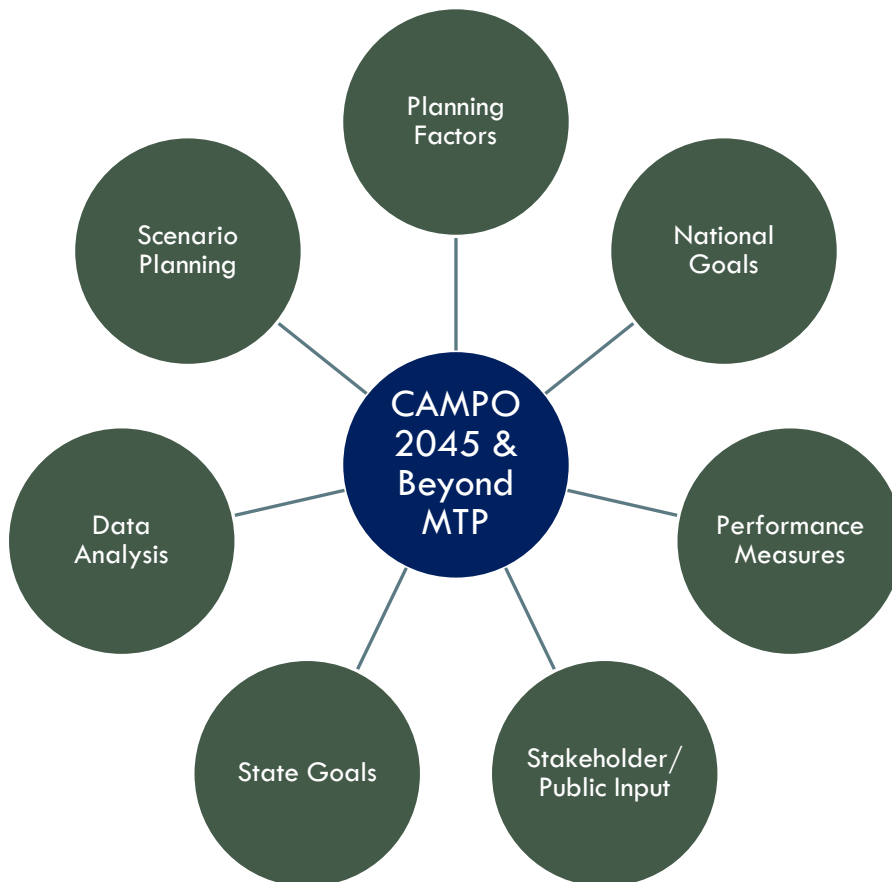
THE PLANNING PROCESS



The MTP was developed through the use of inclusive public outreach, integration of federal planning factors, and scenario planning resulting in the development of the goals and strategies listed in the previous section. The development process followed a national policy of facilitating a “continuing, cooperative, and comprehensive performance-based multimodal” process.

In the spring of 2017, the CAMPO Board of Directors moved forward with a full update of the entire Metropolitan Transportation Plan. The Technical Committee members were the key reviewers during in the update of the plan. A full list of participants of Technical Committee members is located at the front of this plan.

Source: CAMPO Staff – October, 2018 Holts Summit Open House



PUBLIC OUTREACH

From Fall 2018 to Spring of 2019 several meetings, presentation, and public outreach events were held to collect input, including; three stakeholder meetings, one workgroup meeting, and three open house events. Additionally, presentations were given to the Planning and Zoning Commissions in Holts Summit and Jefferson City, and regular updates were provided at Technical Committee meetings and Board of Directors meetings. All of these meetings and events are listed below.

- Technical Committee Meetings – September 2018 through May 2019
- Board of Directors Meetings – September 2018 through May 2019
- St. Martins Council Meeting – October 11, 2018
- Open House (Jefferson City) – October 10, 2018
- Holts Summit City Council Meeting – October 11, 2018
- Cole County Commission Meeting – October 16
- Open House (Holts Summit) – October 16, 2018
- Stakeholder Meeting – November 13, 2018
- Jefferson City Planning and Zoning Commission – March 14, 2019
- Open House (Jefferson City) – March 19, 2019
- Holts Summit Planning and Zoning Commission – March 21, 2019
- Work Group Meeting – March 26, 2019

Topics at these meetings or events included discussion and identification of problem areas, opportunities for improvement, and gaps in connectivity. Meeting participants provided staff with data and insight that facilitated the development of goals, strategies, projects, programs, and policies that would further the MTP vision.

In addition to the public meetings and committee meetings CAMPO also invited comment and participation of several other stakeholders including:

- Local Law Enforcement
- State and Federal Agencies
- Freight Representatives
- Private Schools
- Tourism Promoters
- Local Non-Profits and Advocacy Groups

OUTREACH TO CAMPO JURISDICTIONS

Presentations were given and/or meetings held with each CAMPO jurisdiction during the development of the plan. Each jurisdiction was given the opportunity provide input on the development of the goals, strategies, and projects in the MTP. Presentations were made at Zoning Commission meetings in Holts Summit and Jefferson City.

STAKEHOLDER SURVEYS

A survey was sent to all member jurisdictions, board members, and technical committee members requesting input on short term and long term needs throughout the region. The questionnaire was used to identify high-priority needs and possible solutions. Stakeholders were asked to think about these needs in two categories; Near-Term (<5 years) and Long-Term (beyond 5 years).

Stakeholder Responses

- Congestion on US 54/63 North of the Missouri River Bridge
- US 50/63/Rex-Whitton Expressway Congestion Improvements.
- Safety and congestion issues at Dix Road and US50
- Halifax, Nieman & Major Intersection Improvements
- Safety and congestion issues at Clark Avenue, US 50/63, and Dunkin
- E. Simon drainage improvements
- West Edgewood and Stadium Intersection Improvements
- US 54/Holts Summit - Pedestrian access across highway on Central and E. Simon
- Missouri Boulevard Capacity/Safety
- Bald Hill and Seven Hills Intersection improvements
- Safety Improvements on W. Truman at Scott Station Road and Ventura Ave.
- Sidewalks in Holts Summit along Karen, Halifax, and S. Summit
- Safety Improvements at Swifts Hwy/Jefferson St.
- Katy Trail connectivity to Holts Summit
- Safety and congestion issues Christy Drive/ Tanner Bridge/ Jefferson/ US 54
- U 54 interchange improvements at Ellis, Southwest, and Stadium.
- Madison Street Safety and Capacity Issues
- Tri-level Improvements (US50,63, 54 interchange)
- South Summit Drive sidewalk, drainage, and intersection improvements
- Extension of runways at Jefferson City Memorial Airport
- Spalding Road and Park Place Drainage issues
- Construction of new transit facilities for JEFFTRAN
- Van Horn & Julie Lane intersection improvements
- Rt T/D and US 50 intersection and pedestrian issues
- Greenway crossings and extensions
- Construction of a port on the Missouri River
- Renovation or replacement of the Amtrak Train Station in Jefferson City
- Additional overpass exit ramps at South Summit and US-54 in Callaway County
- intersection improvements at Routes B, M, W, and Ashbury Way in Wardsville
- South Country Club and US 50 Interchange Improvements
- Bike Lane installation
- E. Miller St. Roadway improvements
- Ellis Boulevard and Moreau Drive Intersection improvements

PUBLIC COMMENTS

More than 100 members of the public provided staff with comments during the MTP planning process. A public survey was used to ask people what they saw as needs and trends in the region. The survey was given to residents and non-residents alike. 44% of survey respondents live in Jefferson City, 20% live in Holts Summit, with the remainder living in other nearby communities inside and outside the CAMPO region. 85% stated that they work in Jefferson City. This is consistent with the large amount of commuters that work in Jefferson City and drive in from the surrounding rural areas.

WHEN ASKED ABOUT TRANSPORTATION **NEEDS** IN THE REGION...

bridge lights area sidewalks along adding city lanes Add sidewalks
roads go sidewalks Adding bike lanes needs one
bike lanes connect streets Holts Summit traffic highway

WHEN ASKED ABOUT **TRENDS AFFECTING THE FUTURE** OF THE REGION...

Jefferson City Online retailing on-line retailing redevelopment Will rural
think roads area people aging population job
growth City going state population affecting need lack

WHEN ASKED WHAT IS **IMPORTANT TO THE OVERALL VISION** OF THE REGION...

important improved trails connected sidewalks Jefferson City
attracting jobs schools attracting jobs better
improved schools attracting need developing vacant undeveloped
area new parks increase people Holts Summit affordable housing
city

UPDATING THE MTP

The MTP is federally mandated to be updated every five years to reflect the changing needs and capacities of the region. The next update of this plan will take place in 2023-2024. That being said, if there are significant changes to growth patterns, demographics, technology or the transportation network modifications or amendments may be made. As an example, the 2020 Decennial Census may facilitate changes to certain growth patterns or show a shift in regional dynamics. This may also result in a change to the CAMPO boundary. New funding sources, changes in legislation, or shifts in revenue may also trigger modifications to the plan. For these reasons, routine review of the plan is necessary.

AMENDMENTS & MODIFICATIONS

Between updates the MTP may be changed through an amendment or administrative modification. An amendment to the MTP is subject to a 7-day public comment period after being reviewed by the Technical Committee and before being approved by the Board of Directors. If staff conducts an administrative modification, notice will be provided to the Board of Directors either prior to or immediately following the modification. Appendix B contains a list of amendments and administrative modifications.

Definitions of an amendment or administrative modification, according to 23 CFR §450.104, are as follows:

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes 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 does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

INCORPORATION OF OTHER PLANS AND STUDIES

The Metropolitan Transportation Plan (MTP) takes into consideration several local and regional planning efforts and studies. Many of these previous planning efforts have identified projects, strategies, and activities that are aligned with the goals outlined in the MTP.

PLANS INCORPORATED BY REFERENCE

CAMPO Transportation Improvement Program (updated annually)	Appendix E
Capital Area Pedestrian and Bicycle Plan – 2016	Appendix F
CAMPO Coordinated Public Transit-Human Services Transportation Plan – 2017	Appendix G
CAMPO Travel Demand Model Report	Appendix H
CAMPO Wayfinding Plan – 2016	Appendix I
Thoroughfare Plan (To be completed in late 2020, following completion of MTP)	Appendix J

OTHER IMPORTANT PLANS AND STUDIES

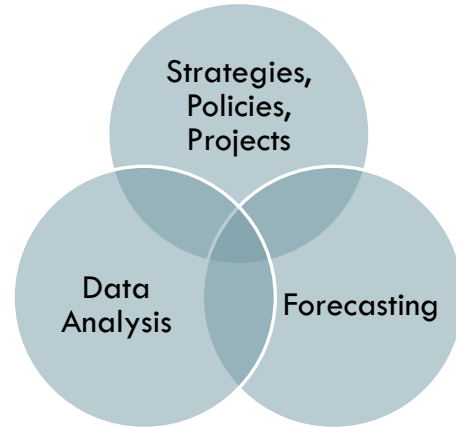
The following list includes several other plans, studies, and assessments that have influenced the development of the MTP and guide decision making within the MPO.

- Callaway County Hazard Mitigation Plan
- Callaway County Emergency Management Plan
- Central Missouri Multimodal Port Feasibility Study
- Cole County Master Plan
- Cole County Hazard Mitigation Plan
- Cole County Emergency Management Plan
- Cole County/Jefferson City, County-Wide Transportation Study (2003)
- Holts Summit Transportation Plan
- Holts Summit Bicycle, Pedestrian, and Transit Plan
- Jefferson City Analysis of Impediments to Fair Housing Choice
- Jefferson City Central East Side Neighborhood Plan
- Jefferson City CDBG Program Consolidated Plan
- Jefferson City Comprehensive Plan
- Jefferson City Greenways Master Plan
- Jefferson City Historic Preservation Plan
- Jefferson City Memorial Airport Master Plan
- Jefferson City Parking Study Update (2017)
- Jefferson City Sewerage Master Plan
- Jefferson City Southside Redevelopment Plan
- Jefferson City Transit Feasibility Study
- Jefferson City Transit System Wide Assessment (2017)
- Missouri River Freight Corridor Assessment & Development Plan
- Mid-Missouri Regional Planning Commission Regional Transportation Plan
- Mid-Missouri Regional Planning Commission Coordinated Public Transit-Human Services Transportation Plan
- MoDOT Long-Range Transportation Plan

SCENARIO PLANNING

Scenario planning is a way to achieve a shared vision for the future by analyzing various factors that can impact the way in which a region develops. A framework is developed to assist stakeholders in making decisions to reach a shared vision. Transportation planning utilizes scenarios by considering how changes in transportation, land use, resources, demographics, or other factors may affect connectivity, mobility, and resiliency throughout the region.

For the 2045 MTP, four land use scenarios were created and a preferred scenario was chosen as the most likely scenario for future development. The preferred scenario was then used as part of a Travel Demand Model (TDM). The TDM takes the preferred land use scenario and analyzes the impacts of development on the transportation system, highlighting points of congestion, capacity, and increased demands on the road network. CAMPO staff worked with City Explained, Inc. and used their scenario planning software, CommunityViz, to develop the land use scenarios.



THE FOUR SCENARIOS

Trend

- This scenario reflects an anticipated development based on current trends. The Trend Scenario looked at current land use, 20-30 years of population growth, adopted plans and policies, zoning, and stakeholder input.

Central City Development

- This scenario uses the Trend Scenario as a base and then imagines more infill in downtown Jefferson City. A filling in of vacant or abandoned properties with residential and commercial development that is consistent with recent neighborhood plans and changes in zoning.

Unincorporated Growth

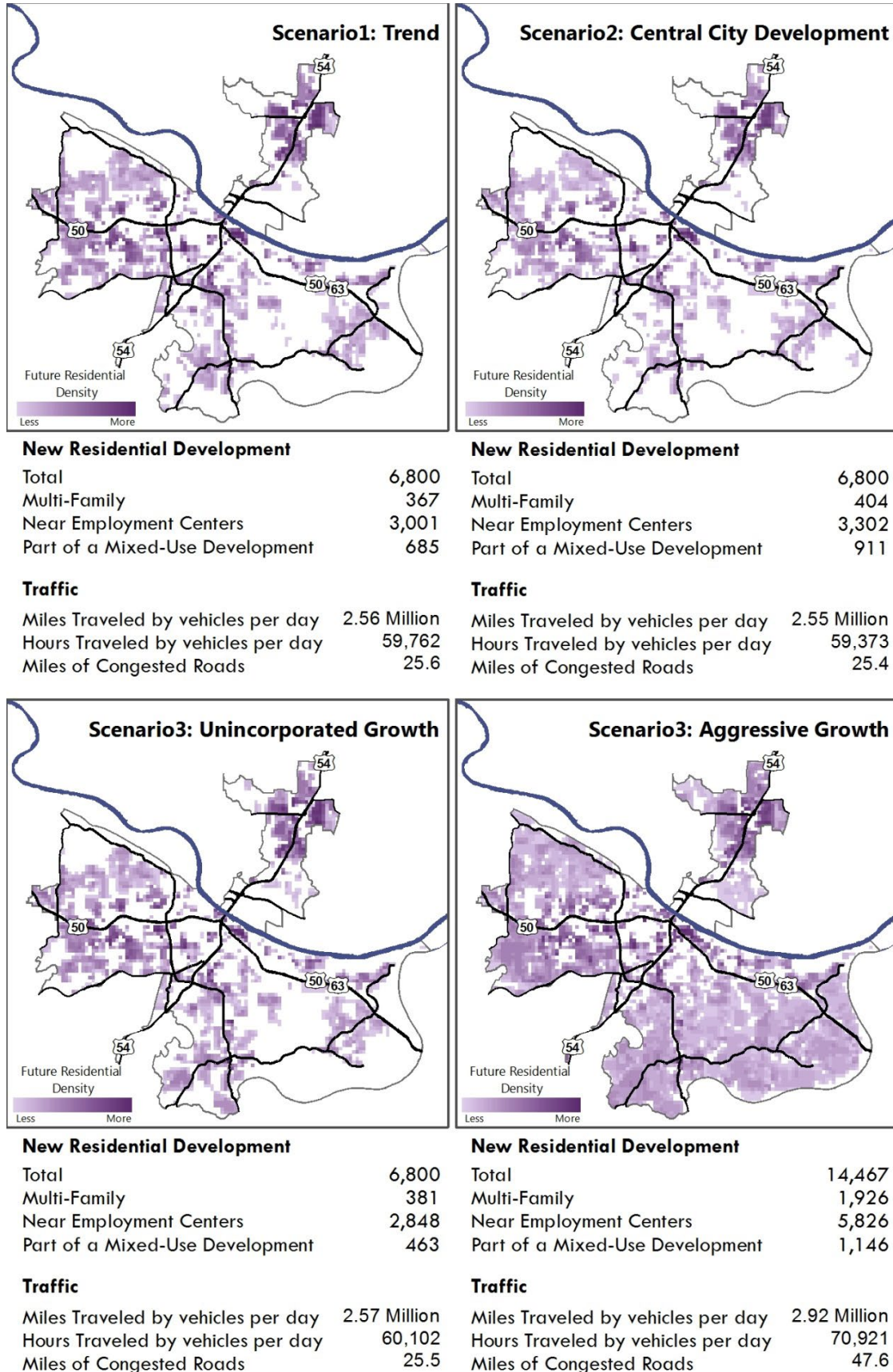
- This scenario uses the Trend Scenario as a base and then imagines more intensive development of the unincorporated portions of the CAMPO region just west of Jefferson City and just outside of Holts Summit.

Aggressive Growth

- This scenario assumes much more aggressive growth rates, more than double those of the other scenarios and stands as a “stress test” on metro-area systems over the coming decades.

Figure 3.1 provides a comparison of the four scenarios, including future residential density and traffic impacts.

Figure 3.1 Scenario Comparisons



THE PREFERRED SCENARIO

After evaluating the four scenarios and gathering public and stakeholder input the Trend Scenario, highlighted in Figure 3.2, was chosen as the preferred scenario. This scenario represented a middle ground between the Central City Scenario and the Unincorporated Growth Scenario. These scenarios both reflect current trends seen in the community with larger amounts of new housing developments occurring in unincorporated areas, and neighborhood plans and rezoning occurring in the central part of Jefferson City and Holts Summit. Both scenarios are reflected in the Trend. The Aggressive Growth Scenario provided staff and stakeholders with an opportunity to better identify weak points in the transportation network that may be exacerbated during peak times, special events, or potentially larger than expected growth were to occur.

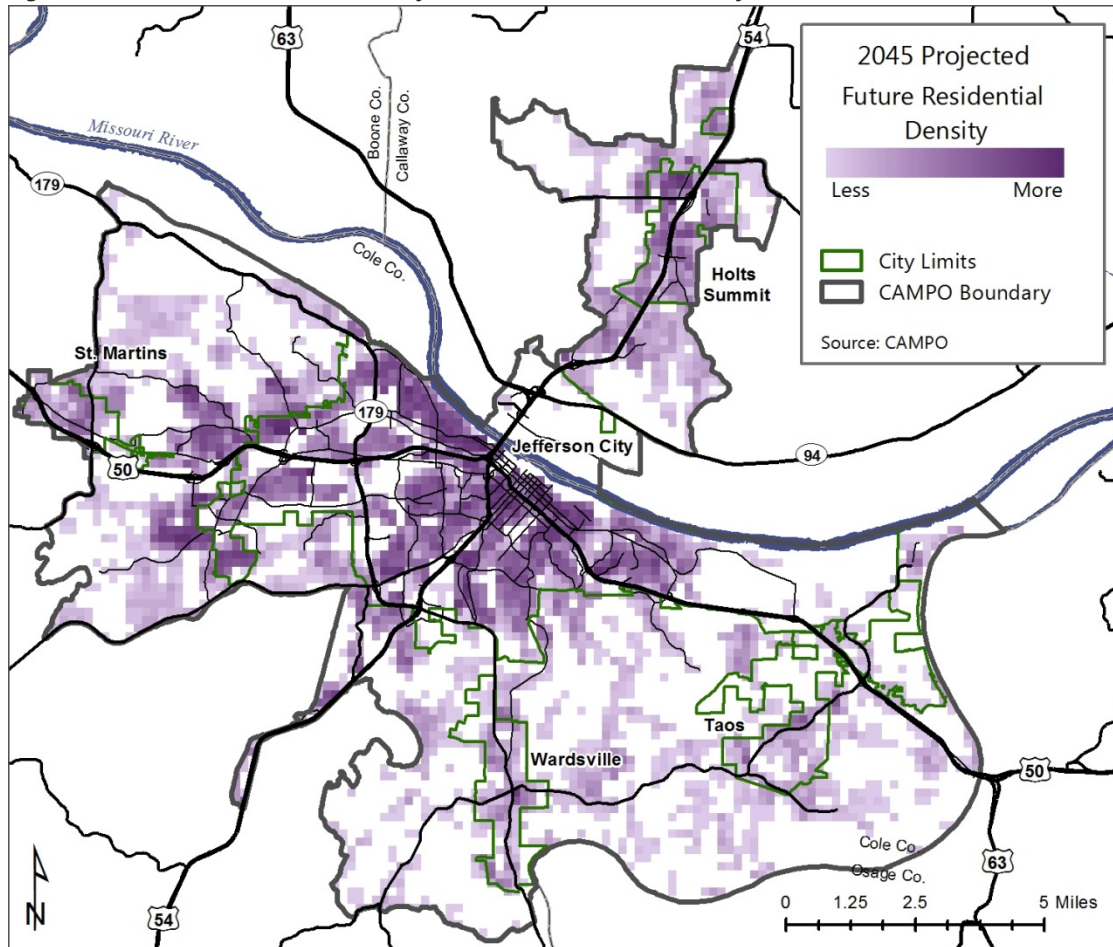
Figure 3.2: Preferred Scenario Overview

Indicator	Today	2045	Change
Population	77,727	92,105	18.50%
Jobs	55,596	62,563	12.50%
Jobs per person	0.72	0.68	-5.60%
Dwelling Units	36,761	43,561	18.50%
Commercial ft ²	11 Million	12.3 Million	11.90%
Industrial ft ²	9.2 Million	10.7 Million	17.20%

In the development of the scenarios, housing and residential growth were the focus of analysis. Figure 3.3 illustrates the projected residential density for the 2045 planning horizon.

- 20% of new residential growth and 16% of commercial/ industrial growth will occur north of the Missouri River in the Holts Summit area, while 80% of new residential growth and 84% of commercial/ industrial growth will occur south of the river in Jefferson City and Unincorporated Cole County.
- Currently, over 75% of existing housing in the region is detached, single family residences and approximately 25% of housing occurs either as multi-family housing, typically either townhomes or apartments. In the preferred scenario, this pattern continues with 88% of new housing expected to be detached, single family housing.
- While all communities in the area will experience some growth in the preferred scenario, some communities will grow more than others. Approximately 22% of new residential growth will occur in Jefferson City, followed by Holts Summit with 10%. Most other communities will experience between 3-5% of new growth with the remainder in the unincorporated areas.
- While most of the region's housing stock is within existing incorporated communities, 61% of the residential growth in the preferred scenario occurs in areas that are currently in unincorporated Cole or Callaway Counties.

Figure 3.3: Preferred Scenario – 2045 Projected Future Residential Density



TRAVEL DEMAND MODEL (TDM) ANALYSIS

Using land use data and other demographic data the TDM provides an analysis of current and projected transportation demands on the transportation system over a 25 year planning horizon. The modeling process is a system-level effort. Although individual links of a highway network can be analyzed, the results are intended for determination of system-wide impacts. The TDM provides a list of recommended improvements that are then incorporated into the MTP’s Illustrative Project List. CAMPO contracted with HDR, Inc. to develop the 2045 TDM and subsequent report, located in Appendix H.

METHOD

The TDM forecasts include current travel demand using a 2015 base year and models demand out to the 2045 long term planning horizon.

The model uses current population and development information, based on census data and parcel data to determine existing generalized land use, and forecasted future population and land use development to 2045 as inputs. The following methods were used to determine residential and commercial development out to year 2045.

- The functional classification of the road network had been developed earlier, so traffic counts on roadway links, and turning movements at selected intersections were conducted for calibration purposes.
- 2010 census population data formed the baseline population.
- 2010 to 2020 growth rates were identified for CAMPO area, and then future growth rates for Callaway and Cole County portions of CAMPO area were calculated.
- Municipal populations within CAMPO area were calculated, along with the urban and rural portions of CAMPO.
- Parcel data for Cole and Callaway Counties, from County Assessor files were used to help determine an initial land use classification and specific facility size and class of properties.
- Properties were defined using both general land use classification codes and ITE (Institute of Transportation Engineers) land use classifications codes.
- GIS data was used to evaluate development potential for currently undeveloped areas within CAMPO. Development constraints, such as flood plains, steep slopes, and provision of sewers and utilities were used to identify physical limitations to future development.
- Significant identifiable commercial and residential developments, (within 5-10 years) were included in the future land use map. Other less identifiable development (15-25 years out) was added to the future land use map later, but with less detail.
- New roads were added to the network first, as projects that clearly were going on the network such as interchanges, arterials, and corridors for arterial roads.

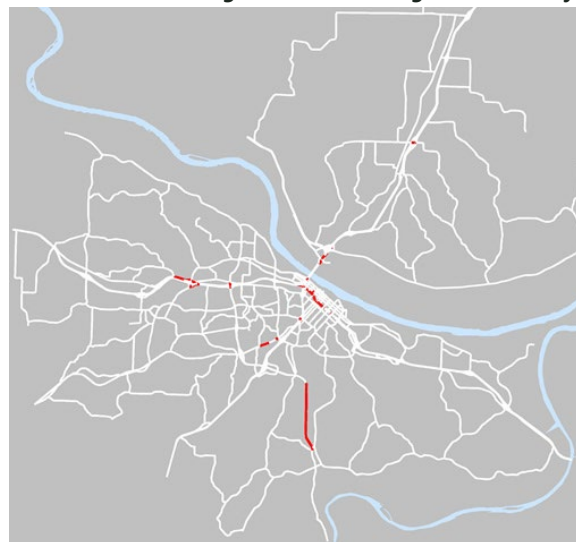
PROJECTED TRAVEL DEMAND FOR PEOPLE AND FREIGHT

The number of vehicle miles of travel (or VMT) is an indicator of the roadway system travel levels by motor vehicles and is an estimate, based upon traffic volume counts and roadway lengths, for a specific point in time. Regional daily VMT in 2010 was 1.75 Million and the 2045 projected daily VMT is 2.56 Million, doubling over a 35 year period.

PROJECTED TRAFFIC VOLUMES TO CAPACITY (V/C)

Generally, intersections are the congestion points in the roadways. Intersections generate conflicts with turning movements, differences in vehicle speeds, and cross traffic requirements for stoplights. Intersections that have reached their maximum ability to move traffic through that point are said to have reached 100% of their capacity and the result is traffic backup, delays, and possible “gridlock” during peak hours in the morning and evening. Figures 3.4-3.6 depict congested and over capacity roadways and intersections throughout the CAMPO Region.

Figure 3.4: 2045 Congested Roadways



Source: CAMPO 2045 TDM Report April 2019

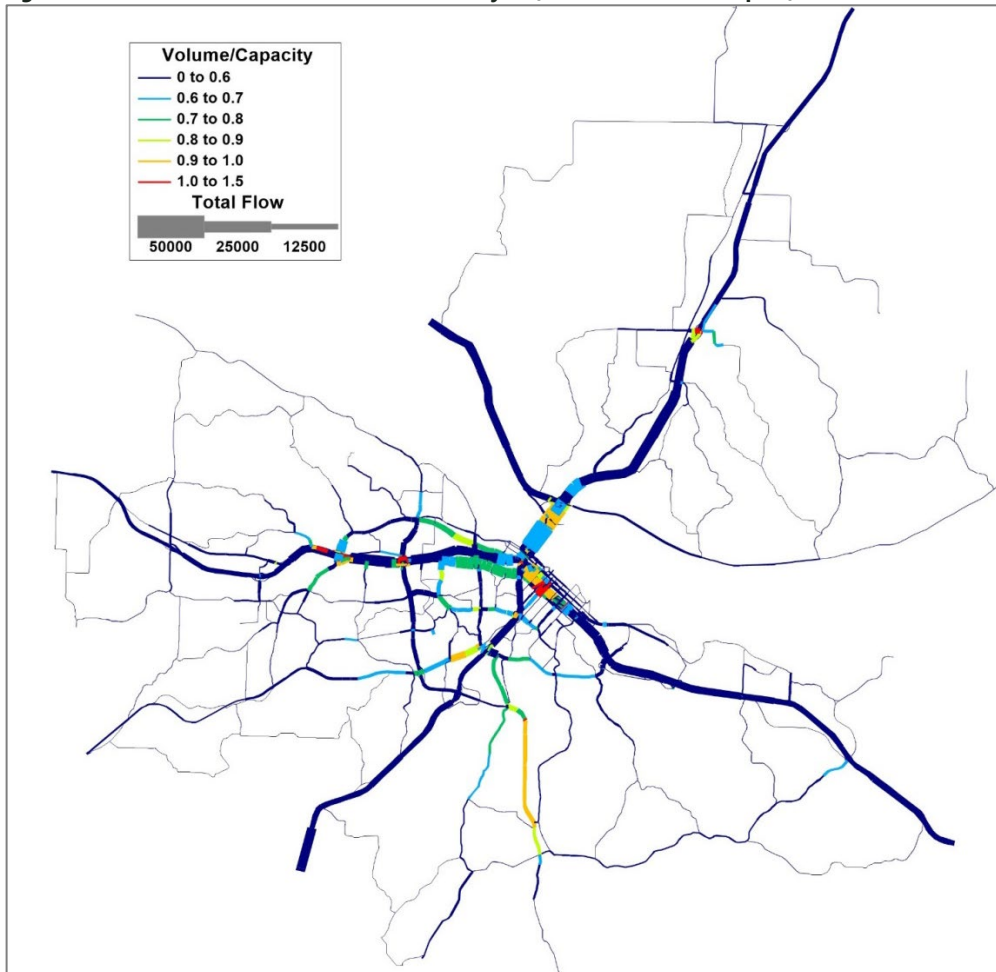
Figure 3.5: 2045 PM Peak Hour Intersection Analysis (Table 4-6 in TDM Report)

		Sig/Unsig*	Delay	LOS
1.	US-54 SB Ramps & Simon Blvd	U	505.3 (SB)	F
2.	Missouri Blvd EB Ramps & Rte. 179	S	14.9	B
3.	US-50 EB/Horner Rd & Truman Blvd	S	27.8	C
4.	Stadium Blvd & Jefferson St	Rdbt	12.3	B
5.	Missouri Blvd & Dix Rd	S	51.1	D#
6.	Missouri Blvd & Beck St	S	33.2	C#
7.	US-54 NB Ramps & Ellis Blvd	S	47.7	D#
8.	US-50/63 EB Ramps & Eastland Dr	S	18.1	B
9.	Rte. BW/M**	U	34.2 (WB)	D
10.	US-50/63 WB Ramps & Militia Dr	U	0.0 (WB)	A
11.	US-50 EB/Horner Rd & Big Horn Dr	U	17.0 (WB)	C

* For unsignalized intersections the delay/LOS reported is for the worst movement at the intersection
 ** Intersection 9 was analyzed as a two-way stop (east-west stop) because Synchro does not allow analysis of the actual configuration (3-way stop at a 4-way intersection).
 # One or more movements operate at LOS E or F.

Source: CAMPO 2045 TDM Report May 2019

Figure 3.6: 2045 PM Peak Hour Intersection Analysis (Table 4-6 in TDM Report)



Source: CAMPO 2045 TDM Report April 2019

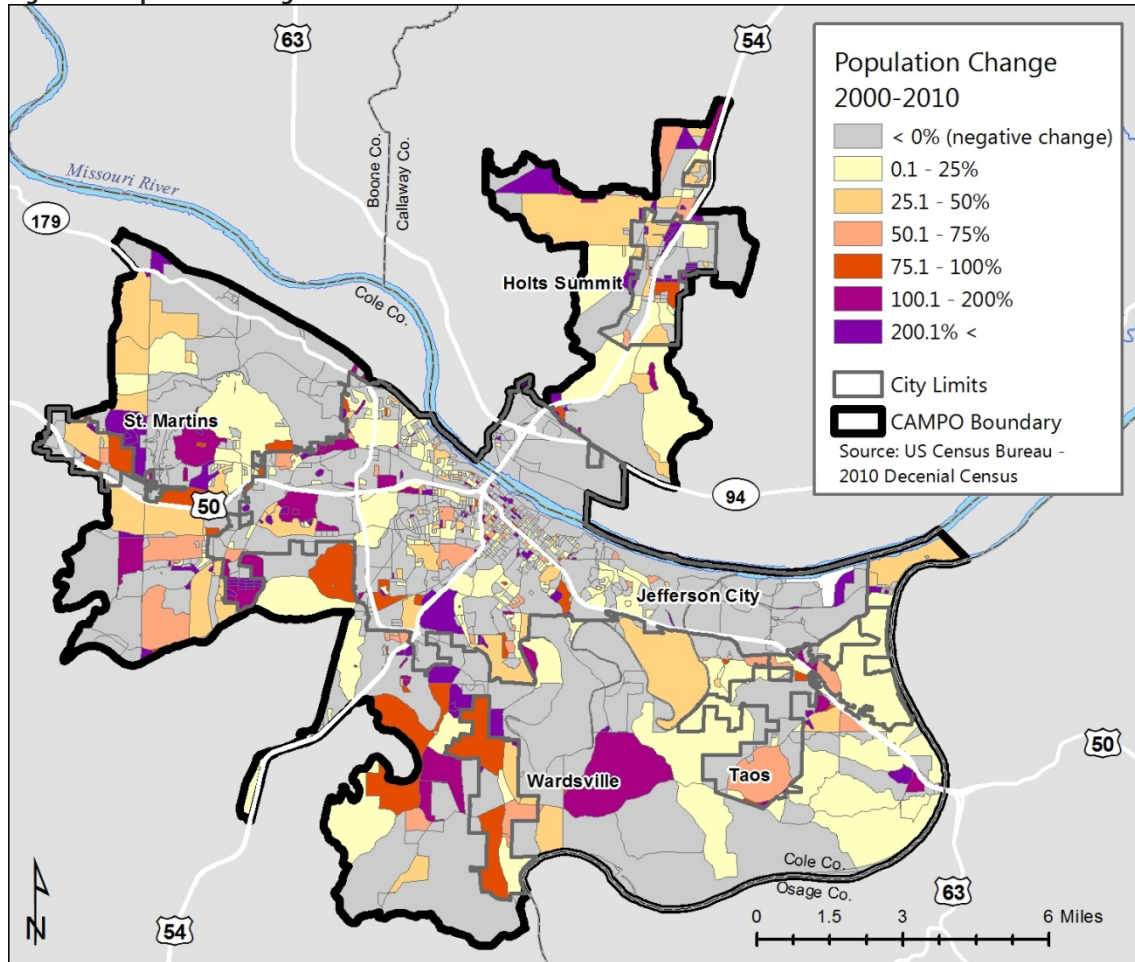


4 Regional Overview

POPULATION TRENDS

The CAMPO region is a generally slow growth area with pockets of more intense growth. Growth within the CAMPO region is currently calculated at approximately 0.8% annually. Based on 2000 and 2010 decennial census data the fastest growing communities in the CAMPO region are Holts Summit with a 22% population increase and Wardsville at more than 50%. While these communities do not have dense populations, they are growing quickly. Figure 4.1 depicts percent of population change within the CAMPO region.

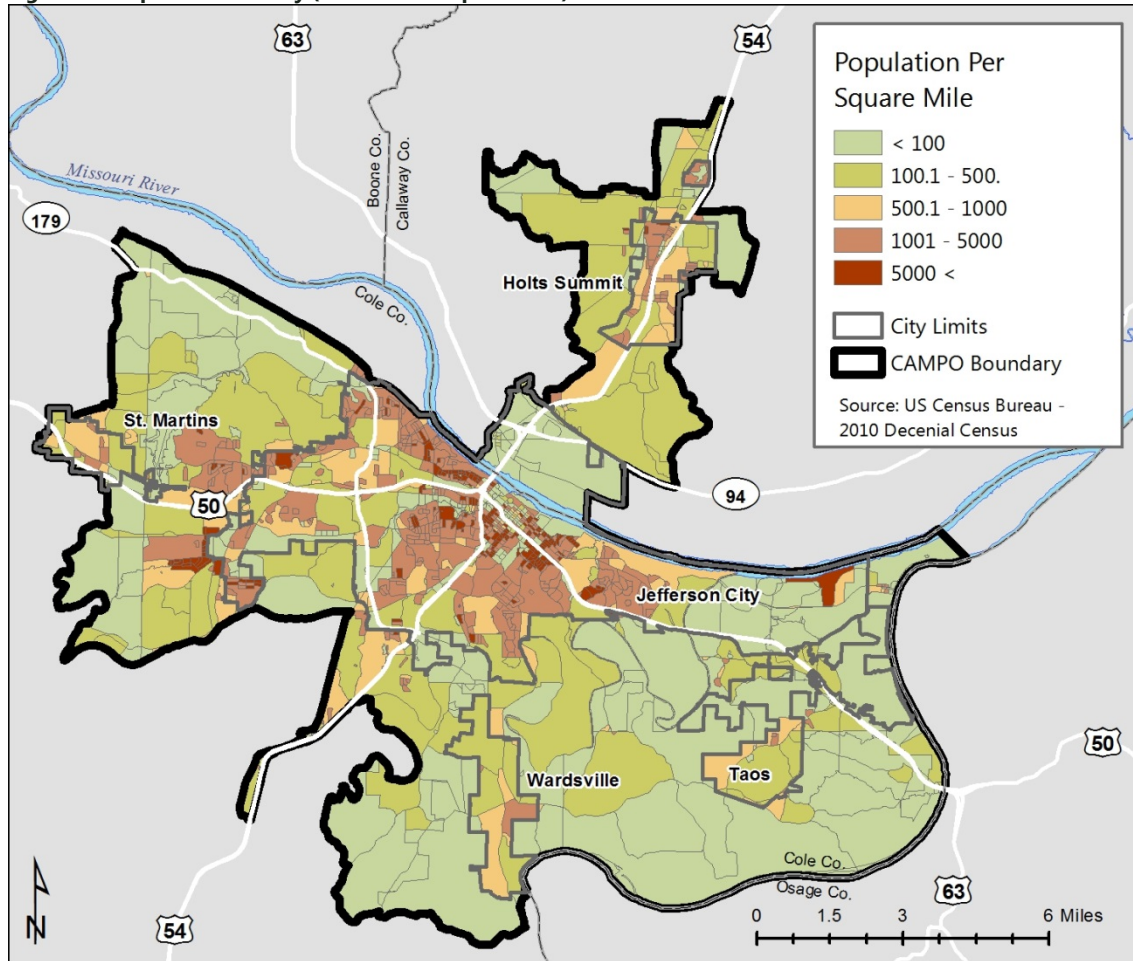
Figure 4.1 Population Change 2000-2010



Source: 2000 and 2010 Decennial Census

The most densely populated areas are in central Jefferson City and unincorporated areas between Jefferson City and St. Martins as shown in Figure 4.2. An overview of population by jurisdiction is provided in Figure 4.3.

Figure 4.2 Population Density (Persons Per Square Mile)



Source: 2000 and 2010 Decennial Census

Figure 4.3 Population by Jurisdiction

Jurisdiction	2016 ACS 5-YR Estimated Population	2010 Decennial Census	Percent of CAMPO Planning Area
Holts Summit	4,182	3,597	5.0%
Jefferson City	42,895	43,079	59.8%
St. Martins	1,177	1,140	1.6%
Taos	1,144	878	1.2%
Wardsville	1,550	1,506	2.1%
Unincorporated Cole County	*18,507	18,507	25.7%
Unincorporated Callaway County	*3,290	3,290	4.6%
Totals	**77,727	71,997	100%

* Population totals for unincorporated areas of the CAMPO planning area are not available in the 5-YR ACS Data. ACS is only available as the Block Group Level which is aligned with the CAMPO Boundary. The 2016 ACS total for the MPA is an estimate.
 **This population estimate was developed through the scenario planning process using several data sources, more information about this estimate can be found in the Travel Demand Model in Appendix H.
 Source: US Census Bureau and 2019 Travel Demand Model

ENVIRONMENTAL JUSTICE

Environmental Justice, in terms of transportation planning, means identifying and addressing disproportionately high and adverse effects of transportation projects, programs, and policies on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens across the region.

Environmental Justice is important because it helps to ensure full and fair participation by potentially affected communities in every phase of the transportation decision-making process. When this is accomplished, the development, construction, operation and maintenance of transportation projects should reflect an equitable distribution of benefits and burdens.

In 1994 an Executive Order, by President Clinton, was issued directing federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In 1997, the Department of Transportation issued an Order to address Environmental Justice in minority populations and low-income populations to summarize and expand upon the previous 1994 Order. The Federal Highway Administration then issued its own Order in 1998 in an effort to address the effects of their programs, policies, and activities. Another Executive Order in 2000, expanded protection against national origin discrimination, by ensuring programs are accessible by people with limited English proficiency.

Recipients of federal funding are to ensure that there are no disproportionate adverse impacts in the above mentioned communities, or those considered transportation dependent due to age or physical limitations, when allocating or spending federal funds.

The MTP identifies the locations of the following groups in order to better understand impacts of transportation programs, policies, and activities.

- low-income
- elderly and youth
- disabled
- minority
- limited English proficiency

Federal guidance identifies significant areas as those which contain more of the vulnerable population than the average for the region. The location of these populations has been compared to the location of the constrained projects included in the Transportation Improvement Program once they are determined.

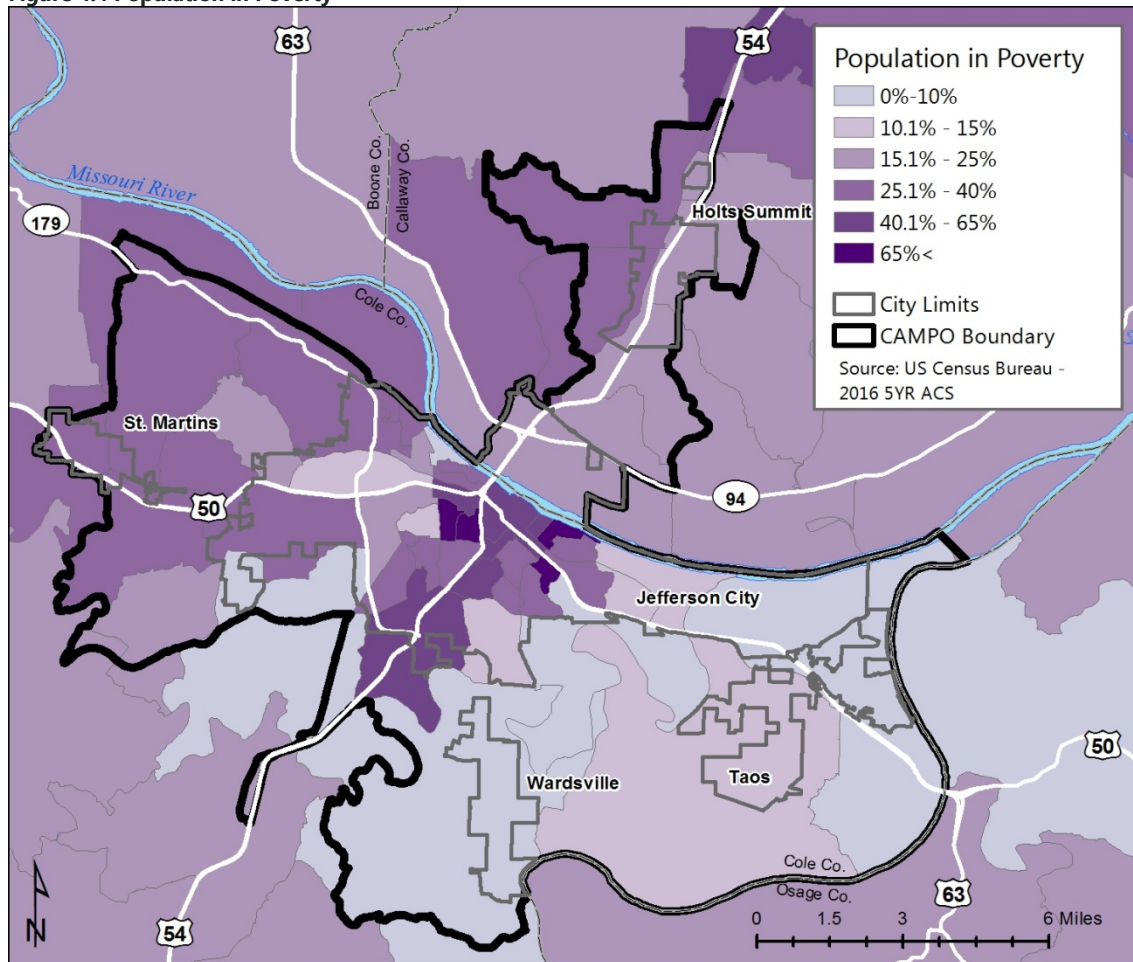
Most state-system projects and local-system projects generally occur in these higher population areas with greater concentrations of vulnerable populations. Recent transportation improvements in these areas consist of improved capacity for vehicles and improved access for pedestrians, cyclists, and transit users.

LOW-INCOME

Low-income or poverty is determined by the federal poverty guidelines and are represented by individuals living below 185% of the poverty line, which are generated annually based on family size and composition. Low-income individuals and families may be more likely to seek public transportation or other transportation alternatives to automobiles. Figure 4.4 depicts the percent of low-income populations within the CAMPO planning area.

The inner core of Jefferson City has block groups with significantly higher percentages, 40% to 65% or greater, of persons living below the poverty line as compared to the outlying areas. Western portions of the planning also have higher levels of poverty with 15% to 40%.

Figure 4.4 Population in Poverty



Source: 2012-2016 American Community Survey 5-Year Estimates

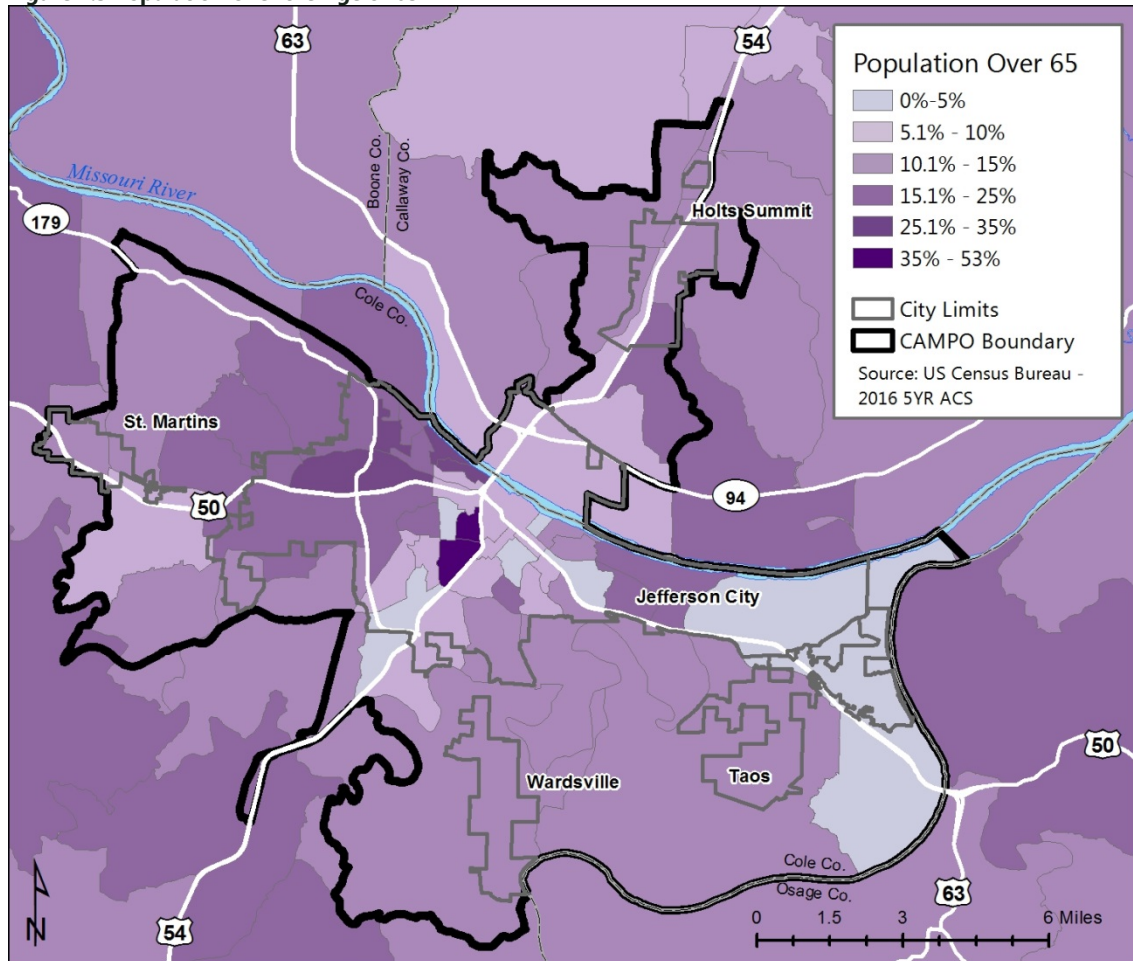
ELDERLY

Figure 4.5 shows the distribution of the elderly population, 65 years of age or older, within the CAMPO planning area.

As the “Baby Boomer” generation (individuals born in the United States between mid-1946 and mid-1964) continues to reach retirement age, municipalities across the country will be faced with the transportation needs of an increasingly aging population. The western portion of the planning area and much of the surrounding rural area has higher percentages of elderly individuals.

The central core of Jefferson City is home to a high concentration of elderly individuals living in senior housing, public housing, and assisted living facilities. This concentration is crossed by two transit routes, is close to the Jefferson City greenway system, accessible by sidewalk, and lies close to three major US Highways.

Figure 4.5 Population Over the Age of 65

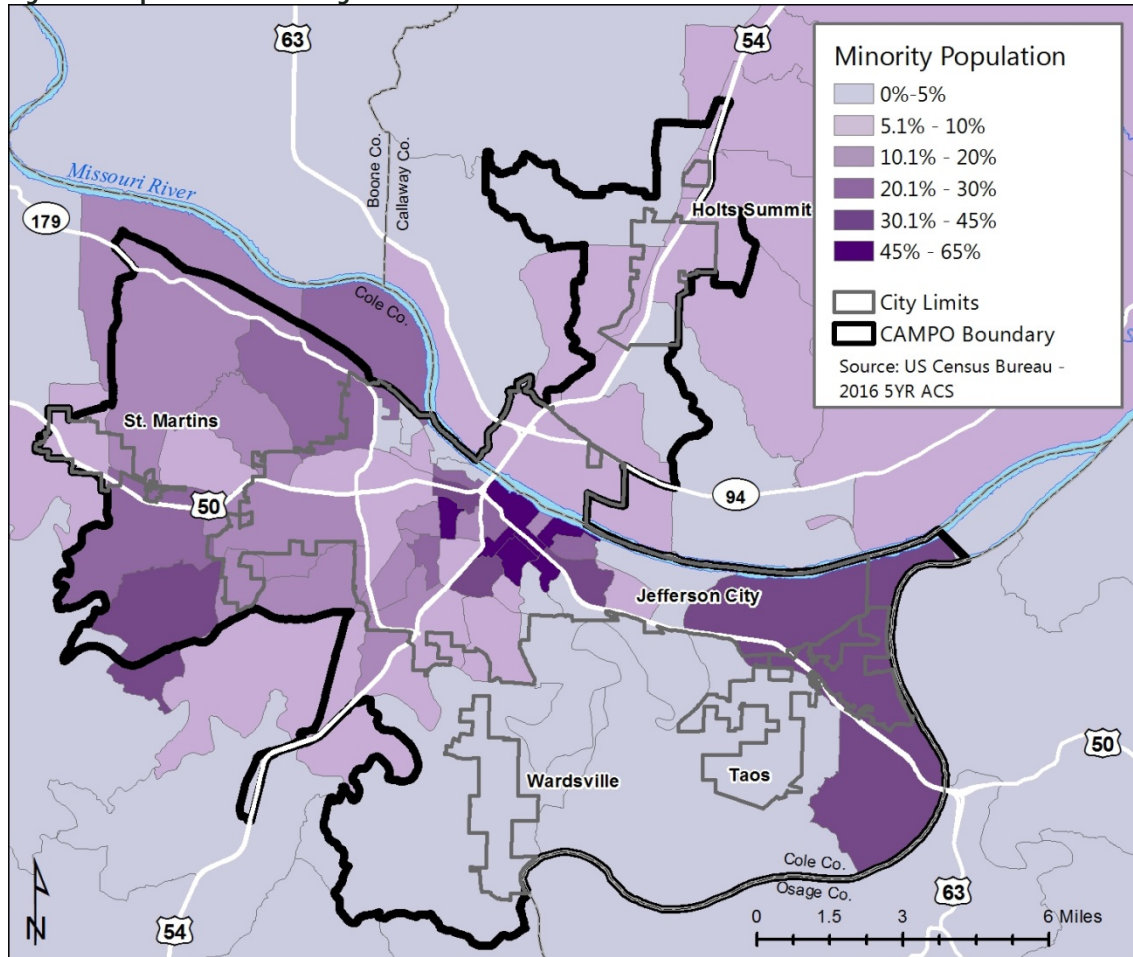


Source: 2012-2016 American Community Survey 5-Year Estimates

MINORITY POPULATIONS

Figure 4.6 shows the distribution of minority populations within the CAMPO planning area. The core, and historically oldest, sections of Jefferson City has the highest density of minorities. There are some higher concentrations of minorities that can be found in parts of unincorporated Cole County as well.

Figure 4.6 Population Over the Age of 65



Source: 2012-2016 American Community Survey 5-Year Estimates

POPULATIONS WITH DISABILITIES

Figure 4.7 provides an overview of Callaway and Cole county populations with a disability. The 2010 Decennial Census provides the best data for this type of demographic. Questions about disability status in the American Community Survey data since the decennial census are not comparable after 2010.

Figure 4.7 Percent of Population With a Disability

	Callaway County	Cole County
Total civilian non-institutionalized population	14.2%	13.2%
Population under 5 years	1.1%	0.4%
With a hearing difficulty	1.1%	0.3%
With a vision difficulty	0.5%	0.1%
Population 5 to 17 years	7.9%	5.4%
With a hearing difficulty	0.8%	0.4%
With a vision difficulty	1.3%	0.5%
With a cognitive difficulty	6.4%	3.1%
With an ambulatory difficulty	2.3%	1.2%
With a self-care difficulty	2.0%	0.6%
Population 18 to 64 years	12.1%	12.1%
With a hearing difficulty	3.3%	2.8%
With a vision difficulty	1.2%	2.9%
With a cognitive difficulty	4.5%	5.4%
With an ambulatory difficulty	6.6%	6.2%
With a self-care difficulty	1.7%	1.5%
With an independent living difficulty	3.4%	3.8%
Population 65 years and over	40.2%	37.4%
With a hearing difficulty	19.5%	16.5%
With a vision difficulty	5.4%	6.7%
With a cognitive difficulty	7.6%	8.1%
With an ambulatory difficulty	23.1%	23.0%
With a self-care difficulty	5.9%	5.8%
With an independent living difficulty	14.2%	14.1%

Source: 2010 US Census

TITLE VI

It is the policy of CAMPO that no person is excluded from participation in, denied the benefit of, or subjected to, discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, or national origin under Title VI and related nondiscrimination statutes.

To certify compliance with environmental justice requirements, CAMPO incorporates the following activities into the planning processes and works towards the following:

1. Enhancement of analytical capabilities to ensure that the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP) comply with Title VI.
2. Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments will be fairly distributed.
3. Evaluate, and where necessary, improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

The Federal Transit Administration (FTA) requires funding recipients to report certain general information to determine compliance with Title VI. The collection and reporting of this information constitutes a recipient's Title VI Program. To ensure compliance with 49 CFR Section 21.9 (b), the FTA requires that all recipients document their compliance with this chapter by submitting a Title VI Program to the FTA's regional civil rights officer once every three years. As subrecipients, CAMPO submits a Title VI Plan to their primary recipient, MoDOT.

Limited English Proficiency

CAMPO maintains a Limited English Proficiency Plan (LEP) as part of Title VI requirements. The plan provides an analysis of LEP populations in the region. According to 2016 5-Year American Community Survey data there are as few as 37 LEP households in the region, only 1.1% of total households.

ECONOMIC ACTIVITY

The CAMPO region lies in the center of the Jefferson City Metropolitan Statistical Area (MSA). The Jefferson City MSA includes the counties of Callaway, Cole, Moniteau, and Osage. Defined by the US Office of Management and Budget, the MSA is anchored by the city of Jefferson City and had a 2017 population of approximately 151,056.

Generally, an MSA is an economically and socially connected region with concentrated population center (Jefferson City).

Jefferson City and the CAMPO region as a whole is heavily impacted by and connected to the larger MSA region. This section will include data and statistics that provided at the MSA level.

Figure 4.8 provides a comparison between the Jefferson City MSA and the State of Missouri.

Jefferson City Metropolitan Statistical Area (MSA)

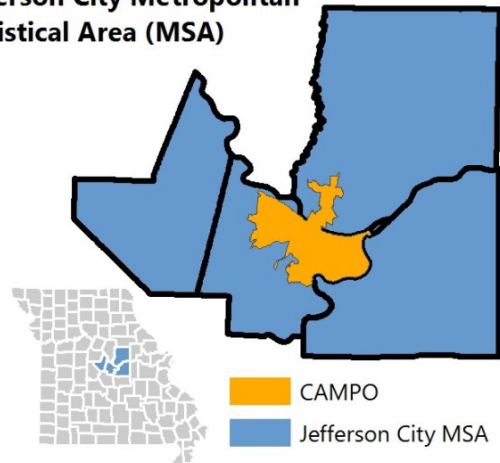
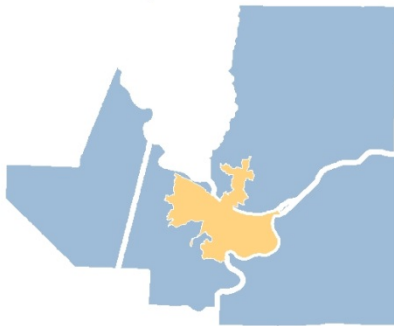


Figure 4.8 Comparison of Jefferson City MSA to State of Missouri

Jefferson City MSA



POPULATION - 151,056
0.143% GROWTH (2000-2017)
 MEDIAN AGE - 38.5

 MEDIAN HOUSEHOLD INCOME - \$53,680
1.93% GROWTH (2000-2017)
 POVERTY RATE - 11.9%

 NUMBER OF EMPLOYEES - 70,433
0.905% GROWTH (2000-2017)
 MEDIAN PROPERTY VALUE - \$143,900
2.42% GROWTH (2000-2017)

State of Missouri



POPULATION - 6.11 M
0.377% GROWTH (2000-2017)
 MEDIAN AGE - 38.5

 MEDIAN HOUSEHOLD INCOME - \$53,578
3.54% GROWTH (2000-2017)
 POVERTY RATE - 14.6%

 NUMBER OF EMPLOYEES - 2.79 M
0.546% GROWTH (2000-2017)
 MEDIAN PROPERTY VALUE - \$156,700
3.5% GROWTH (2000-2017)

Source: CAMPO, datausa.io

EMPLOYMENT

The largest industries in the MSA are Public Administration, Health Care & Social Assistance, and Retail/Services. Within the CAMPO region, state government is by far the largest employer. All state agency headquarters are located in Jefferson City. Figure 4.9 provides a list of major employers in the CAMPO region. Figure 4.10 provides a breakdown of jobs by sector within the Jefferson City MSA using the North American Industry Classification System (NAICS).

Figure 4.9 Major Employers

<u>Employer</u>	<u>Employees</u>	<u>Employer</u>	<u>Employees</u>
State of Missouri	14,174	Lincoln University	369
Jefferson City Public Schools	1,627	County of Cole	363
Capital Region Medical Center	1,527	Gerbes Super Market (2)	294
Scholastic Inc.	1,500	Missouri Farm Bureau	283
Quaker Windows & Doors	1,051	McDonald's Restaurants	250
Central Banccompany	1,020	State Technical College of Missouri	229
SSM Health - St. Mary's Hospital	982	Meyer Electric Co.	216
ABB, Inc.	865	Command Web	200
City of Jefferson	830	Modern Litho/Brown Printing	193
Wal-Mart Supercenter (2)	665	Modine Manufacturing Co.	191
Jefferson City Medical Group (JCMG)	629	Sam's Club	182
Unilever Home & Personal Care	467	Lowe's Home Improvements	178
WIPRO Infocrossing	461	Learfield Communications	171
Hy-Vee Food Stores	455	DeLong's, Inc.	154

Source: Jefferson City Chamber of Commerce

Figure 4.10 Jobs by Industry Sector 2015

Jefferson City MSA - Jobs by NAICS* Industry Sector 2015					
<u>Industry Sector</u>	<u>Count</u>	<u>Share</u>	<u>Industry Sector</u>	<u>Count</u>	<u>Share</u>
Agriculture, Forestry, Fishing and Hunting	548	0.8%	Real Estate and Rental and Leasing	465	0.7%
Mining, Quarrying, and Oil and Gas Extraction	135	0.2%	Professional, Scientific, and Technical Services	2,319	3.6%
Utilities	861	1.3%	Management of Companies and Enterprises	1,330	2.1%
Construction	3,501	5.4%	Administration & Support, Waste Management and Remediation	2,676	4.1%
Manufacturing	5,034	7.8%	Educational Services	5,378	8.3%
Wholesale Trade	2,060	3.2%	Health Care and Social Assistance	8,412	13.0%
Retail Trade	7,582	11.7%	Arts, Entertainment, and Recreation	847	1.3%
Transportation and Warehousing	1,731	2.7%	Accommodation and Food Services	4,467	6.9%
Information	1,060	1.6%	Other Services (excluding Public Administration)	1,711	2.6%
Finance and Insurance	2,316	3.6%	Public Administration	12,259	18.9%

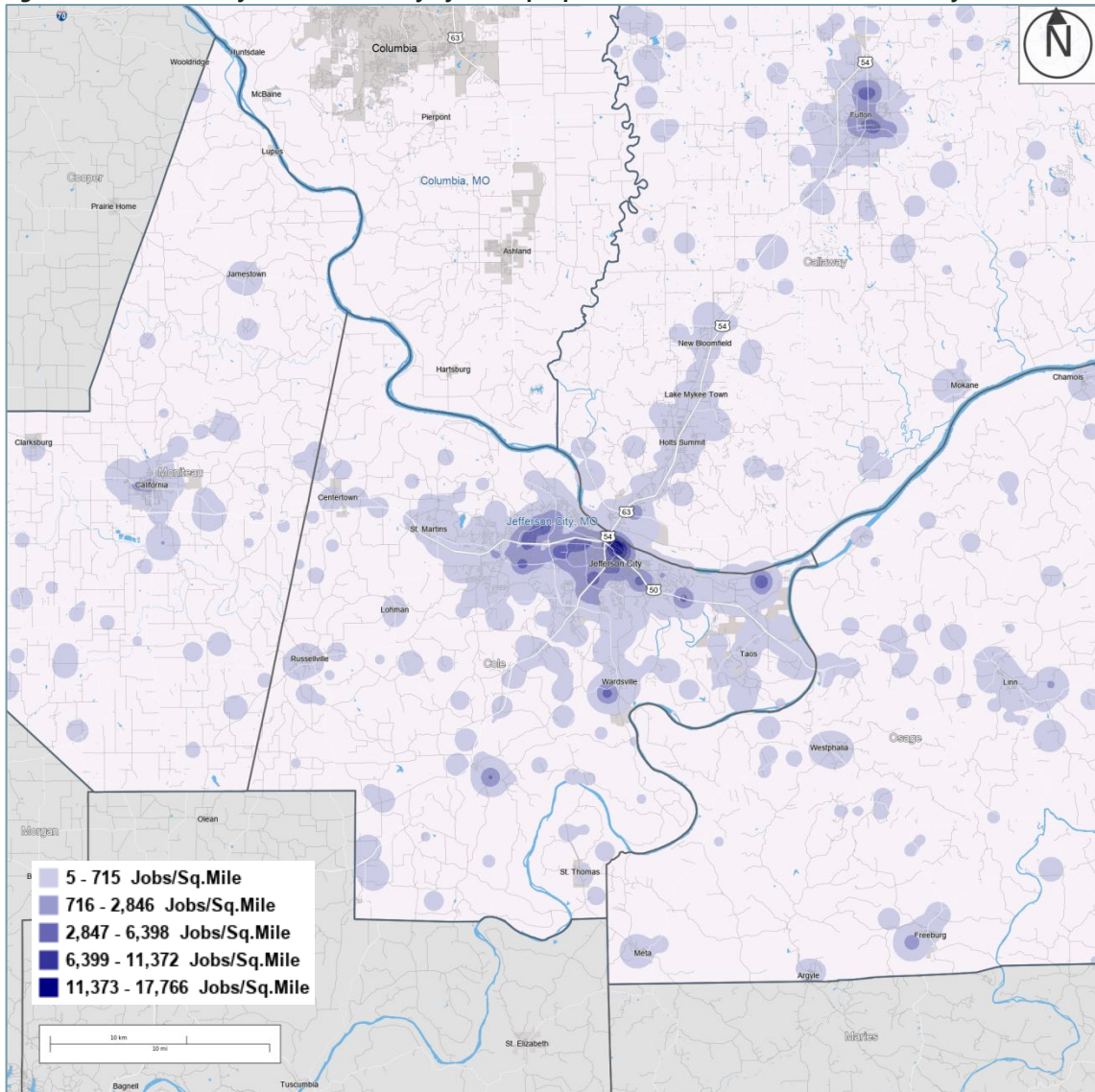
Source: <https://onthemap.ces.census.gov/>

JOB DENSITY

Most jobs in the CAMPO region are located in Jefferson City and many people commute to the CAMPO region for employment opportunities. Fulton, MO, which is in the Jefferson City MSA lies 25 mile north of Jefferson City and also has high concentrations of employment opportunities.

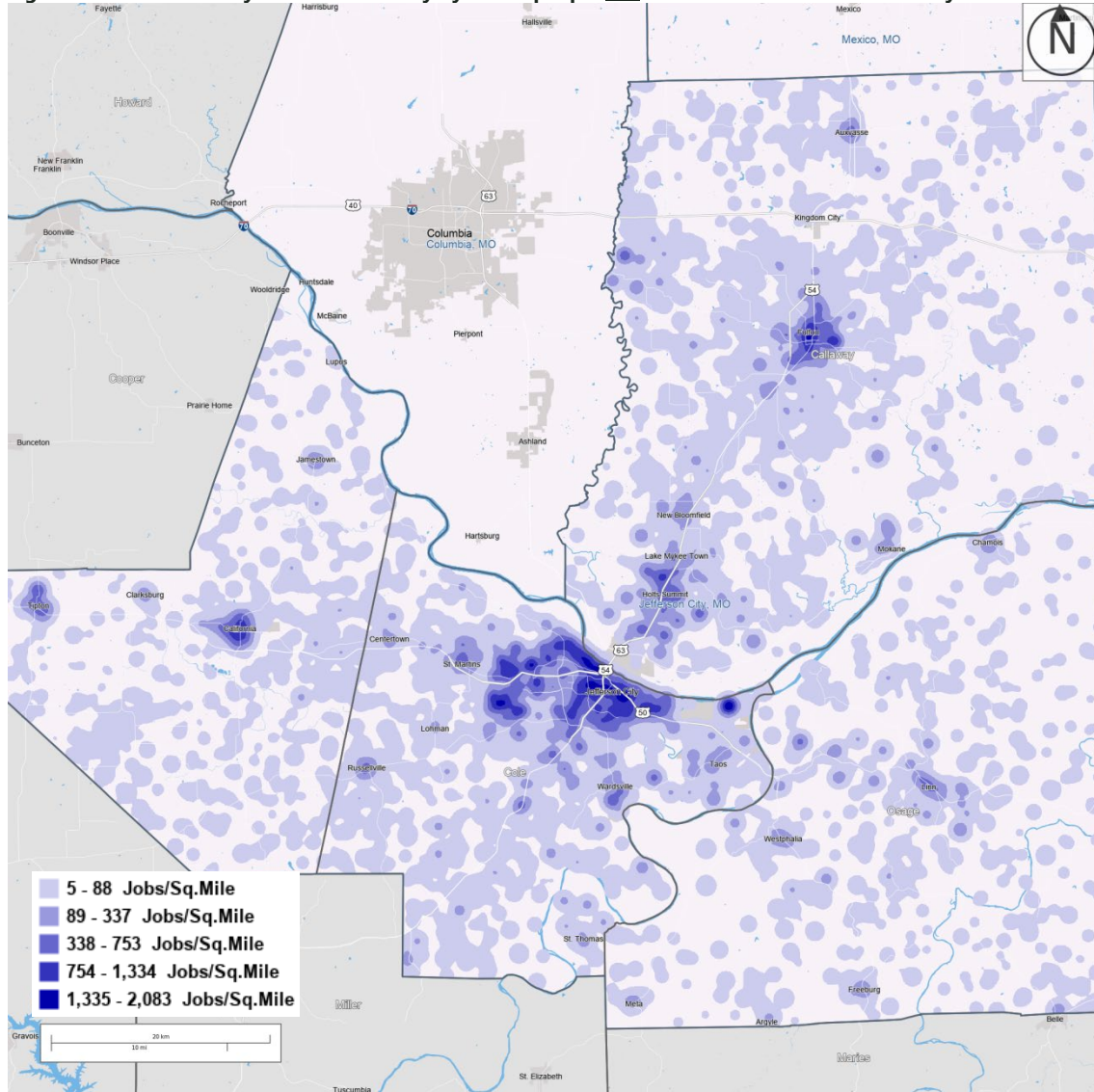
Figure 4.11 depicts jobs density - **where people work** within 25 miles of Jefferson City. Figure 4.12 depicts jobs density - **where people live** within 25 miles of Jefferson City.

Figure 4.11 Jefferson City MSA Jobs Density by where people work within 25 miles of Jefferson City



Source: <https://onthemap.ces.census.gov/>

Figure 4.12 Jefferson City MSA Jobs Density by where people live within 25 miles of Jefferson City



Source: <https://onthemap.ces.census.gov/>

LAND USE

Several trends emerged from the land use study and travel demand modeling.

Residential unit numbers are decreasing in the downtown area as redevelopment occurs, but residential development is occurring at high rates south and west of Jefferson City and north into Callaway County around Holts Summit. New commercial development is occurring along Missouri Boulevard with major street improvements and big box retailers. New schools, Pioneer Trails Elementary and the soon to be complete Capital City High School, will prompt more residential development.

Figure 4.13 and 4.14 provide a general overview of land use in the CAMPO region.

Figure 4.13 Proportions of 2018 land use by category

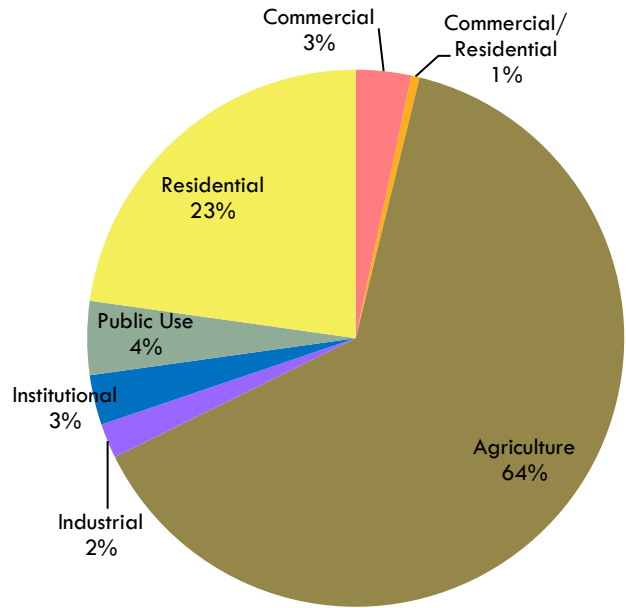
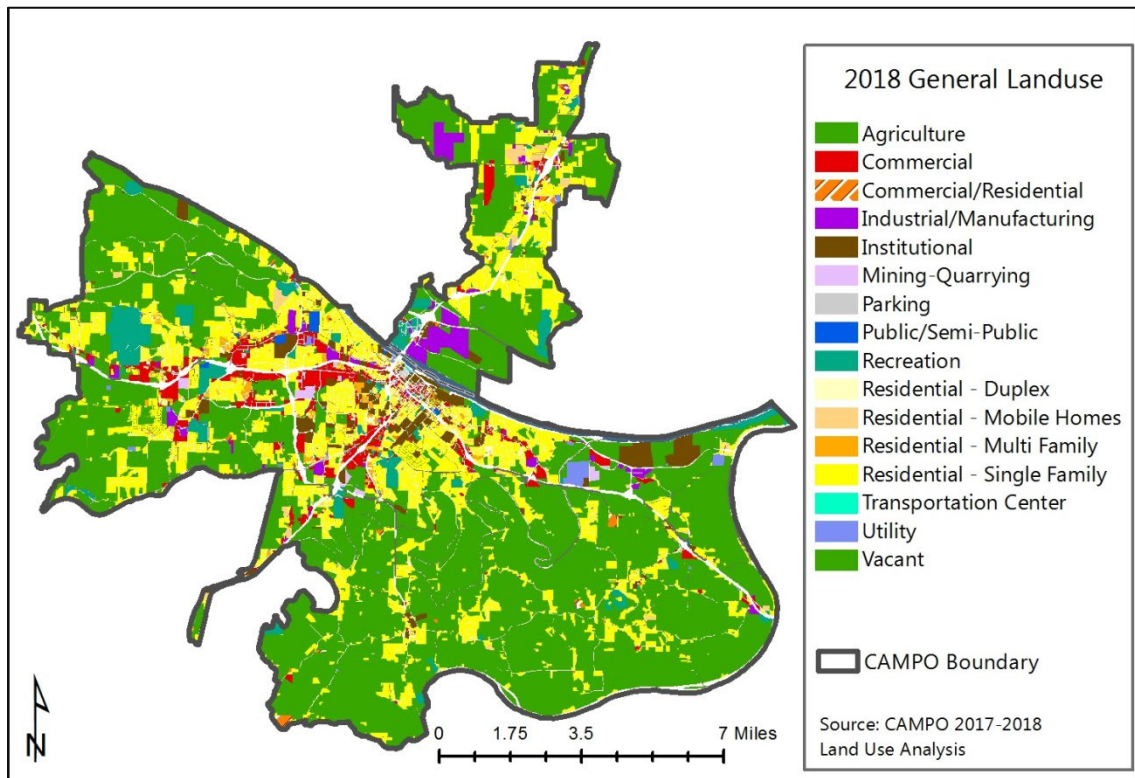
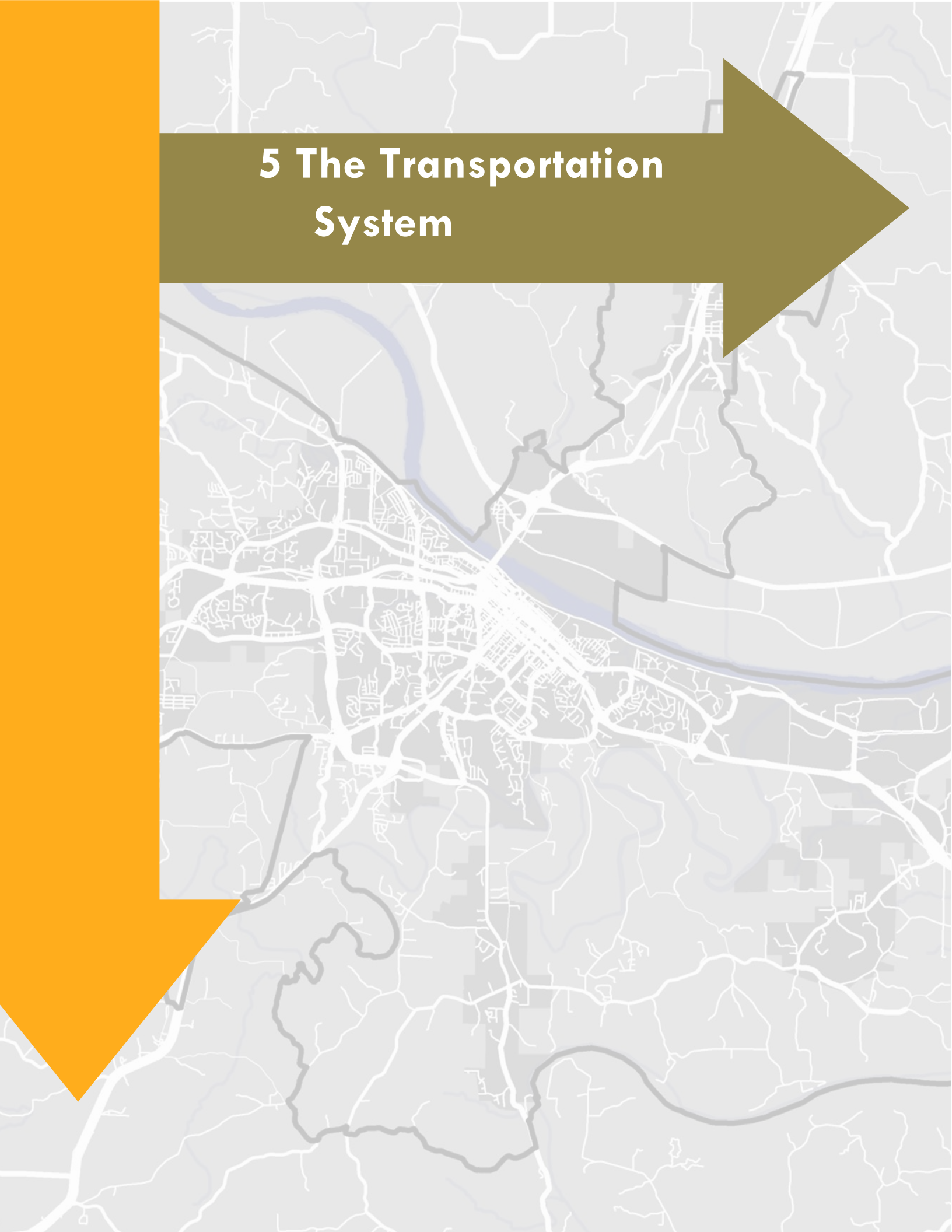


Figure 4.14 Current Land Use





5 The Transportation System

ROADS AND BRIDGES

The CAMPO planning area consists of an extensive network of roadways and bridges. This network ranges from local streets serving neighborhood needs to highways and expressways serving national and regional trip purposes.

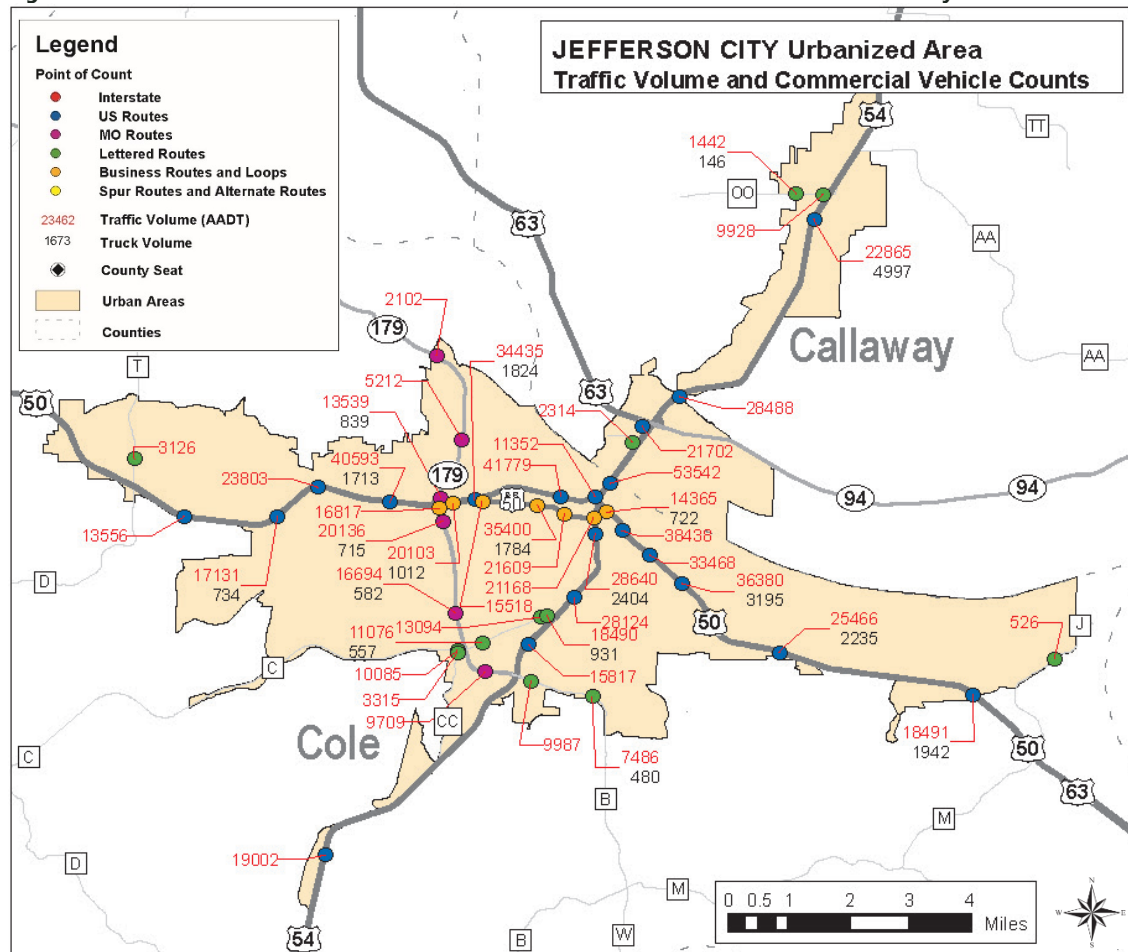
This network is the primary system used to support the efficient movement of people and goods within and through the region. The network includes at least 6,874 total miles of roads and 159 bridges.

ROAD NETWORK

Of the 642 total miles of roads in the CAMPO Region, 66% (422 miles) are maintained by municipalities (cities or counties).

The major routes into and through the region are US highways 54, 50, and 63, intersecting directly south of the Missouri River bridge, near the center of Jefferson City. In 2016 the Missouri River bridge crossing carried an Annual Average Daily Traffic (AADT) of 53,542 vehicles as seen in Figure 5.1.

Figure 5.1: 2016 MoDOT Traffic Volume and Commercial Vehicle Counts for the Jefferson City Urbanized Area



Source: Image cropped from the 2016 MoDOT Central District Traffic Volume and Commercial Vehicle Count Map. AADT = Annual Average Daily Traffic. Some AADTs on this map are estimates. All data is processed and reported in accordance with the Federal Highway Administration Traffic Monitoring Guide.

THE NATIONAL HIGHWAY SYSTEM (NHS)

The NHS consists of roadways important to the nation's economy, defense, and mobility. NHS Routes in the CAMPO planning area consist of US 50, US 54, US 63.

The National Highway System (NHS) includes the following subsystems of roadways:

1. **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS. The CAMPO region does not include any Interstate roadways.
2. **Other Principal Arterials:** Highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
3. **Strategic Highway Network (STRAHNET):** A highway network important to the United States' strategic defense policy, providing defense access, continuity and emergency capabilities for defense purposes.
4. **Major Strategic Highway Network Connectors:** Highways that provide access between major military installations and highways that are part of the Strategic Highway Network.
5. **Intermodal Connectors:** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

FUNCTIONAL CLASSIFICATION

Functional classification, governed by federal guidelines, is the process by which roads, streets and highways are grouped into classes according to the character of service they are intended to provide. It defines the role that any particular road or street should play in serving the flow of trips through a highway network. Functional classification progresses from a lower classification handling short, local trips to a higher classification as the trips become longer and connect regional and inter-regional traffic generators.

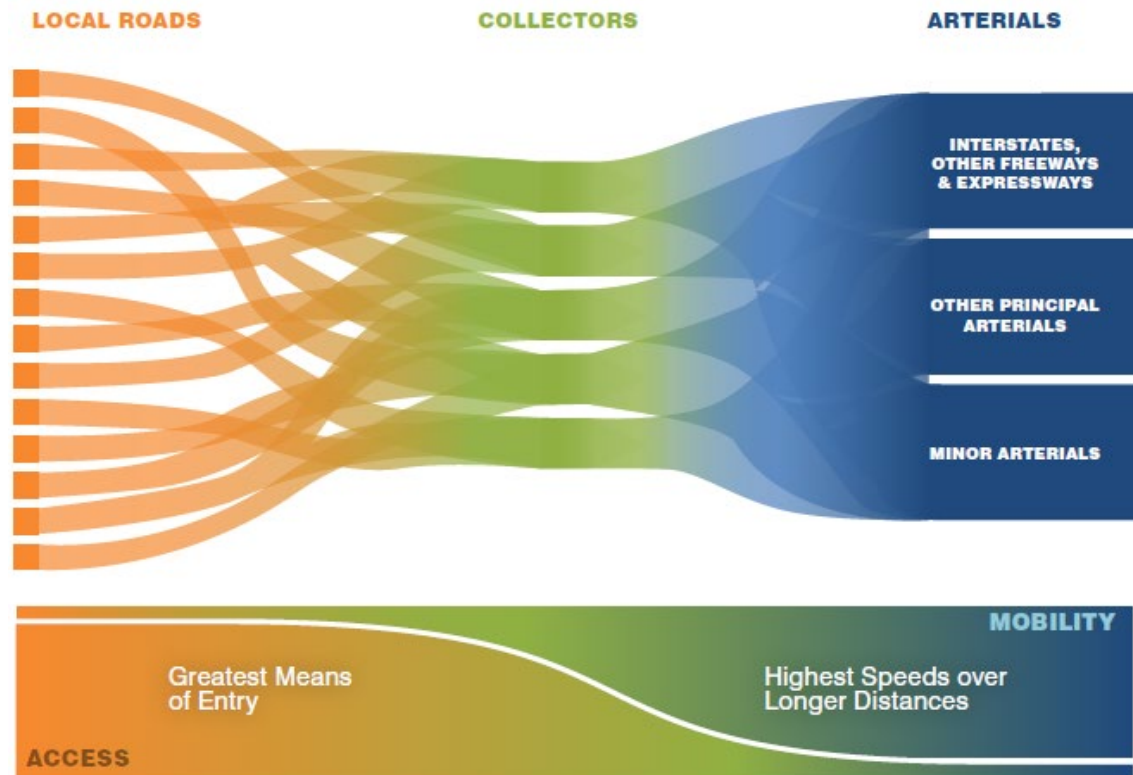
Functional classification changes are submitted to FHWA every year for review and approval.

Functional classifications are periodically reviewed by MoDOT and local representatives, but are usually updated every ten years, coinciding with U.S. Census revisions of urban boundaries. The CAMPO functional classification system was last reviewed and revised in early 2013.

Functional classification is used in transportation planning, roadway design and determining the funding eligibility of transportation projects. Private roads are not included in the CAMPO functional classification network nor are interstate highways, tribal lands roadways, or federal lands roadways.

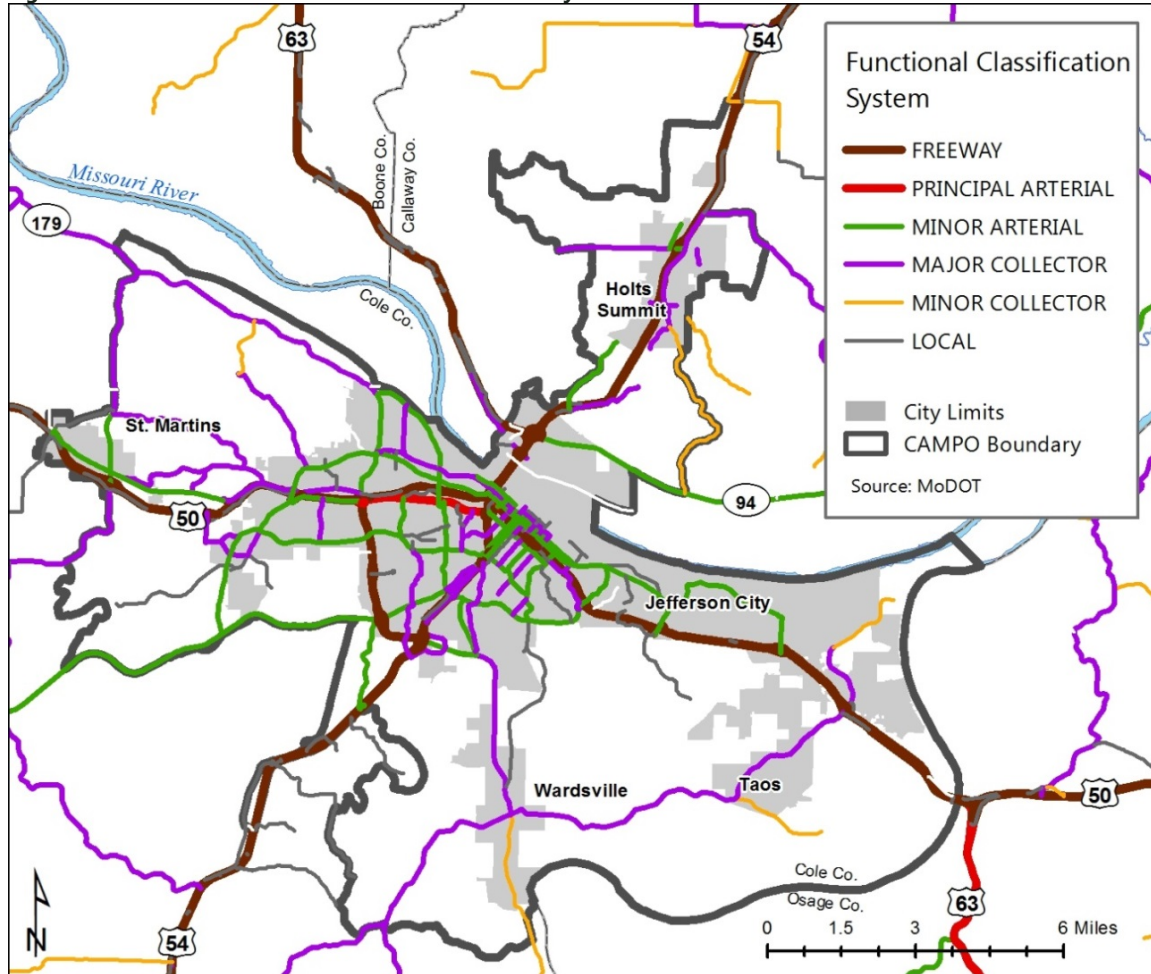
Functionally classed roadways in the CAMPO network include US highways, state highways, county roads, and some municipal roads/streets. These roadways are divided into urban and rural, and are further classified as local, collector, or arterial as seen in Figure 5.2.

Figure 5.2 Federal System for Functional Classifications



Source: FHWA Functional Classification Guidelines

Figure 5.3 Functional Classifications of CAMPO Roadways



Source: MoDOT 2017 Data

Federal-Aid Highway Program

The Federal-Aid Highway Program supports State highway systems by providing financial assistance for the construction, maintenance, and operations of the Nation's 3.9 million-mile highway network, including Interstates, primary highways and secondary local roads. FHWA is charged with implementing the Federal-Aid Highway Program in cooperation with the States and local governments. Nationally, local governments own and operate about 75 percent of the Nation's highway network.

The Program applies to all “functionally classed” roads, with the exception of Minor Collectors or Local. Figure 5.3 provides a map of functionally classed roadways in the CAMPO region. Figure 5.4 provides a breakdown of miles of federal-aid eligible roadways.

Figure 5.4: CAMPO Federal-Aide Eligible Lane Miles by Jurisdiction

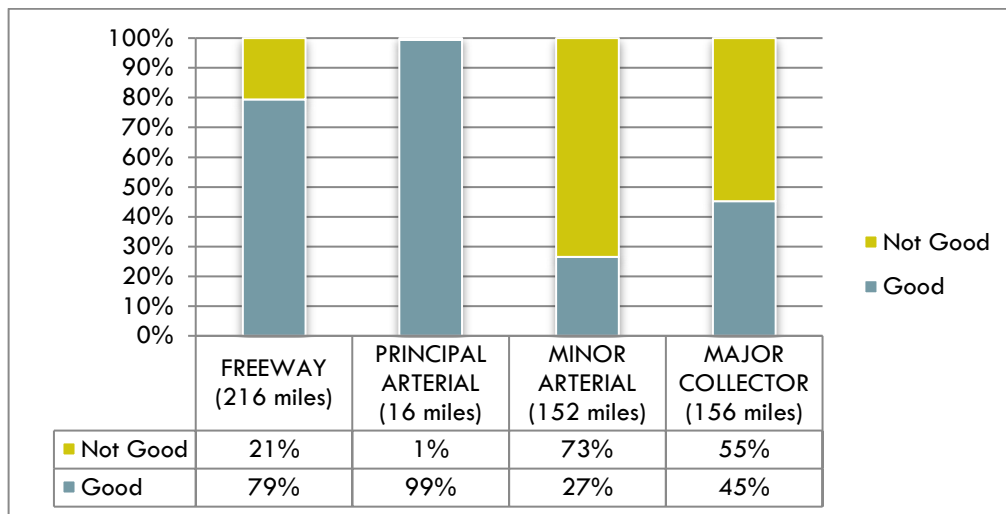
Jurisdiction	Lane Miles		Total
	State System	Off System	
Callaway	31.14	10.98	42.12
Holts Summit	17.04	14.37	31.4
Jefferson City		1.64	18.43
Cole	116.44	28.46	144.89
Jefferson City	152.17	143.84	276.58
St. Martins	10.11	4.39	14.5
Taos	8.66	0	8.66
Wardsville	7.65	0	7.65
Total	343.21	201.04	544.23

CONDITION

There are 543 miles of Federal-Aid eligible roadway in the CAMPO region. This total includes both MoDOT maintained (On-System) roads and locally maintained roads. MoDOT maintains 363 miles of Federal-Aid roadways within the region. Local governments maintain the remaining 180 miles of Federal-Aid roadways.

According to 2017 MoDOT pavement condition data, 55% of all Federal-Aid eligible roadways in the CAMPO region are in “good” condition and 45% are in “not good” condition. Roadway condition has been calculated based on MoDOT’s “Tracker Condition”, with good condition suggesting no major investment is needed and poor condition suggesting major reconstruction investment is needed. Figure 5.5 provides an overview of system condition.

Figure 5.5 Condition of Functionally Classed Federal-Aid Eligible CAMPO Roadways

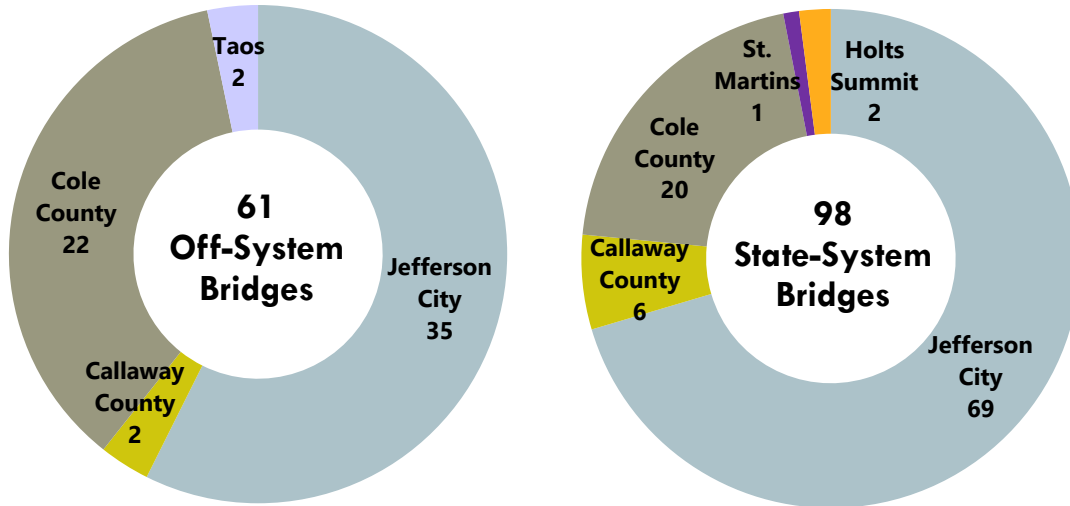


Source: MoDOT 2017 Data – Tracker Condition

BRIDGES

Based on a data provided by MoDOT's Transportation Management System (TMS), there are 159 bridges in the CAMPO planning area. 98 of these bridges are "state-system" bridges that are inspected, maintained, and rehabilitated by MoDOT. The other 61 bridges are "off-system" structures that are the responsibility of local jurisdictions, although MoDOT may provide some support in inspection. Figure 5.6 provides a breakdown of bridges by jurisdiction.

Figure 5.6 Distribution of Off-System and State-System Bridges

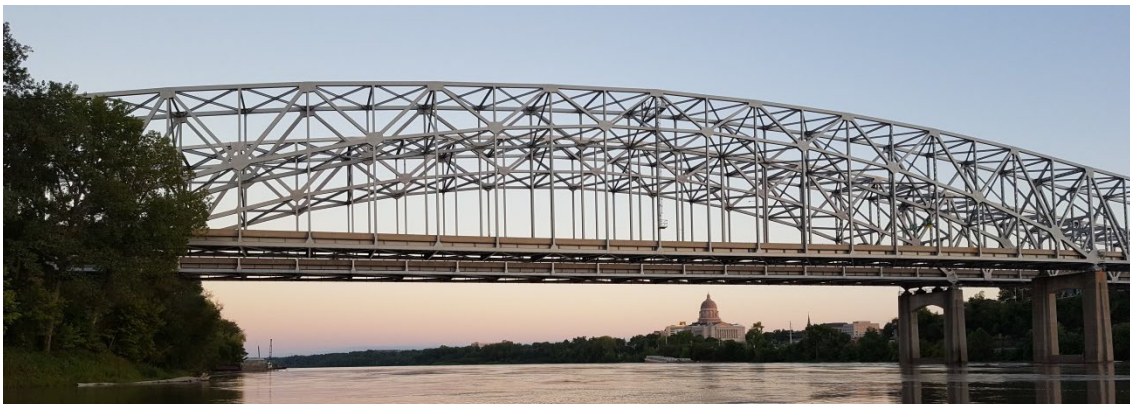


Source: MoDOT 2017 Data

The Missouri River Bridge

The Missouri River crossing in Jefferson City carries US 54 and US 63 and consists of two separate bridges, northbound and southbound. The southbound bridge, opened in 1955, has a total length of 3,093 feet and a deck width of 38 feet. The northbound bridge, opened in 1991, has a total length of 3,124.2 feet and a deck width of 47 feet.

An eight foot wide pedestrian bridge, opened in April 2011, is located on the East side of the northbound bridge. Only open to bicycle and foot traffic, the bridge provides connectivity between Jefferson City on the South side and the Katy Trail and parks on the North side of the river. The pedestrian bridge includes two look out points.



Source: CAMPO Staff

The Missouri River Bridge in Jefferson City has been identified as part of the regional critical transportation infrastructure with more than 53,000 vehicles crossing the river on an average day. The nearest alternative Missouri River bridge crossing is at Hermann (40 miles to the east) or at Rocheport (32 miles to the northwest) on Interstate 70.

Both Jefferson City bridges had some rehabilitation in 2016 and are expected to have more rehabilitation in 2021. The bridge is inspected regularly.

Rocheport Bridge Impacts

While not in the CAMPO region, the I-70 Rocheport Bridge is very important to the flow of traffic through Mid-Missouri and the nation. MoDOT announced in 2018 that the Rocheport Bridge, which is 60 years old, will last only ten more years even with rehabilitation. If closed, for rehabilitation or replacement, the impacts on the CAMPO region would be significant.



Source: MoDOT

I-70 and the Rocheport Bridge are at the heart of national and regional distribution carrying approximately 100 million tons of freight, worth more than \$154 billion, annually. More than 20 percent of this freight is through-traffic, traveling from rural areas in the west on to New York, New England, and the Mid-Atlantic. Rehabilitation of Rocheport Bridge will require closing two lanes for seven to nine months, with predicted traffic modeling of three to eight hour backups. The Rocheport Bridge carries 12.5 million vehicles per year, including 3.6 million trucks. While the surrounding area is rural, there are a number of mid-sized cities within close proximity to the bridge – including Columbia and Jefferson City – and it connects Missouri’s two largest cities of St. Louis and Kansas City. During traffic delays, long distance trucking would likely divert to Arkansas or Iowa to move across the U.S., while local traffic is expected to re-route on US Routes 40, 36, 63 and 50.

The Jefferson City Missouri River crossing, which carries US 63 and US 54, is the closest major river crossing in the Mid-Missouri area and would be heavily impacted. The Booneville crossing, which is quite close to Rocheport, would not have the capacity to handle large amounts of detour traffic and most travelers and freight would detour through Jefferson City.

BRIDGE CONDITION

MoDOT inspects state-system bridges and culverts on a two-year inspection cycle. Bridges and culverts that are rated “serious” to “poor,” or other bridges with unique structural features such as major truss structures, are inspected more frequently on an annual basis. Bridges and culverts that are referred to as “Off-System Bridges” may be inspected by a variety of personnel. These personnel include MoDOT staff, city and county staff, and some by consultant.

According to the National Bridge Inspection Standards (NBIS), condition ratings are used to describe an existing bridge or culvert compared with its condition if it were new. The ratings are based on the materials, physical condition of the deck (riding surface), the superstructure (supports immediately beneath the driving surface) and the substructures (foundation and supporting posts and piers). General condition ratings range from 0 to 9.

Through periodic safety inspections, data is collected on the condition of the primary components of a bridge structure. Condition ratings are collected and ratings of 4 or less on one of the following items classifies a bridge as structurally deficient:

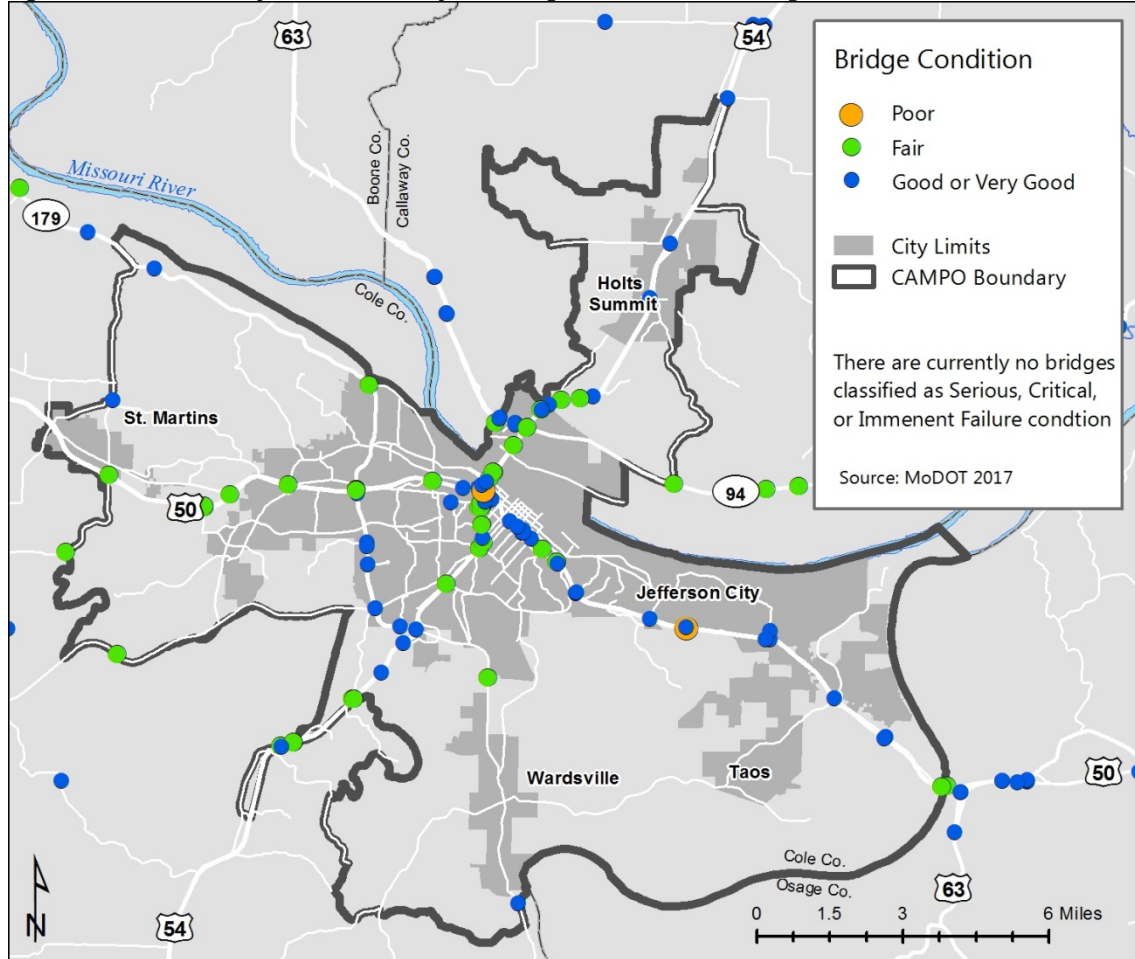
- The bridge deck, including the wearing surface
- The superstructure, including all primary load-carrying members and connections
- The substructure, considering the abutments and all piers

The deck, superstructure and substructure are each rated separately. If any of the three structures rate a 2 or lower, the bridge is typically closed. The overall condition of the bridge is the lowest rating of the three structures. Figure 5.7 depicts the rating system used to inspect bridges. Figure 5.8 depicts the location of bridges their condition ratings.

Figure 5.7: Bridge Condition Ratings

Not Deficient	(9)Excellent	excellent condition
	(8)Very Good	no problems noted
	(7)Good	some minor problems
	(6)Satisfactory	structural elements show some minor deterioration
	(5)Fair	all primary structural elements are sound but may have minor section loss, cracking, spalling or scour
Deficient	(4)Poor	advanced section loss, deterioration, spalling or scour
	(3)Serious	loss of section, deterioration, spalling or scour have seriously affected primary structural members. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
	(2)Critical	advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
	(1)Imminent Failure	major deterioration or section loss present in critical structural members or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic until corrective action is completed.
	(0)Failed	out of service – beyond corrective action
Source: MoDOT		

Figure 5.8: CAMPO Off-System and State-System Bridges and Condition Ratings



Source: MODOT 2017 Data

PEDESTRIAN & NON-MOTORIZED

Walking and bicycling are important aspects of a community's public health, economic vitality, safety, environmental sustainability, and mobility. These modes of transportation are especially important for children, the elderly, the disabled, and those with fixed or low incomes. Walkability and bikeability are important to attracting tourists and attracting or retaining residents alike.



Source: July 2016 Salute to America "Red, Bike, and Blue" bicycle event

The CAMPO planning area encompasses both urban and rural areas. The communities of Holts Summit and Jefferson City are generally walkable with sidewalks, trails, and connectivity to Katy Trail State Park. Smaller communities have limited connectivity and have little to no public sidewalks. The need for greater connectivity, access, and safety are important. Improving connectivity and access will provide more direct, convenient, and safe travel routes for walking and bicycling while also providing more travel choices, reduce dependency on automobiles, and improve general quality of the life.

CAPITAL AREA PEDESTRIAN & BICYCLE PLAN

Adopted in 2017, the Capital Area Pedestrian & Bicycle Plan is intended as a resource to improve safety, connectivity, and mobility for pedestrian and bicycle users in the CAMPO planning area. The goals, recommendations, and strategies outlined in the plan can be used by jurisdictions to develop an individualized implementation strategy to fit the unique pedestrian and bicycle needs of that community. The plan, located in Appendix F, has been incorporated into the CAMPO 2045 & Beyond MTP.

RECENT TRENDS

Bicycle and Scooter Rental

Recent trends in non-motorized travel in the CAMPO region includes the 2018 introduction of motorized dockless scooters and bicycles to Jefferson City. The bicycle and scooter program is owned and operated by SPIN, a private company running similar operations across the nation. There were 2,037 bicycles in calendar year 2018. Scooters were introduced in late 2018 and statistics for ridership is not available yet.

New Bike Lanes

Both Jefferson City and Holts Summit have added marked bike routes and lanes to their communities in 2018. In Holts Summit, sharrows have been painted on S. Summit Drive,

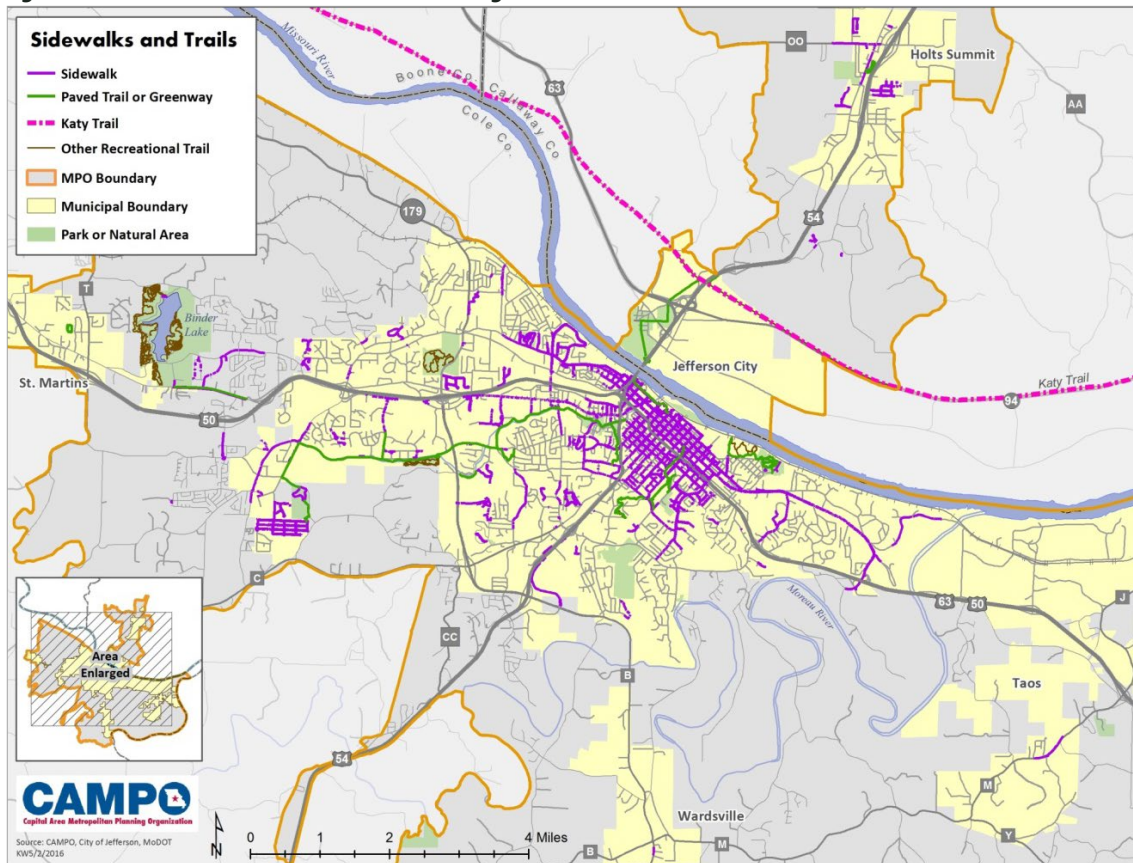
connecting bicycle riders to the Holts Summit Katy Trail Spur. In Jefferson City, Capital Avenue, High Street, and Dunklin Street have had bike lanes and signage added. The 2019 addition of shared bike lanes on Miller Street will provide connectivity between the Dunklin Street Greenway Trailhead and the McCarty Street Greenway Trailhead.

SIDEWALKS, GREENWAYS, AND TRAILS

Sidewalk accessibility and connectivity is limited by gaps, obstructions, and poor conditions in some areas. That being said, there are several areas in the CAMPO region where recent improvements have increased accessibility and condition dramatically. Figure 5.9, taken from the Capital Area Pedestrian and Bicycle Plan depicts locations of sidewalks and trails in the CAMPO region.

Replacement and improvement to sidewalks and crosswalks along Missouri Boulevard in 2016 provided much needed connectivity between Missouri Boulevard’s commercial strip and downtown Jefferson City. The 2014 construction along US Business 50 east of St. Martins included installation of 3.5 miles sidewalks and signalized crosswalks. The project was part of a Safe Routes to School project that provided connectivity between Pioneer Trails Elementary School, nearby residential areas, and Binder Lake Park. Recent construction of sidewalks and crosswalks in Holts Summit also improved connectivity and accessibility between nearby schools, parks, and residences.

Figure 5.9 Sidewalks and Trails in the CAMPO Region



Source: 2016 Capital Area Pedestrian and Bicycle Plan

All sidewalks have been assessed and inventoried in the CAMPO region, reflecting the improvements listed above. CAMPO staff maintains a sidewalk database that is regularly updated and incorporates data that has been collected in cooperation with several regional partners. Data collected from the 2010 Jefferson City Sidewalk Plan, Callaway County Sidewalk Inventory, and Cole County Sidewalk Inventory have been incorporated into this database. Additionally, more than 350 marked or designated crosswalks are also found in the database.

Shared path greenways and unpaved trails are an important recreational and travel facility for urban areas. They are very popular with residents nationwide and a commodity that is marketed by realtors.

Because of the high costs to build greenways and trails, which has ranged from \$90 per foot to \$465 per foot, oftentimes municipalities apply for grants from MoDOT or Missouri Department of Natural Resources Division of State Parks.

Figure 5.10 provides a list of miles of sidewalk and trails by jurisdiction. Figure 5.11 provides a list of federally funded sidewalk and trail projects that have been completed since 2013.

Figure 5.10 Sidewalks and Trails Mileage by Jurisdiction

Sidewalks	Miles
Cole County	4
Holts Summit	5.6
Jefferson City	118.5
Taos	0.5
Wardsville	0.18
Trails	Miles
Greenway Trails and Spurs	14.9
Park/Fitness Trails	3.45
Mountain Bike Trails	15.35
State Owned Trails	3.3

Source: CAMPO

Figure 5.11 Projects Completed Using Federal Funds since 2013

Year	Jurisdiction	Project Type	Project Name	Federal Funding Category*	Total Cost
2013	Jefferson City	Sidewalk	Missouri Blvd. Sidewalk Project Phase 2	TE	\$463,723
2013	Jefferson City	Greenway	McKay Park Area Greenway Connection	RTP	\$260,117
2014	Jefferson City	Bike Plaza	Clay Street Bike Plaza	TE/CDBG	\$163,000
2014	Jefferson City	Amtrak Station	AMTRAK Depot Plaza Restoration @ Historic Water St.	TE	\$591,825
2014	Holts Summit	Sidewalk	Intersection & Sidewalk Improvements	TE	\$363,865
2014	Holts Summit	Greenway	Trail Connector	RTP	\$123,825
2015	Cole County	Sidewalk	Pioneer Trail School Safe Routes to Schools Project	SRTS	\$707,000
2015	Holts Summit	Greenway	Trail Connection Project Phase 2	RTP	\$125,940
2015	St. Martins	Greenway	Niekamp Park Trailhead Phase 1	RTP	\$126,502
2015	Holts Summit	Sidewalk	North Summit Drive Sidewalk Connection Project	TAP	\$398,100
2015	St. Martins	Study	Pedestrian/Bicycle Safety Analysis of Business 50 in St. Martins	TEAP	\$10,024
2016	Jefferson City	Wayfinding	Wayfinding Signage	TAP	\$267,500
2016	Jefferson City	Greenway	Frog Hollow Greenway Trail Extension Phase 2	RTP	\$502,260
2018	Jefferson City	Greenway	Community Park Greenway Trailhead	RTP	\$309,000
2019	Jefferson City	Sidewalk	Missouri Boulevard Sidewalk – Beck to Waverly	TAP	\$348,205
2019	St. Martins	Sidewalk/Pavement Improvements	Business 50 W Bike/Ped/ADA Improvements	TAP	\$873,530
2019	Osage Region Trail Association	Trail	Binder Bike Park Phase 1	RTP	\$49,282
Total					5,683,698

Source CAMPO Transportation Improvement Program Documents – 2013-2019

*Federal Funding Categories: TE – Transportation Enhancement, TAP – Transportation Alternatives Program, RTP – Recreational Trail Program, TEAP – Traffic Engineering Assistance Program, CDBG – Community Development Block Grant, SRTS – Safe Routes to Schools

TRANSIT

There are several transportation providers that operate in the Mid-Missouri area and statewide. The CAMPO region is served by many of these agencies, including fixed-route providers like JEFFTRAN in Jefferson City and rural providers like Oats, Inc., which serves users throughout northern and central Missouri or Serve, Inc. in Callaway County.

COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN

The Coordinated Public Transit-Human Services Transportation Plan is updated every three years per federal regulation. The plan provides an overview of current conditions, capacities, and goals as they relate to transit in the CAMPO region. The CAMPO Coordinated Public Transit-Human Services Transportation Plan is located in Appendix G.

FIXED ROUTE SERVICE

JEFFTRAN is the public transportation provider for the City of Jefferson. Operated as a division in the Department of Public Works of the City of Jefferson, JEFFTRAN provides fixed route and paratransit services within the city limits of Jefferson City.

JEFFTRAN operates six fixed routes and three commuter/school tripper routes during the school year. Regular fixed route service operates Monday through Friday from 6:45 AM to 5:45 PM (except holidays) using a “pulse” system, where all routes except the Capital Mall route converge on the transfer point at 40 minute intervals.

All buses on regular scheduled routes have bicycle racks to accommodate two bicycles and is part of the JEFFTRAN Bike 'n' Ride program.

When travel requires changing to a different route to complete a journey, a transfer point becomes necessary. The transfer center is on 820 East Miller Street.

CAMPO staff continues to assist JEFFTRAN in consultation, programming, scheduling and maps as needed. CAMPO assists JEFFTRAN with their Program of Projects processes. No expansion is proposed, but increased efficiency in routes has been introduced by changing routes and schedules.

MILLER STREET TRANSFER FACILITY IMPROVEMENTS

JEFFTRAN and the City of Jefferson are anticipating construction of new or rehabilitated transfer and maintenance facilities by 2022. These facilities would improve customer service, increase maintenance capacity, and provide for better bus parking and storage. Timing of the construction of such facilities is dependent on funding availability.

JEFFTRAN PARATRANSIT SERVICES

“Handi-Wheels” complementary paratransit services are provided by JEFFTRAN, providing curb to curb service for individuals with disabilities and those unable to use fixed route transportation systems (an “origin to destination” service). Although the Handi-Wheels service operates entirely within the city limits, it provides services beyond the requirements of the Americans with Disabilities Act of 1990 through a larger than required service area. Within this service area, eligible residents may receive services from 6:45 AM to 5:45 PM Monday through Friday.

Handi-Wheels service utilizes eight vehicles that report 1,930 ADA qualified passengers with daily transport of as many as 300 riders. All buses are wheelchair-lift equipped and provide transportation for those individuals who because of disability cannot travel to or from a "fixed route" bus stop or cannot get on, ride or get off a "fixed route" bus.

Funding is provided through a mix of sources such as passenger fares, local funding, FTA funding and contracts. Handi-Wheels can pick up clients anywhere inside the city limits and take them to any destination within the city limits.

Handi-Wheels riders must apply for and be approved in order to use this service. Applications and detailed service descriptions are available in standard print and accessible formats.

RURAL TRANSIT SERVICE

OATS Inc. is a not-for-profit transportation service available to the general public in the rural areas of Callaway and Cole Counties with priority service to senior citizens and persons with disabilities. Anyone living in rural areas whose needs can be met by OATS' service schedules is eligible to ride their local OATS buses. OATS, Inc. ridership numbers remain strong after 40 years of service and the service continues to grow in popularity.

Serve Inc. serves the residents of Callaway County through CALTRAN a public transportation program based in Fulton.

MISSOURI RIDESHARE AND CARPOOL PROGRAM

The Missouri Rideshare and Carpool Program is a free service provided by the Missouri Department of Natural Resources. The program organizes carpools by matching commuters who live and work in the same vicinity and serve many counties in Mid-Missouri.

MoDOT supports carpooling through the "Carpool Connections" website at: www.modot.org/carpool-connections

Carpool/Commuter lot locations:

- By the municipal airport
- Across US 54 at the Jefferson City Park
- US 50/63 East at Route M and J

OTHER SERVICES

- Charter Service and Shuttles - D&K Bus Service, First Student Inc., Tyus Executive Transportation Service.
- Greyhound Bus – Connection located in Jefferson City of Jefferson
- Rideshare - UBER
- Taxi/ limousine - Checker Cab of Jefferson City LLC., Capitol City Limousine, and Sedan Inc. and Chase Limousines.

AIR TRAVEL

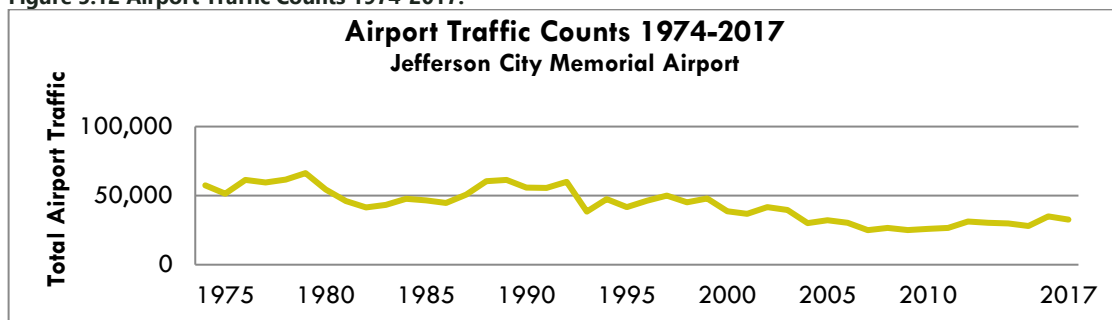
The CAMPO Region includes one airport, the Jefferson City Memorial Airport, and a handful of helicopter landing platforms. While there are no commercial airlines operating within the Region, Columbia Regional Airport is located 20 miles away and does provide this service. Private aircraft, the Missouri National Guard, medical transport, or other government agencies represent the majority of aircraft use in the Region. An updated Airport Master Plan will be completed in 2019. CAMPO has incorporated elements of the plan into the goals, strategies, and projects listed in the MTP.

JEFFERSON CITY MEMORIAL AIRPORT

Jefferson City Memorial Airport is a general aviation facility with no commercial airline passenger services. Constructed in 1948, the facility is located north of the Capitol in the Missouri River floodplain and is occasionally affected by flooding. The airport facility consists of a 4,800 square foot Airport Terminal Building, Air Traffic Control Tower, one 6,000 foot long runway with instrument approach procedures, and one crosswind runway 3,400 feet long. Both runways are equipped with parallel taxiways. The control tower operates from 6:00 a.m. until 9:30 p.m. 365 days a year and 24-hour radar approach services are provided by Mizzou Approach in Springfield, Missouri. On-site services include a restaurant, fuel services and flight products and a full service fixed base operator.

Approximately 64 aircraft are based at the airport either permanently or intermittently; 70% are single-engine or multi-engine planes. Approximately 10 jet engine planes and small number of helicopters and military aircraft are also based at the airport. These numbers fluctuate and are based on 2017 staff reports. Figure 5.12 shows the fluctuations in airport traffic since 1974.

Figure 5.12 Airport Traffic Counts 1974-2017.



Source: Jefferson City Airport historic traffic data – Jefferson City

OTHER AVIATION FACILITIES

The Missouri National Guard has a small aviation facility near the Jefferson City Memorial Airport and two heliports are located at the Missouri National Guard Ike Skelton Training Site.. Capital Region Medical Center and St. Mary's Hospital have helipads for medical transport.

MODOT AND AIRPORT PLANNING

Missouri is one of ten states in the State Block Grant Program, which means that MoDOT acts on behalf of the FAA in certain circumstances. MoDOT is the approving authority for all airport master planning and airport layout plans for Missouri's general aviation airports.

WATERWAYS & PORTS

The Missouri River runs through the heart of the CAMPO region and is the only navigable waterway in the region capable of carrying commercial goods and products. The river has always played an important role in commerce and transportation by connecting the Mississippi River and points east to the West. While the current commercial use of the river has seen a strong decline over the past 30 years, some industries still use this thoroughfare for products such as sand, rock, grain and other large items that may be difficult to transport via highway or air. According to MoDOT's Long-Range Transportation Plan, approximately 30 million tons of freight claims a Missouri port as the point of origin.

The Missouri River provides commercial waterway traffic during an average of 8 months per year, during navigable water levels. According to the 2018 update to MoDOT's Long Range Transportation Plan, river transport allows for an average of \$12.5 billion in cargo annually. Freight transported this way sees an annual growth of 1.3 percent annually and is expected to increase to \$15.4 billion by 2030 which amounts to a cumulative increase of 23.1 percent or 1.1 percent annually. Missouri has 1,050 miles of navigable rivers, including 500 miles of the Mississippi River and 550 miles of the Missouri River.

PRIVATE PORTS

The Capital Sand Company owns and operates the only private port in Mid-Missouri's only private port. Located in Jefferson City on the north side of the Missouri River, the private port and dock facility is mostly used for the movement of rock and sand. These products are shipped locally, nationally, and internationally for use in construction, landscaping, and other industrial applications.

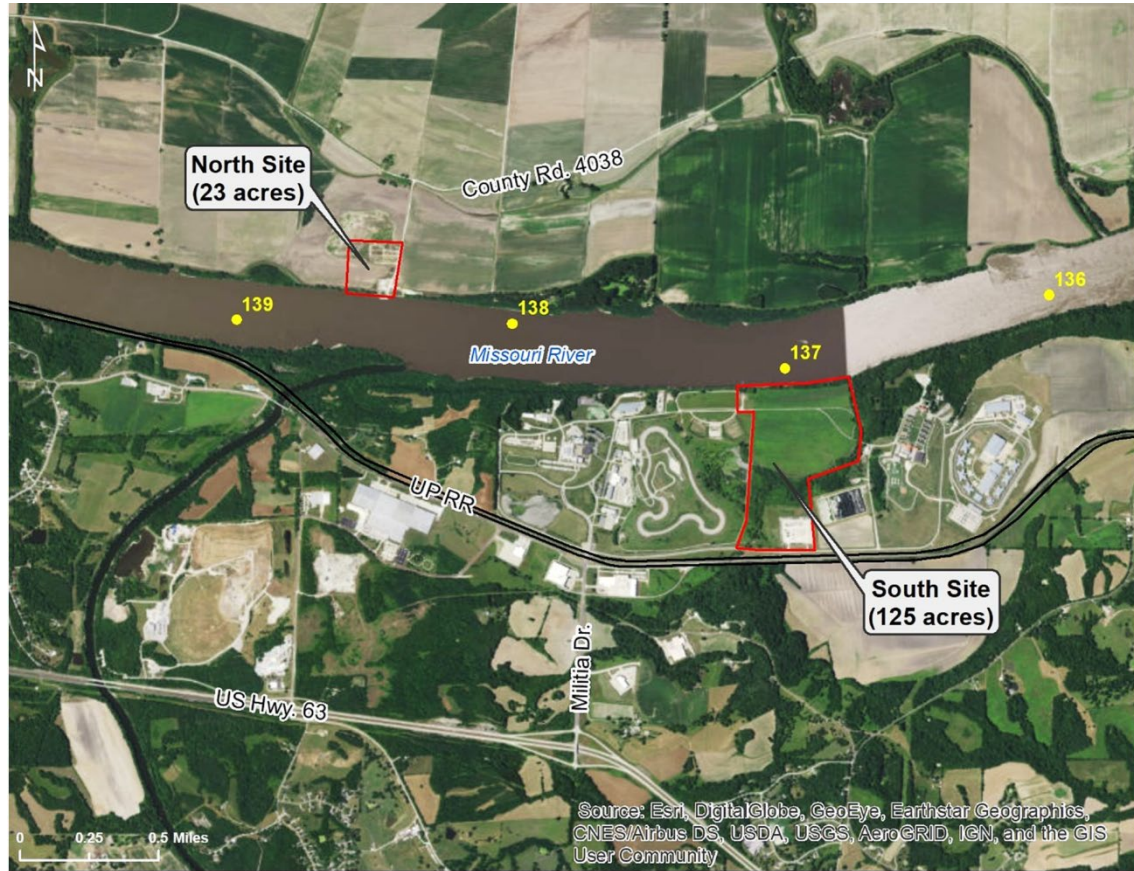
HEARTLAND PORT AUTHORITY

In the summer of 2017, the Jefferson City Area Chamber of Commerce, the counties of Cole and Callaway, and the City of Jefferson all contributed to a port feasibility study. Noting a lack of port facilities along the Missouri River between Kansas City and St. Louis, the Chamber contracted with Cambridge Systematics to conduct a two phase port feasibility study, which was released in 2018. There are two potential sites for a port location: one is north of the Missouri River in Callaway County and the other being on the south side of the Missouri River near the Missouri National Guard facility off of Militia Drive in Jefferson City. Figure 5.13 shows the potential site locations.

In September 2018, the Heartland Port Authority was approved by the Missouri Highways and Transportation Commission. The Heartland Port Authority of Central Missouri Commission consists of nine-member board - three County of Callaway officials, three County of Cole officials and three City of Jefferson officials.

The Port Authority is currently looking for funding to build the port facility. They applied for a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant program, which supports road, rail, transit, and port infrastructure projects across the country. The BUILD grant is a federal grant through the federal Department of Transportation. The Port Authority was not awarded the grant in 2018, but may look for future BUILD or related grants.

Figure 5.13 Potential Port Facility Locations



Source: Central Missouri Multimodal Port Feasibility Study June 2018

RECREATIONAL ACCESS

Area residents and visitors do not have good access to the Missouri River from the south side of the river due to rail lines and steep terrain. It is generally considered to be an underutilized resource for recreation and to a lesser degree transportation.

Public access to the Missouri River, Cedar Creek, and Osage River are provided by the Missouri Department of Conservation at the following locations:

- Capital View Access in Callaway County
- Carl R. Noren Access in Callaway County
- Mari-Osa Access in Cole County

Eighteen counties make up the MoDOT Central District. The plan identifies several major employers in the district, including ABB Power, Brewer Science, State Farm Insurance and Tracker Marine. Comments collected through public engagement include improving connectivity throughout the district and specifically noted that improving north-south connections, including US 63 between Jefferson City and Rolla. They also stated that the Missouri River is underutilized and under-marketed.

Missouri freight is expected to increase dramatically from 600+ million tons in 2011 to an estimated 1 billion tons in 2040. In 2012, Missouri exported \$13.9 billion in freight.

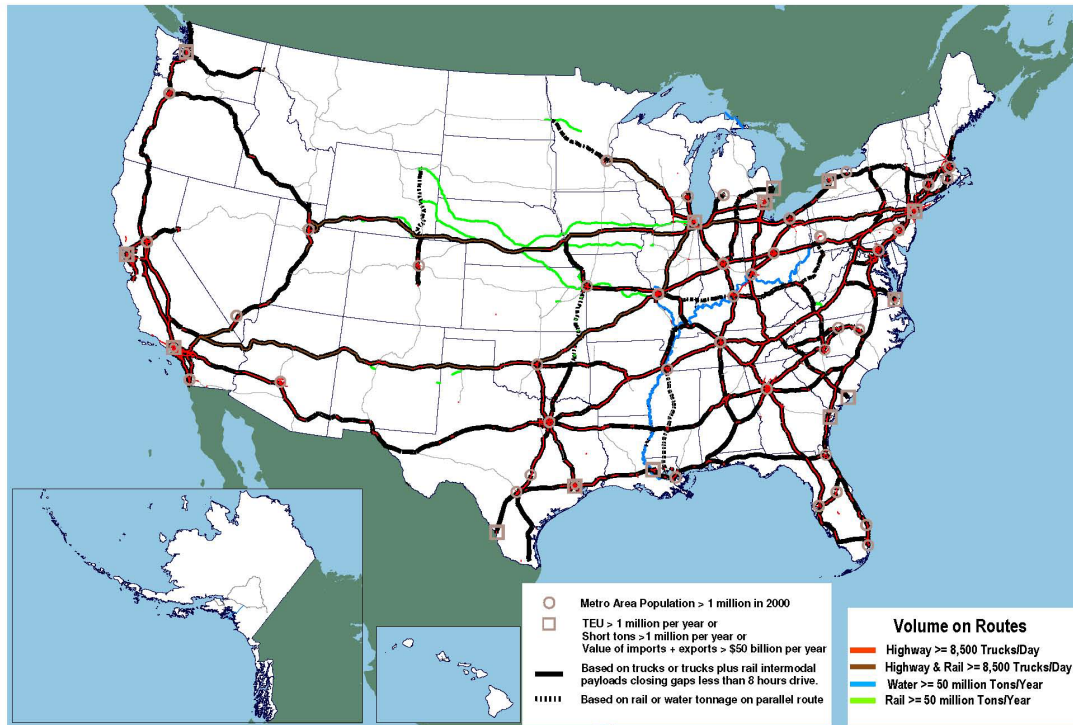
-MoDOT Freight Plan

For freight in general, previous stakeholder input identified several high priority deficiencies in the regional freight environment, such as truck routing, signage, street and intersection design, lack of supporting freight accommodations such as terminals, depots, stopping areas, and refuel options, are items that need to be improved, according to freight representatives during public participation and planning sessions.

There are four freight corridors in the CAMPO region, US Highways 50, 54, and 63 and the Union Pacific Rail Line. These major collectors and rail line facilitate the movement of freight between major sources of traffic, connecting Kansas City, St. Louis, and Interstates 44 and 70. While not designated as national “Major Freight Corridors” as seen in Figure 5.15 the US Highways provide important connectivity.

Figure 5.15 Major US Freight Corridors

Major Freight Corridors



Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2008

INTERMODAL SYSTEMS

According to the Federal Highway Administration, the term "intermodal" refers to a transfer of a shipment from one transportation mode to another as the shipment moves from origin to destination. Intermodal facilities may move people or freight between modes such as seaports, airports, truck/rail terminals, pipeline/truck terminals and other inter-modal freight transportation facilities.

The CAMPO region has three inter-modal facilities located in Jefferson City: (1) the AMTRAK station with rail and roadway connections, (2) the Jefferson City Memorial Airport, with limited general aviation passenger services, small freight transfers, and car rental services, and (3) a private river terminal using truck and river transport for bulk commodities.

Once constructed, the Heartland River Port would serve as a fourth intermodal facility; with construction anticipated to be completed in the next five to ten years.

CAMPO supports creation of a regional intermodal facility that would connect truck, rail, and river freight storage and transfer facilities. Creation of a true intermodal passenger facility is also desired by stakeholders in the region. Connectivity is desired between Amtrak, Columbia Regional Airport, Jefferson City Airport, city transit, and Greyhound Bus Services.

RAIL

The CAMPO region is home to a Class I rail line carrying both freight and passenger rail services. This rail line is owned and operated by Union Pacific. Rail is a major part of the freight transportation system in Missouri and plays a significant role in the state's economy. A substantial portion of the freight moving into, out of, and through Missouri is carried on trains. In 2011, 8.2 million rail cars carried 458.1 million tons of freight valued at \$465 billion representing 38.6% of the total value of goods shipped in the state.

FREIGHT RAIL

The 2018 update of the MoDOT Long-Range Transportation Plan states that 40% of the freight moved in Missouri is by rail and that this percentage of freight transportation will increase in the future. Total freight tonnage shipped in or through Missouri was 352 million tons in 2016. Cargo shipped from Missouri to elsewhere include farm products, chemicals, vehicles and parts.

Rail traffic carrying freight is generally through traffic on the Union Pacific Railroad. The main track is a double track line with a new second bridge crossing the Moreau River, completed in 2013, and a spur line running from the Missouri Boulevard and Water Street area to just west of MO 179/Truman Boulevard. A second branch also runs from Cole Junction Road and MO 179, while a third spur runs eastward to Militia Drive.

According to the Missouri Freight and Passenger Rail Capacity Analysis of 2007 the corridor running through Jefferson City is handling between 50-60 trains per day which is at the upper limits of capacity for a double track line handling the types of freight that it does. From a train weight perspective this corridor handles a large percentage (roughly 50%) of heavy coal trains.

Recent rail improvements include a new siding near California and a second bridge over the Osage River.

PASSENGER RAIL

Amtrak operates the only passenger rail service in Mid-Missouri, with a station located in Jefferson City. This Amtrak service line is only one of two national passenger train routes in Missouri, providing connections to Chicago, Los Angeles and San Antonio, and a state supported route, the Missouri River Runner, between St. Louis and Kansas City. The Missouri River Runner includes stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence.

The Missouri River Runner provides two trips each day and, according to MoDOT's Long Range Transportation Plan, had an 87 percent on-time performance in 2017. Each year, about 500,000 passengers ride Amtrak trains in Missouri, which includes 200,000 on the state supported route. In 2017, the Missouri River Runner provided service to approximately 171,000 passengers according to the MoDOT Long Range Transportation Plan. Passenger rail in Missouri is seen as a growing industry for business travelers, students and commuters alike. Given the expected population growth in some areas, passenger rail will continue to be an important option for travelers in Missouri. Figure 5.15 depicts passenger rail service in Missouri.

Figure 5.15 Missouri Passenger Rail Service



Source: MoDOT

TRENDS IN TRANSPORTATION

AUTOMATED VEHICLES

There have been a number of safety advancements made by automobile companies in the last five years, but none are as likely to change the driving experience as automated vehicles. What once seemed to come straight out of the pages of science fiction, now the likelihood of full automation (automobiles being able to perform all driving functions) seems to be a foregone conclusion by 2045.

This has profound implications in several arenas, such as efficient freight movement and the reduction of fatalities on roads and highways. In a society with a majority implementation of fully automated vehicles, crashes are likely to dramatically reduced, bringing savings from fewer crashes and the delays that result. Another benefit is the chance for more mobility options for those that reside in the CAMPO region.

SMART CITIES

As the global population continues to grow, so too will the number of people living in urban areas. By 2050, the United Nations has estimated that approximately six billion people will be living in a city. To prepare for the strain of large populations, the smart city concept was developed. This idea focuses on people, processes, and technology. That is to say, cities and its officials must understand who resides in the city and adopted policies to adapt to their needs. This is followed by technology to meet these needs to improve life in those cities. Some examples of this are electronic communications in order to finding parking, reporting nuisances such as tall weeds or overflowing trash, and alerting drivers of traffic crashes. Future examples may be something that resembles how the Google Glass worked, providing information in real time on a visual display.

HYPERLOOP

The hyperloop has only emerged for discussion in the last five to seven years. Because of limitations to high speed rail such as wind resistance and friction with rails, the concept of a capsule moving along a tube that is partial vacuum has been proposed. Designs vary, with some using maglev tracks and some using air pressure to levitate the capsule. Speeds could potentially reach over 700 miles per hour, which is equal to or surpasses air flight in terms of speed. Questions remain on a number of factors including air pressure buildup, acceleration effects on the human body (estimated to be a factor or two above airplane take off), and the routes.

In March 2019, the Missouri legislature formed a panel on hyperloop in Missouri. The panel is composed of elected officials from both bodies, economic development and educational representatives, and other private interests. The proposed route that has been reported is between St. Louis and Kansas City, with a stop in Columbia.

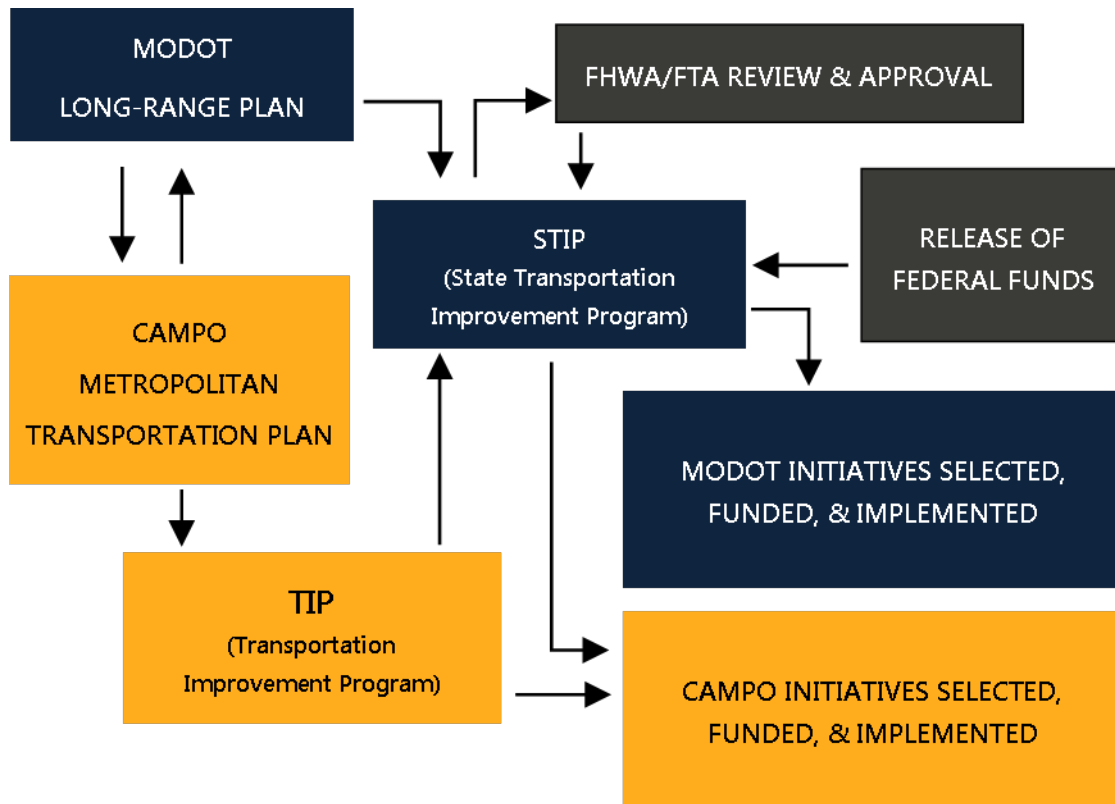


6 The Financial Plan & Implementation

Note: Updates to this section will occur annually.
These updates can be found on our website at
www.jeffersoncitymo.gov/campo

This section demonstrates how the CAMPO 2045 & Beyond Metropolitan Transportation Plan (MTP) can be funded and implemented, including:

- Funding resources
- A fiscally constrained investment plan
- Unfunded illustrative projects
- A plan for implementation and a list of strategies.



THE FINANCIAL PLAN

The Financial Plan demonstrates how the adopted transportation plan can be implemented. When combined with the current Transportation Improvement Program in Appendix E, this section stands as the Financial Plan for the MTP. The following paragraphs address the federal requirements as they pertain to the development of the Financial Plan.

This section contains system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-Aid highways and public transportation within the CAMPO region over the 25-year planning horizon.

CAMPO works with public transportation operators, member jurisdictions, and MoDOT to cooperatively develop estimates of funds that will be available to support implementation of the MTP. All necessary financial resources from public sources that are reasonably expected to be made available to carry out the MTP are identified in this section. There are no private sector revenue sources identified as contributing to the implementation of the MTP at this time.

This section also includes recommendations on additional funding sources and includes an assessment of innovative financing resources.

CAMPO has taken into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. As applicable, an inflation rate that reflects “year of expenditure dollars” has been applied to revenue and cost estimates. These rates are based on information developed cooperatively by CAMPO, MoDOT, member jurisdictions, and public transportation operators.

An illustrative list of non-fiscally constrained projects, for which additional funding would need to be identified, is included in this section. These projects have been categorized, prioritized, and include cost ranges.

FISCAL CONSTRAINT 2020-2024

THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP, located in Appendix E, stands as the “Fiscally Constrained” list of the first five years of the Metropolitan Transportation Plan’s Financial Plan. Developed in accordance with federal regulations CFR §450.324, the TIP is a 5-year financial program of transportation projects to be implemented within the MPA, which are funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), or are deemed regionally significant.

Each project or project phase included in the TIP is to be derived from the 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 USC and 49 USC Chapter 53 or regionally significant projects requiring action by the FHWA or the FTA are required to be included in the TIP and derived from the MTP. The TIP is developed in cooperation with the MoDOT, local jurisdictions, and public transportation operators. Figure 6.1A lists the most current TIP projects. Figures 6.1B-6.1F provides a breakdown of the funding and program years for each project. The full version of the current TIP document can be found in Appendix E.

TIP PROJECT SELECTION

Projects are identified by agencies with jurisdiction over the project, using their own criteria, and are submitted to the CAMPO Board of Directors for approval before being included in the TIP. Projects are approved based on their consistency with the goals and strategies outlined in the MTP. A more detailed description of the TIP application process is located in Appendix E.

Figure 6.1A 2020-2024 TIP Projects - Overview

Project	Sponsor	TIP #	MODOT#	Total Cost
Bridge Deck sealing over Route 54	MoDOT	2018-01	5S3261	\$836,000
Bridge Improvements on US 54 Over Missouri River	MoDOT	2019-01	5P3337	\$5,100,000
Bridge Preventative Maintenance On US 50 Over Osage River	MoDOT	2019-02	5P2190	\$568,000
US 54 Pavement Improvements	MoDOT	2017-05	5P3121	\$6,956,000
Pavement Resurfacing on US 50	MoDOT	2019-03	5P3333	\$3,487,000
Guard Cables Along US 54	MoDOT	2019-06	5P3371	\$3,256,000
Business 50 W Bike/Ped/ADA Improvements	St. Martins	2020-01	9901515	\$873,530
Pavement Improvements on US 63	MoDOT	2020-03	5P3409	\$17,064,000
High Friction Surface Treatment	MoDOT	2020-04	5I3408	\$1,378,000
Upgrading Signalization	MoDOT	2020-13	5P3426	\$1,691,000
Scoping Routes M, B, and W	MoDOT	2013-16	5S2234	\$2,000
Guard Cables and Guardrail Repair in Northern Central District	MoDOT	2018-06	5P3405	\$644,000
Slide Repair Scoping	MoDOT	2015-07	5S3081	\$1,000
Surveying	MoDOT	2018-08	5P3402	\$30,000
Pavement Improvements on Route M	MODOT	2018-02	5S3230	\$3,787,000
Pavement Improvements on Route U	MoDOT	2020-05	5S3386	\$675,000
Scoping for ADA Improvements in Various Locations	MoDOT	2018-09	5P3254	\$2,000
On-call Work Zone Enforcement	MoDOT	2019-05	5P3313	\$64,000
On-call Work Zone Enforcement	MoDOT	2020-08	5P3406	\$64,000
On-call Work Zone Enforcement	MoDOT	2020-09	5P3407	\$64,000
Traffic Safety Studies	MoDOT	2020-11	5S3421	\$151,000
Scoping on S. Ten Mile Drive	MoDOT	2020-12	5S3418	\$10,000
Intersection Improvements	MoDOT	2020-14	5P3222	\$7,056,000
Intersection Improvements	MoDOT	2020-15	5P3195	\$7,152,000
Binder Bike Park Phase 1	Osage Region Trail Association	2020-02		\$49,282
Updating Pedestrian Facilities	MoDOT	2020-16	5S3369	\$13,291,000
Operating Assistance	JEFFTRAN	2011-04		\$10,959,273
Capital Funding –Vehicles	OATS	2018-10		\$300,000
Operating Expenses	OATS	2018-11		\$675,300
			Total	\$86,186,385

Source: CAMPO 2020-2024 Transportation Improvement Program

Figure 6.1B 2020-2024 TIP Projects – Bridges

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Bridge Decksealing over Route 54	FHWA	NHPP	\$89,600	\$86,400						\$176,000
TIP #	2018-01	MoDOT	TCOS	\$22,400	\$21,600						\$44,000
MoDOT#	5S3261	Local									\$0
		Other									\$0
Description & Location: Includes bridge decksealing on Route 94 over Little Tavern Creek in Callaway County and West Main over Route 54/63 in Cole County	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Project involves bridges A3451, A4265, and A4662. Award date 2020.	C O N S T	FHWA	NHPP		\$582,400						\$582,400
		MoDOT	TCOS		\$145,600						\$145,600
		Local									\$0
		Other									\$0
Total Project Cost: \$948,000		Total		\$112,000	\$836,000	\$0	\$0	\$0	\$0	\$0	\$948,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Bridge Improvements On US 54 Over Missouri River	FHWA	NHPP	\$204,800	\$144,000	\$393,600					\$742,400
TIP #	2019-01	MoDOT	TCOS	\$51,200	\$36,000	\$98,400					\$185,600
MoDOT#	5P3337	Local									\$0
		Other									\$0
Description & Location: Bridge improvements for both bridges over the Missouri River in Jefferson City.	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Project involves bridges A4497 and L0550.	C O N S T	FHWA	NHPP			\$3,542,400					\$3,542,400
		MoDOT	TCOS			\$885,600					\$885,600
		Local									\$0
		Other									\$0
Total Project Cost: \$5,356,000		Total		\$256,000	\$180,000	\$4,920,000	\$0	\$0	\$0	\$0	\$5,356,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Bridge Preventative Maintenance On US 50 Over Osage River	FHWA	NHPP	\$800	\$16,000	\$64,000	\$100,800				\$181,600
TIP #	2019-02	MoDOT	TCOS	\$200	\$4,000	\$16,000					\$20,200
MoDOT#	5P2190	MoDOT	AM				\$25,200				\$25,200
		Other									\$0
Description & Location: Bridge preventative maintenance over the Osage River, 0.3 mile west of the Route 63 junction.	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Project involves bridge A5552.	C O N S T	FHWA	Adv. Con.				\$273,600				\$273,600
		MoDOT	AM				\$68,400				\$68,400
		Local									\$0
		Other									\$0
Total Project Cost: \$569,000		Total		\$1,000	\$20,000	\$80,000	\$468,000	\$0	\$0	\$0	\$569,000

Figure 6.1B 2020-2024 TIP Projects – Roadway Projects

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: US 54 Pavement Improvements TIP #: 2017-05 MoDOT# 5P3121	EN G	FHWA	NHPP	\$93,600	\$494,400						\$588,000	
		MoDOT	TCOS	\$23,400	\$123,600						\$147,000	
		Local									\$0	
		Other									\$0	
		R O W	FHWA									\$0
Description & Location: Pavement resurfacing and guard cables installation on the eastbound and westbound lanes of US 54 from Route E to near Stadium Boulevard in Jefferson City.	R O W	MoDOT									\$0	
		Local									\$0	
		Other									\$0	
		C O N S T	FHWA	NHPP		\$5,070,400						\$5,070,400
		MoDOT	TCOS		\$1,267,600							\$1,267,600
Comments: Award Date 2020.	C O N S T	Local									\$0	
		Other									\$0	
		Total			\$117,000	\$6,956,000	\$0	\$0	\$0	\$0	\$0	\$7,073,000
		Total Project Cost: \$7,073,000										

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: Pavement Resurfacing on US 50 TIP #: 2019-03 MoDOT# 5P3333	EN G	FHWA	Adv. Con.	\$8,000	\$11,200	\$192,800					\$212,000	
		MoDOT	NHPP	\$2,000	\$2,800	\$48,200					\$53,000	
		Local									\$0	
		Other									\$0	
		R O W	FHWA									\$0
Description & Location: Pavement resurfacing east of West Truman Blvd. to east of Kaylor Bridge Road, all lanes and from east of Route M to east of Stoney Gap Road	R O W	MoDOT									\$0	
		Local									\$0	
		Other									\$0	
		C O N S T	FHWA	Adv. Con.		\$2,585,600						\$2,585,600
		MoDOT	NHPP		\$646,400							\$646,400
Comments: Anticipated federal reimbursement from NHPP.	C O N S T	Local									\$0	
		Other									\$0	
		Total			\$10,000	\$14,000	\$3,473,000	\$0	\$0	\$0	\$0	\$3,497,000
		Total Project Cost: \$3,497,000										

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: Guard Cables Along US 54 TIP #: 2019-06 MoDOT# 5P3371	EN G	FHWA	NHPP	\$16,000	\$439,200						\$455,200	
		MoDOT	TCOS	\$4,000	\$109,800						\$113,800	
		Local									\$0	
		Other									\$0	
		R O W	FHWA									\$0
Description & Location: Guard cable improvements from Miller County to near Stadium Blvd. in Jefferson City	R O W	MoDOT									\$0	
		Local									\$0	
		Other									\$0	
		C O N S T	FHWA	NHPP		\$2,165,600						\$2,165,600
		MoDOT	TCOS		\$541,400							\$541,400
Comments: Award date Fall 2019	C O N S T	Local									\$0	
		Other									\$0	
		Total			\$20,000	\$3,256,000	\$0	\$0	\$0	\$0	\$0	\$3,276,000
		Total Project Cost: \$3,276,000										

St. Martins		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: Business 50 W Bike/Ped/ADA Improvements TIP #: 2020-01 MoDOT# 9901515	EN G	FHWA									\$0	
		MoDOT									\$0	
		Local	St. Martins	\$62,382							\$62,382	
		Other									\$0	
		R O W	FHWA									\$0
Description & Location: Addition of 8-foot wide asphalt bike/ped lanes for 1.1 miles in each direction along Business 50 West from Rt. T/D to west of Carel Rd.	R O W	MoDOT									\$0	
		Local									\$0	
		Other									\$0	
		C O N S T	FHWA	TAP		\$397,456						\$397,456
		MoDOT										\$0
Comments: TAP grant awardee. Working with Cole County to complete the project	C O N S T	Local	St. Martins		\$413,692						\$413,692	
		Other									\$0	
		Total			\$0	\$873,530	\$0	\$0	\$0	\$0	\$0	\$873,530
		Total Project Cost: \$873,530										

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: Pavement Improvements on US 63 TIP #: 2020-03 MoDOT# 5P3409	EN G	FHWA	Adv. Con.		\$4,000	\$36,000	\$927,200				\$967,200	
		MoDOT	AM				\$231,800				\$231,800	
		MoDOT	TCOS		\$1,000	\$9,000					\$10,000	
		Other									\$0	
		R O W	FHWA									\$0
Description & Location: Pavement improvements on US 63 from Route B to US Route 54.	R O W	MoDOT									\$0	
		Local									\$0	
		Other									\$0	
		C O N S T	FHWA	Adv. Con.			\$12,684,000					\$12,684,000
		MoDOT	AM			\$3,171,000					\$3,171,000	
Comments: Anticipated federal funding category: NHPP. Award Date 2022.	C O N S T	MoDOT									\$0	
		Other									\$0	
		Total			\$0	\$5,000	\$45,000	\$17,014,000	\$0	\$0	\$0	\$17,064,000
		Total Project Cost: \$17,064,000										

Figure 6.1C 2020-2024 TIP Projects – Roadway Projects Cont.

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name:	High Friction Surface Treatments	E N G	FHWA	HSIP	\$46,000	\$148,800					\$194,800	
TIP#	2020-04		MoDOT	Safety	\$11,000	\$37,200					\$48,200	
MoDOT#	5I3408		Local								\$0	
			Other								\$0	
Description & Location:	High Friction surface treatment at various locations in Boone, Morgan, Washington, Cooper, Callaway, and Cole Counties	R O W	FHWA								\$0	
			MoDOT								\$0	
			Local								\$0	
			Other								\$0	
Comments:	Anticipated federal funding category: HSIP. Award Date 2020.	C O N S T	FHWA	HSIP		\$908,000					\$908,000	
			MoDOT	Safety		\$227,000					\$227,000	
			Local								\$0	
			Other								\$0	
Total Project Cost: \$1,378,000		Total			\$0	\$57,000	\$1,321,000	\$0	\$0	\$0	\$0	\$1,378,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name:	Upgrading Signalization	E N G	FHWA	Adv. Con.	\$361,600						\$361,600	
TIP#	2020-13		MoDOT	TCOS	\$90,400						\$90,400	
MoDOT#	5P3426		Local								\$0	
			Other								\$0	
Description & Location:	Upgrade signals at CC and at Rte. C and CC in Cole County and at Rte. OO and Summit Drive in Callaway County	R O W	FHWA	Adv. Con.	\$4,000						\$4,000	
			MoDOT	TCOS	\$1,000						\$1,000	
			Local								\$0	
			Other								\$0	
Comments:	Anticipated federal funding category: STBG. Award Date 2020.	C O N S T	FHWA	Adv. Con.	\$987,200						\$987,200	
			MoDOT	TCOS	\$246,800						\$246,800	
			Local								\$0	
			Other								\$0	
Total Project Cost: \$1,691,000		Total			\$0	\$1,691,000	\$0	\$0	\$0	\$0	\$0	\$1,691,000

Figure 6.1C 2020-2024 TIP Projects – Other Projects

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name: Scoping Routes M, B & W TIP # 2013-16 MoDOT# 5S2234	EN G	FHWA	HSIP	\$45,900	\$900	\$900					\$47,700
		MoDOT	Safety	\$5,100	\$100	\$100					\$5,300
		Local									\$0
		Other									\$0
Description & Location: Scoping for safety improvements at the intersection of Route M and Route W in Wardsville.	RO W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Anticipated federal funding category: Safety.	CO NS T	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost: \$53,000		Total		\$51,000	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$53,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: Guard Cable & Guardrail Repair in Northern Central District TIP # 2018-06 MoDOT# 5P3405	EN G	FHWA									\$0	
		MoDOT	TCOS		\$8,800						\$8,800	
		Local									\$0	
		FHWA	Adv. Con.		\$35,200							\$35,200
												\$0
Description & Location: Job order contracting for guard cables and guardrail repair on various routes in the northern portion of the Central District.	RO W	FHWA									\$0	
		MoDOT									\$0	
		Local									\$0	
		Other									\$0	
Comments: Award Date Spring 2019. Anticipated federal reimbursement from STBG.	CO NS T	FHWA									\$0	
		MoDOT	TCOS		\$120,000						\$120,000	
		Local									\$0	
		MoDOT	Adv. Con.		\$480,000							\$480,000
Total Project Cost: \$644,000		Total		\$0	\$644,000	\$0	\$0	\$0	\$0	\$0	\$644,000	

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name: Slide Repair Scoping TIP # 2015-07 MoDOT# 5S3081	EN G	FHWA	STBG	\$52,800	\$800						\$53,600
		MoDOT	TCOS	\$13,200	\$200						\$13,400
		Local									\$0
		Other									\$0
Description & Location: Scoping for slide repairs in the northern portion of the Central District at various locations.	RO W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Anticipated Federal Funding Category - STBG. Future construction cost \$2 million - 5 million.	CO NS T	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost: \$67,000		Total		\$66,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$67,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name: Surveying TIP # 2018-08 MoDOT# 5P3402	EN G	FHWA									\$0
		MoDOT	TCOS		\$15,000	\$15,000					\$30,000
		Local									\$0
		MoDOT									\$0
Description & Location: Surveying to sell excess right of way parcels in the Central District.	RO W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		MoDOT									\$0
Comments: No federal funds used for this project.	CO NS T	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		MoDOT									\$0
Total Project Cost: \$30,000		Total		\$0	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$30,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30							
		Source	Category		2020	2021	2022	2023	2024	Future	Totals	
Project Name: Pavement improvements on Route M TIP # 2018-02 MoDOT# 5S3230	EN G	FHWA									\$0	
		MoDOT	TCOS	\$14,000	\$127,400						\$141,400	
		Local									\$0	
		FHWA	STBG	\$56,000	\$509,600							\$565,600
												\$0
Description & Location: Pavement resurfacing and adding rumble stripes from Rte. B to Rte. 50 and on Rte. E from Rte. 54 to Rte. B.	RO W	FHWA									\$0	
		MoDOT	TCOS		\$2,000						\$2,000	
		Local									\$0	
		MoDOT	STBG		\$8,000							\$8,000
Comments: Potential ADA improvements in Taos. Award date 2020. Anticipated Federal Funds: STBG.	CO NS T	FHWA									\$0	
		MoDOT	TCOS		\$628,000						\$628,000	
		Local									\$0	
		FHWA	STBG		\$2,512,000							\$2,512,000
Total Project Cost: \$3,857,000		Total		\$70,000	\$3,787,000	\$0	\$0	\$0	\$0	\$0	\$3,857,000	

Figure 6.1D 2020-2024 TIP Projects – Other Projects Cont.

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Pavement improvements on Route U	FHWA									\$0
TIP #	2020-05	MoDOT	TCOS		\$1,000	\$10,800					\$11,800
MoDOT#	5S3386	Local									\$0
Description & Location: Pavement & guardrail improvements on Rte. U. Includes Route Y from Route M in Taos, Rte W from Rte. B in Wardsville, and Rte.J from 50.		FHWA	Adv. Con.		\$4,000	\$43,200					\$47,200
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:		FHWA									\$0
		MoDOT	TCOS			\$123,200					\$123,200
		Local									\$0
		FHWA	Adv. Con.			\$492,800					\$492,800
Total Project Cost: \$675,000		Total		\$0	\$5,000	\$670,000	\$0	\$0	\$0	\$0	\$675,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Scoping for ADA Improvements in Various Locations	FHWA									\$0
TIP #	2018-09	MoDOT	TCOS	\$10,000	\$400						\$10,400
MoDOT#	5P3254	Local									\$0
Description & Location: Scoping for ADA improvements at various locations in Chamois, Frankenstein, Route M in Taos, and Route W in Wardsville.		FHWA	Adv. Con.	\$40,000	\$1,600						\$41,600
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Anticipated Federal Category - STBG. Includes sidewalks, curb ramps, entrances, and signals		FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost: \$52,000		Total		\$50,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$52,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	On-call Work Zone Enforcement	FHWA	HSIP		\$900						\$900
TIP #	2019-05	MoDOT	Safety		\$100						\$100
MoDOT#	5P3313	Local									\$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments: 90/10 match, using federal and MoDOT safety funds.		Other									\$0
		FHWA	HSIP		\$56,700						\$56,700
		MoDOT	Safety		\$6,300						\$6,300
		Local									\$0
		Other									\$0
Total Project Cost: \$64,000		Total		\$0	\$64,000	\$0	\$0	\$0	\$0	\$0	\$64,000

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	On-call Work Zone Enforcement	FHWA	HSIP		\$900						\$900
TIP #	2020-08	MoDOT	Safety		\$100						\$100
MoDOT#	5P3406	Local									\$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments: 90/10 match, using federal and MoDOT safety funds.		Other									\$0
		FHWA	HSIP		\$56,700						\$56,700
		MoDOT	Safety		\$6,300						\$6,300
		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		2020	2021	2022	2023	2024	Future	Totals
Project Name:	On-call Work Zone Enforcement	FHWA	HSIP			\$900					\$900
TIP #	2020-09	MoDOT	Safety			\$100					\$100
MoDOT#	5P3407	Local									\$0
Description & Location: On-call work zone enforcement at various locations in the Central District.		Other									\$0
		FHWA									\$0
		MoDOT									\$0
		Local									\$0
Comments: 90/10 match, using federal and MoDOT safety funds.		Other									\$0
		FHWA	HSIP			\$56,700					\$56,700
		MoDOT	Safety			\$6,300					\$6,300
		Local									\$0
		Other									\$0
Total Project Cost: \$64,000		Total		\$0	\$0	\$64,000	\$0	\$0	\$0	\$0	\$64,000

Figure 6.1E 2020-2024 TIP Projects – Other Projects Cont.

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30									
		Source	Category		2020	2021	2022	2023	2024	Future	Totals			
Project Name:	Traffic Safety Studies	EN G	FHWA	Adv. Con.		\$120,000	\$800					\$120,800		
	TIP #		2020-11	MoDOT	TCOS		\$30,000	\$200					\$30,200	
	MoDOT#		5S3421	Local									\$0	
	Description & Location: Traffic safety studies at various locations in Central District			Other										\$0
				FHWA										\$0
		MoDOT										\$0		
		Local										\$0		
Comments:		RO W	Other									\$0		
			FHWA									\$0		
			MoDOT									\$0		
			Local									\$0		
Total Project Cost: \$151,000		CO N S T	Other									\$0		
			FHWA									\$0		
			MoDOT									\$0		
			Local									\$0		
Total					\$0	\$150,000	\$1,000	\$0	\$0	\$0	\$0	\$151,000		

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30									
		Source	Category		2020	2021	2022	2023	2024	Future	Totals			
Project Name:	Scoping on S. Ten Mile Drive	EN G	FHWA	HSIP		\$4,500	\$4,500					\$9,000		
	TIP #		2020-12	MoDOT	Safety		\$500	\$500					\$1,000	
	MoDOT#		5S3418	Local									\$0	
	Description & Location: Scoping for intersection safety improvements at South Ten Mile Drive in Jefferson City			Other										\$0
				FHWA										\$0
		MoDOT										\$0		
		Local										\$0		
Comments:		RO W	Other									\$0		
			FHWA									\$0		
			MoDOT									\$0		
			Local									\$0		
Total Project Cost: \$10,000					\$0	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$10,000		

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30									
		Source	Category		2020	2021	2022	2023	2024	Future	Totals			
Project Name:	Intersection Improvements	EN G	FHWA	HSIP	\$248,400	\$540,000	\$1,041,300					\$1,829,700		
	TIP #		2020-14	MoDOT	Safety	\$27,600	\$60,000	\$115,700					\$203,300	
	MoDOT#		5P3222	Local									\$0	
	Description & Location: Intersection safety improvements at various locations in Miller and Cole County, including median openings on US 54.			Other										\$0
				FHWA	HSIP			\$4,500						\$4,500
		MoDOT	Safety			\$500						\$500		
		Local										\$0		
Comments:		RO W	Other									\$0		
			FHWA	HSIP			\$4,764,600					\$4,764,600		
			MoDOT	Safety			\$529,400					\$529,400		
			Local									\$0		
Total Project Cost: \$7,332,000					\$276,000	\$600,000	\$6,456,000	\$0	\$0	\$0	\$0	\$7,332,000		

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30									
		Source	Category		2020	2021	2022	2023	2024	Future	Totals			
Project Name:	Intersection Improvements	EN G	FHWA	HSIP	\$18,900	\$360,000	\$1,331,100					\$1,710,000		
	TIP #		2020-15	MoDOT	Safety	\$2,100	\$40,000	\$147,900					\$190,000	
	MoDOT#		5P3195	Local									\$0	
	Description & Location: Intersection safety improvements at various locations in Boone and Callaway County.			Other										\$0
				FHWA	HSIP			\$9,000						\$9,000
		MoDOT	Safety			\$1,000						\$1,000		
		Local										\$0		
Comments:		RO W	Other									\$0		
			FHWA	HSIP			\$4,736,700					\$4,736,700		
			MoDOT	Safety			\$526,300					\$526,300		
			Local									\$0		
Total Project Cost: \$7,173,000					\$21,000	\$400,000	\$6,752,000	\$0	\$0	\$0	\$0	\$7,173,000		

Figure 6.1F 2020-2024 TIP Projects – Pedestrian/Bicycle and Public Transportation Projects

Osage Region Trail Association		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Binder Bike Park Phase 1	FHWA									\$0
		MoDOT									\$0
TIP #	2020-02	Local	ORTA		\$2,865						\$2,865
MoDOT#		Other									\$0
Description & Location: Construction of 1.3 mi of singletrack trail, features & signage, and 0.4 mi. kid's loop trail.	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Monetary donations provided by City of Jefferson Parks and Recreation Department and Midwest Block & Brick	C O N S T	FHWA	RTP		\$14,149	\$14,148					\$28,297
		Local	ORTA		\$7,060	\$7,060					\$14,120
		Local	COJ - P&R		\$750	\$750					\$1,500
		Local	Private		\$1,250	\$1,250					\$2,500
Total Project Cost: \$49,282		Total		\$0	\$26,074	\$23,208	\$0	\$0	\$0	\$0	\$49,282

MoDOT		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Updating Pedestrian Facilities	FHWA	Adv. Con.	\$247,200	\$1,753,600						\$2,000,800
		MoDOT	TCOS	\$61,800	\$438,400						\$500,200
TIP #	2020-16	Local									\$0
MoDOT#	5S3369	Other									\$0
Description & Location: Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in the Central District.	R O W	FHWA	Adv. Con.		\$328,800						\$328,800
		MoDOT	TCOS		\$82,200						\$82,200
		Local									\$0
		Other									\$0
Comments: \$7,130,000 Statewide Transportation Alternatives funds. Potential Design/Build project.	C O N S T	FHWA	Adv. Con.		\$8,550,400						\$8,550,400
		MoDOT	TCOS		\$2,137,600						\$2,137,600
		Local									\$0
		Other									\$0
Total Project Cost: \$13,600,000		Total		\$309,000	\$13,291,000	\$0	\$0	\$0	\$0	\$0	\$13,600,000

Public Transportation Projects

City of Jefferson - JEFFTRAN		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Operating Assistance	Other	Pass. Fares		\$171,377	\$173,091	\$174,821	\$176,570	\$178,335		\$874,194
		MoDOT	State Operating		\$11,415	\$11,415	\$11,415	\$11,415	\$11,415		\$57,075
TIP #	2011-04	Local	General Fund		\$1,156,546	\$1,179,677	\$1,203,271	\$1,227,336	\$1,251,883		\$6,018,713
MoDOT#		FTA	5307		\$810,661	\$822,821	\$835,163	\$847,691	\$860,406		\$4,176,742
Description & Location: Operating Assistance for JEFFTRAN service within city limits of Jefferson City (A 3% annual inflation factor applied.)	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments:	C O N S T	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost: \$11,126,724		Total		\$0	\$2,149,999	\$2,187,004	\$2,224,670	\$2,263,012	\$2,302,039	\$0	\$11,126,724

OATS		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Capital Funding - Vehicles	FHWA	5310			\$100,000		\$100,000			\$200,000
		MoDOT									\$0
TIP #	2018-10	Local									\$0
MoDOT#		Other	OATS			\$50,000		\$50,000			\$100,000
Description & Location: Requesting replacement/expansion vehicles to provide service in Jefferson City and surrounding area	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Other Funding - OATS, Inc.	C O N S T	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost: \$300,000		Total		\$0	\$0	\$150,000	\$0	\$150,000	\$0	\$0	\$300,000

OATS		Funding		Prior Funding	State Program Year - July 1 to June 30						
		Source	Category		2020	2021	2022	2023	2024	Future	Totals
Project Name:	Operating Assistance	FTA	5310	\$30,770	\$40,000	\$60,000	\$75,000	\$75,000	\$75,000		\$355,770
		MoDOT									\$0
TIP #	2018-11	Local		\$30,770	\$40,000	\$60,000	\$75,000	\$75,000	\$75,000		\$355,770
MoDOT#		Other		\$4,900	\$5,000	\$5,000	\$5,100	\$5,100	\$5,100		\$30,200
Description & Location: Within the Jefferson City MPO Region-Section 5310-Seniors and Individuals with Disabilities	R O W	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Comments: Other Funding - OATS, Inc.	C O N S T	FHWA									\$0
		MoDOT									\$0
		Local									\$0
		Other									\$0
Total Project Cost: \$741,740		Total		\$66,440	\$85,000	\$125,000	\$155,100	\$155,100	\$155,100	\$0	\$741,740

FISCAL CONSTRAINT 2025-2045

Figure 6.2 depicts fiscal constraint for projects that are anticipated to occur beyond 2025. Future funding for these projects is reasonably expected to be available to support the projected costs, but is not guaranteed at this time.

Figure 6.2 Fiscally Constrained Projects 2025-2045

Fiscally Constrained Projects 2025-2045									
Project	2025	2026	2027	2028	2029	2030	2031-2035	2036-2040	2041-2045
New Sidewalks /ADA Improvements*	\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,407	\$563,080	\$574,342	\$585,828
New Stormwater Improvements*	\$360,000	\$367,200	\$374,544	\$382,065	\$389,676	\$397,470	\$2,027,093	\$2,067,635	\$2,108,988
Cole Co. - Militia Drive Extension to Liberty Road			\$2,000,000						
Cole Co. - Wildwood Extension to Rock Ridge Road	\$3,000,000								
Jefferson City - Missouri State Penitentiary Parkway	\$2,000,000								
Jefferson City - Mission Dr. to Stadium Blvd. Connection				\$500,000					
JEFFTRAN - Paratransit Vehicle Replacement	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$700,000	\$700,000	\$700,000
JEFFTRAN - Replace low-floor route buses						\$3,000,000			
JEFFTRAN - Construct new transit facilities and central maintenance facilities	\$7,000,000								
JEFFTRAN - Upgrade Fare Card System	\$300,000								
Total	\$12,900,000	\$609,200	\$2,618,584	\$1,128,186	\$637,919	\$3,647,877	\$3,290,173	\$3,341,976	\$3,394,816
Total \$31,568,731									

*Inflationary factor of 2% has been applied for each year beyond 2025.

COST & REVENUE ESTIMATES

This section includes estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-Aid highways and public transportation within the CAMPO region over the 25-year planning horizon.

CAMPO works with public transportation operators, member jurisdictions, and MoDOT to cooperatively develop estimates of funds that will be available to support implementation of the MTP. All necessary financial resources from public sources that are reasonably expected to be made available to carry out the MTP are identified in this section. There are no private sector revenue sources identified as contributing to the implementation of the MTP at this time.

OPERATIONS & MAINTENANCE 2020-2045

It is anticipated that the CAMPO Region will have approximately \$69,997,100 in Operation and Maintenance Costs over the planning horizon. 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.

Operations and maintenance budgets are requested from municipalities to aid in demonstration of fiscal constraint. Shown in Figure 6.3 are the projected operations and maintenance costs by lane mile for 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. Cost projections for transit providers, based on 2019 expenditures, is also included.

Figure 6.3 Operations & Maintenance 2020-2045

Jurisdiction	2019	Federal -Aide Eligible Lane Miles	2020-2025*	2026-2030	2031-2035	2036-2040	2041-2045
OPERATIONS AND MAINTENANCE - JURISDICTIONS - COST PER LANE MILE BY JURSDICTION							
Callaway Co.	\$2,469	10.98	\$162,658	\$138,260	\$141,027	\$143,849	\$146,726
Holts Summit**	\$4,870	14.37	\$419,891	\$356,908	\$364,050	\$371,321	\$378,750
Cole Co.	\$6,724	28.46	\$1,148,190	\$975,950	\$995,474	\$1,015,396	\$1,035,688
Jefferson City	\$5,888	142.84	\$5,046,252	\$4,289,342	\$4,375,046	\$4,462,607	\$4,551,882
St. Martins	\$5,435	4.39	\$143,158	\$121,686	\$124,118	\$126,599	\$129,132
MODOT	\$4,870	343.21	\$10,028,596	\$8,524,307	\$8,694,882	\$8,868,546	\$9,045,986
Totals		544.25	\$16,948,745	\$14,406,454	\$14,694,598	\$14,988,318	\$15,288,164
OPERATIONS AND MAINTENANCE - TRANSIT - OVERALL COSTS AND MAINTENANCE							
JEFFTRAN	\$2,540,950		\$15,245,700	\$12,958,845	\$13,218,022	\$13,482,382	\$13,752,030
OATS, Inc.	\$85,000		\$830,400	\$791,010	\$806,830	\$822,967	\$839,426
Totals			\$16,076,100	\$13,480,250	\$13,749,855	\$14,024,852	\$14,305,349
Total \$147,962,685							

*6-year projection. All other projects are for 5 years.

** O&M totals were not provided by city – MoDOT O&M has been used in place of local figures.

Note: An inflation factor of 2% has been applied to each 5-year total beyond 2025.

Source: CAMPO 2020-2024 Transportation Improvement Program

ANTICIPATED AVAILABLE REVENUE 2020-2045

Figure 6.4 shows forecasted revenues for CAMPO based on information provided by each jurisdiction. It is estimated that the CAMPO Region will have approximately \$661,528,858 in anticipated available revenue over the planning horizon.

Local revenue forecasts from the CART (County Aid Road Trust) fund, which includes State Fuel Tax and State Vehicle Sales and Use Tax, are based on past distributions and are assumed to continue a trend of a 2% inflation rate. The City of Jefferson has a ½ cent sales tax to support its Capital Improvement Program and a ½ cent sales tax for Parks and Recreation, which supports greenways and other non-motorized transportation activities. The City of Jefferson has provided its own future revenue projections from these sources. Cole County has a ½ 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 6.4 Anticipated Available Revenue 2020-2045

Jurisdiction & Revenue Source	2020-2025	2026-2030	2031-2035	2036-2040	2041-2045
Callaway County					
CART	\$11,173,535	\$10,380,834	\$11,461,280	\$12,654,179	\$13,971,236
Property Tax - Road & Bridge (\$0.2466 levy)*	\$11,400,000	\$9,500,000	\$9,500,000	\$9,500,000	\$9,500,000
General Revenue Transfer	\$1,800,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Cole County					
CART	\$5,229,702	\$4,858,683	\$5,364,379	\$5,922,708	\$6,539,148
Sales Tax	\$32,641,074	\$27,200,895	\$27,200,895	\$27,200,895	\$27,200,895
Property Tax - Road & Bridge (\$0.27 levy)*	\$23,882,280	\$19,901,900	\$19,901,900	\$19,901,900	\$19,901,900
Motor Vehicle Sales Tax	\$2,208,192	\$1,840,160	\$1,840,160	\$1,840,160	\$1,840,160
Highway Bridge Program - Off-System (BRO)	\$519,425	\$519,425	\$519,425	\$519,425	\$519,425
Holts Summit					
CART	\$860,059	\$799,043	\$882,208	\$974,029	\$1,075,406
Jefferson City					
CART	\$11,410,689	\$10,601,164	\$11,704,541	\$12,922,759	\$14,267,771
Sales Tax – ½ cent Parks Sales Tax*	\$29,711,268	\$24,759,390	\$24,759,390	\$24,759,390	\$24,759,390
Sales Tax - ½ cent Capital Improvement (Expires 2022)*	\$8,520,000	\$7,100,000	\$7,100,000	\$7,100,000	\$7,100,000
St. Martins					
CART	\$301,961	\$280,538	\$309,737	\$341,975	\$377,568
General Revenue Funds	\$1,803,254	\$1,137,828	\$1,319,055	\$1,529,146	\$1,772,700
Sales Tax - ½ cent Capital Improvement**	\$120,000	\$100,000	\$100,000	\$100,000	\$100,000
Taos					
CART	\$232,563	\$216,064	\$238,552	\$263,380	\$290,793
Sales Tax - ½ cent Capital Improvement**	\$120,000	\$100,000	\$100,000	\$100,000	\$100,000
Wardsville					
CART	\$398,906	\$370,606	\$409,179	\$451,767	\$498,787
Sales Tax - ½ cent Capital Improvement**	\$120,000	\$100,000	\$100,000	\$100,000	\$100,000
JEFFTRAN					
FTA Section 5307***	\$4,823,218	\$4,131,085	\$4,214,328	\$4,299,249	\$4,385,881
City of Jefferson-Local*** Operating Assistance	\$7,295,634	\$6,778,049	\$7,336,779	\$7,941,565	\$8,596,205
MoDOT State Operating Assistance	\$69,000	\$57,500	\$57,500	\$57,500	\$57,500
Farebox & Reimbursements***	\$2,201,300	\$1,882,143	\$1,533,017	\$1,248,652	\$1,017,035
Capital Funds	\$750,000	\$625,000	\$625,000	\$625,000	\$625,000
OATS, Inc.					
Passenger Fare, Misc.	\$76,300	\$71,200	\$71,200	\$71,200	\$71,200
FTA Section 5310	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Local Contracts	\$400,000	\$325,000	\$325,000	\$325,000	\$325,000
Totals	\$156,267,060	\$122,062,730	\$125,106,901	\$128,477,913	\$132,211,379

Total \$664,125,983

*Sales Taxes Anticipated to remain flat unless changed and voted upon

**Distributed amount from Cole County

***5307 is a positive 0.5% increase per year. City of Jefferson-Local Operating Assistance is a positive 2% increase per year. Farebox & Reimbursements is a 5% decrease per year

Note: CART Funds based on 2018 numbers from MoDOT. There is a conservative 2% increase per year, based on historical numbers.

Source: CAMPO 2020-2024 Transportation Improvement Program

MODOT REVENUE FOR ROADS AND BRIDGES, MULTIMODAL, HIGHWAY SAFETY (DOLLARS IN THOUSANDS)

MoDOT's funding comes from both state and federal sources. Most of the money is dedicated by federal law or the state constitution and statutes to specific purposes. Figure 6.5 depicts the funds available for roads and bridges and other transportation modes.

Figure 6.5 MoDOT funds available for roads and bridges and other transportation modes

Revenue (Road and Bridge)	2014	2015	2016	2017	2018
Fuel Tax ¹	\$488,800	\$494,649	\$511,786	\$510,950	\$517,832
Vehicle/Driver's Licensing Fees ¹	271,142	279,455	289,009	285,635	296,825
Motor Vehicle Sales Tax ¹	304,365	323,105	337,965	356,552	362,237
Interest and Miscellaneous ²	123,339	102,388	116,466	75,465	110,312
Federal Reimbursement ^{3,4,5}	831,066	760,239	827,843	844,194	935,017
Total Revenue	\$2,018,712	\$1,959,836	\$2,083,069	\$2,072,796	\$2,222,223
Revenue (Multimodal)	2014	2015	2016	2017	2018
Aviation Fuel ¹	\$244	\$247	\$251	\$255	\$259
Fees ¹	2,067	2,353	1,758	2,171	2,327
Sales Taxes ¹	10,003	10,092	8,894	8,699	11,713
State General Revenue Fund ⁶	13,502	13,938	17,943	19,486	11,808
Interest and Miscellaneous ²	1,572	2,745	2,707	2,000	3,380
Federal Reimbursement ^{3,4,5}	65,226	56,686	64,167	61,739	60,243
Total Revenue⁸	\$92,614	\$86,061	\$95,720	\$94,350	\$89,730
Revenue (Highway Safety)	2014	2015	2016	2017	2018
Fees ⁷	\$359	\$328	\$314	\$305	\$275
Interest and Miscellaneous ²	20	4	8	7	16
Federal Grants ³	32,404	36,351	18,908	18,745	15,517
Total Revenue⁹	\$32,783	\$36,683	\$19,230	\$19,057	\$15,808
Notes:					
¹ User fees.					
² Includes interest earned on invested funds, sale of surplus property and excess right of way and construction cost reimbursements from local and other state governments.					
³ User fees and transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund.					
⁴ Includes reimbursement for American Recovery and Reinvestment Act (ARRA) projects.					
⁵ Includes federal funds that flow through MoDOT to local governments and agencies.					
⁶ Appropriated by the Missouri General Assembly.					
⁷ Includes motorcycle instruction permit fees and fees collected by the courts from violators of state laws or municipal or county ordinances.					
⁸ Includes the following funds: Multimodal Operations-Federal, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense, Light Rail Safety and General Revenue.					
⁹ Includes the following funds: Highway Safety Federal, Motor Carrier Safety Assistance Program-Federal and the Motorcycle Safety Trust Fund.					

Source: MODOT. *Citizen's Guide to Transportation Funding* (Financial Snapshot, November 2018).

ILLUSTRATIVE PROJECTS

For illustrative purposes, the financial plan includes additional projects that could be completed if additional resources beyond those identified in the financial plan were to become available. Some items on these lists have cost estimates or cost ranges associated with them. This section of the MTP includes:

1. **Programmatic Illustrative Projects** – Approved by the Board of Directors and Technical Committee as broad regional or statewide needs.
2. **Illustrative Site Specific Projects** – Projects in this list were developed by a stakeholder workgroup and then reviewed and approved by Technical Committee and Board of Directors using the Tier system outlined below.
3. **JEFFTRAN Program of Projects** – An Illustrative list of transit projects that may be completed in the next 5 to 10 years dependent upon the Jefferson City annual budget and availability of federal funds.
4. **Future Roads** – Please refer to the **CAMPO Major Thoroughfare Plan** (Adopted 08/19/2021), located in Appendix J.

Additional illustrative projects can be found in the other adopted CAMPO plans in the appendices. Most of the illustrative items found in those plans are reflected in the lists below. Other plans that have identified potential illustrative projects include:

- 2021 CAMPO Major Thoroughfare Plan – Appendix J
- 2016 Capital Area Pedestrian and Bicycle Plan - Appendix F
- 2017 Coordinated Public Transit-Human Services Transportation Plan - Appendix G
- 2015 CAMPO Regional Wayfinding Plan - Appendix I

PROGRAMMATIC ILLUSTRATIVE PROJECTS

In addition to the site specific projects listed later in this section, there are other projects that have been identified as a need in the region that may require a shift in funding allocation at the state or local level. Figure 6.6 provides a list of programmatic illustrative projects.

Figure 6.6 Programmatic Illustrative Projects

Category	Project
Pedestrian & Non-Motorized	Increase funding to support safety improvements to pedestrian and bicycle infrastructure at the local level.
System Performance	Fund the upgrade of US 50 to four lanes to provide an alternative route to Interstate 70.
System Performance	Fund expansion and improvements to Interstate 70 including replacement of the Rocheport bridge over the Missouri River.
System Performance	Fund expansion of shoulders (min 2' – 4') on Missouri numbered and lettered routes.
System Performance/ Pedestrian & Non-Motorized	Create/fund a safety improvement program for small cities with population of less than 5,000. The program would support small cities making safety (sidewalks, curb/gutter, crosswalk, signage, etc.) improvements along state highways that run through their town.
Multi-Modal	Transit Capital and Operating Program – maintain and/or increase current level of service for urban and rural public transportation.
System Performance	Increase funding for roadway and bridge maintenance to keep infrastructure good and safe condition.

ILLUSTRATIVE SITE SPECIFIC PROJECTS

This site specific list of illustrative projects were developed by a stakeholder workgroup and then reviewed and approved by Technical Committee and Board of Directors using the Tier system outlined below.

TIER 1

- Regionally Significant: Impacting network users from outside the region and having major impacts on freight movement moving through the region
- Recognized as a high priority by Board of Directors, stakeholders, and public
- Supported by the 2045 Travel Demand Model
- Supports increased motorized and non-motorized safety and system performance
- Intersections and interchanges with high numbers of crashes

TIER 2

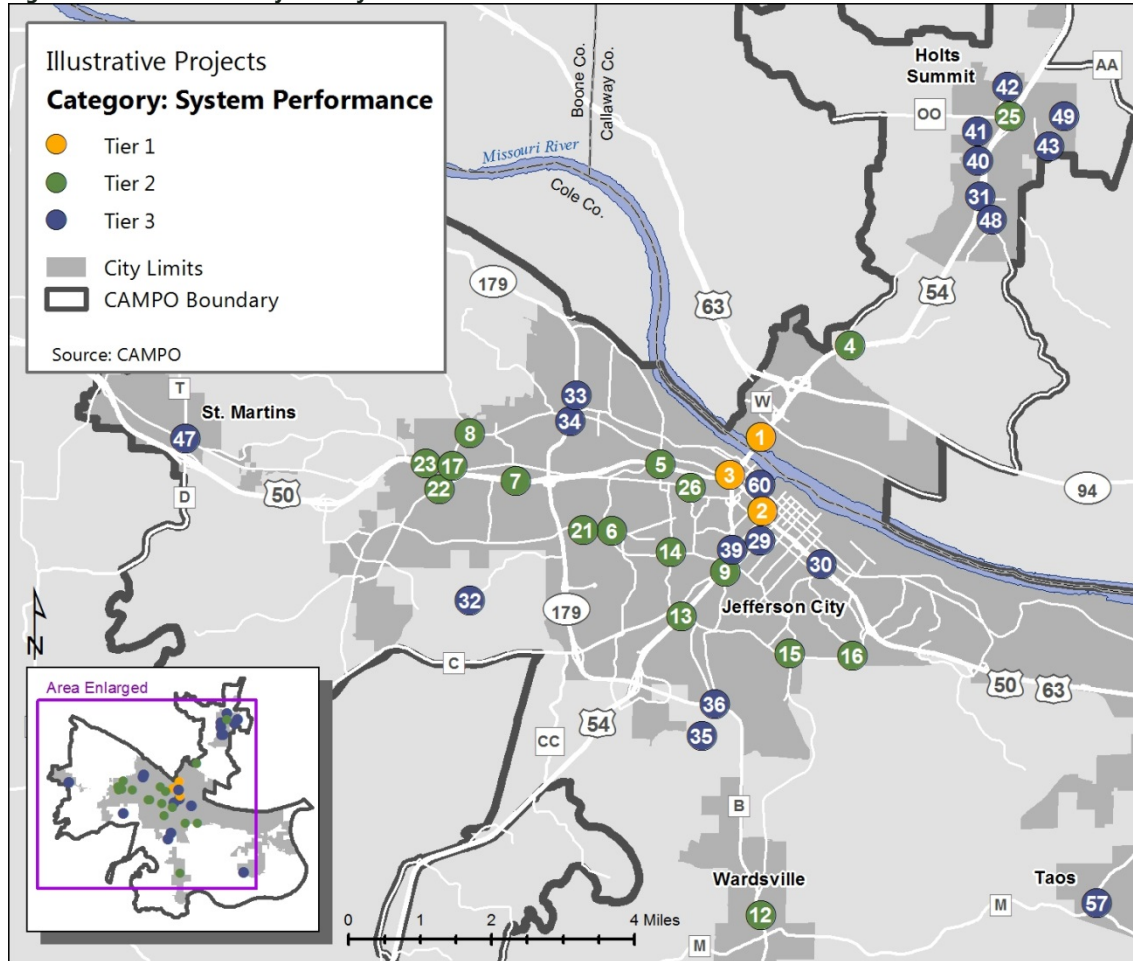
- Recognized as a high priority by Board of Directors, stakeholders, and public
- Most projects in this Tier are supported by the Travel Demand Model
- Supports increased motorized and non-motorized safety and system performance
- Intersections and interchanges with high numbers of crashes

TIER 3

- Designated as a need by stakeholders and general public
- Some projects in this tier are supported by the Travel Demand Model
- Projects in this tier may be completed in phases, dramatically changing cost and date of completion
- Supports increased motorized and non-motorized safety and system performance
- Intersections and interchanges with high numbers of crashes

Note: The reference numbers used in the following tables and maps do not denote priority. This number is just a reference number.

Figure 6.7A Illustrative Projects – System Performance



Source: CAMPO

Figure 6.7B Illustrative Projects – System Performance – Tier 1

System Performance - Tier 1						
#	Jurisdiction	Location	Project Description	Term	Cost Range	
1	Jefferson City	US 54 / 63 / 94 (Bluff Rd)	Construct direct connector for northbound-to-westbound movement to improve capacity; widen US 54/63 to provide 3 continuous through lanes in each direction (in addition to auxiliary/acceleration/deceleration lanes)	Long-Term 10 years<	\$10M<	
2	Jefferson City	US 50/63, US 54 to Lafayette St	Implement major capacity improvements, which could include mainline widening, grade separations, and/or outer roads	Long-Term 10 years<	\$10M<	
3	Jefferson City	US 50 / 63 /54 (Tri-Level)	Reconfigure interchange to provide non-conflicting system-to-system movements	Long-Term 10 years<	\$5M-\$10M	

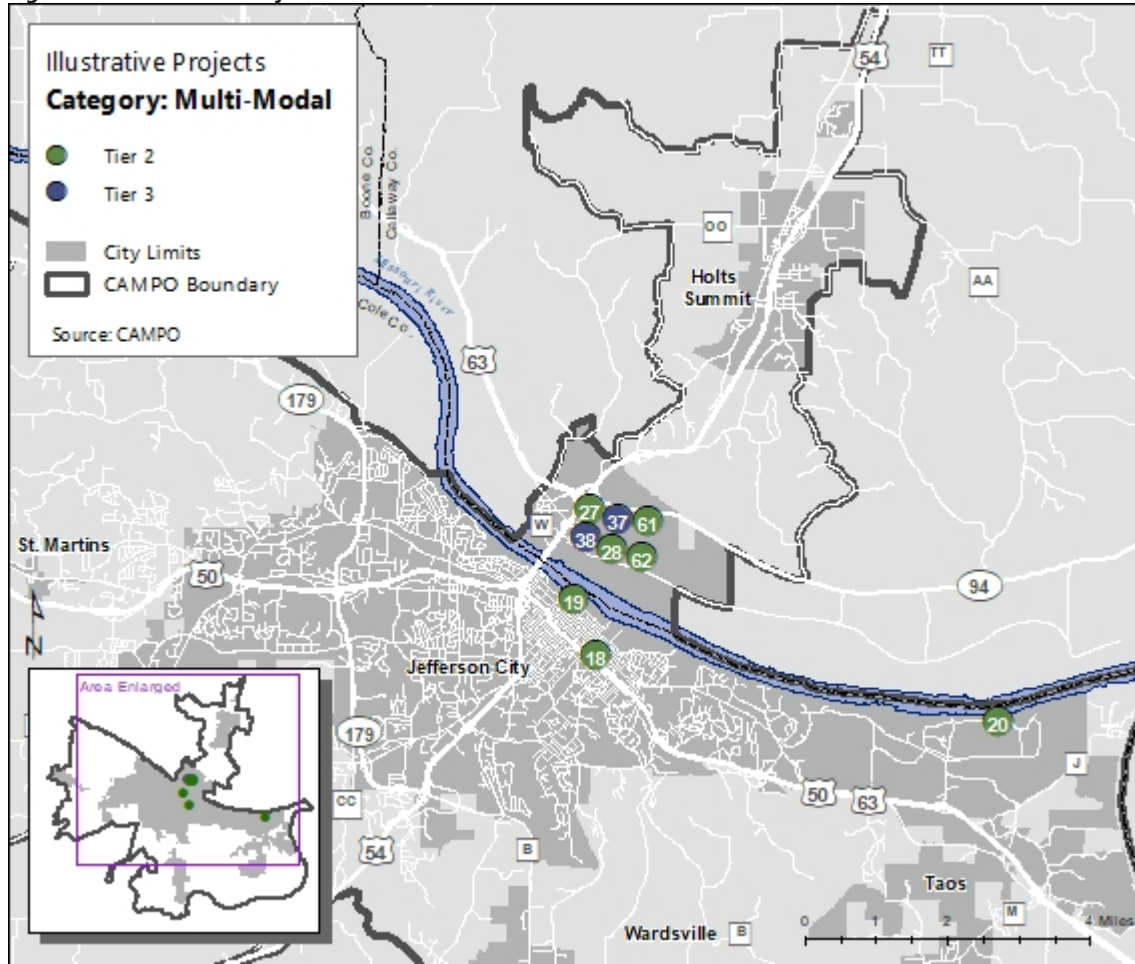
Figure 6.7C Illustrative Projects – System Performance – Tier 2

System Performance - Tier 2					
#	Jurisdiction	Location	Project Description	Term	Cost Range
4	Callaway County	US 54 / S. Summit Dr. Ramps	Addition of ramps to westbound and eastbound US 54 completing the S. Summit Dr. overpass	Long-Term 10 years<	\$1M-\$5M
5	Jefferson City	US 50 / Dix Rd	Reconfigure interchange and Dix Rd approaches to address capacity issues including lack of left-turn lanes; consider dumbbell roundabout interchange; widen Dix Rd to provide center turn lane and pedestrian access from US 50 to Missouri Blvd	Near-Term 5-10 years	\$5M-\$10M
6	Jefferson City	West Edgewood @ Stadium	Install roundabout to improve intersection capacity	Near-Term 5-10 years	\$500k-\$5M
7	Jefferson City	Missouri Blvd, Eastern Lowe's entrance to S 10 Mile Dr	Address access management along the corridor, including turn restrictions, additional traffic control, and safety.	Near-Term 5-10 years	\$1M-\$10M
8	Jefferson City	W. Truman Blvd @ Scott Station Rd	Signalize or otherwise enhance capacity	Near-Term 5-10 years	< \$500k
9	Jefferson City	US-54 NB Ramps / Christy Dr / Stadium / Jefferson St	Install roundabouts at both hook ramp intersections to improve operations and address offsets/angles	Near-Term 5-10 years	\$1M-\$10M
12	Wardsville	Route B, Ashbury Way to Route M	Install roundabout at Rte B / Falcon / Ashbury and intersection improvements to Rte B / Rte M/ Rte W.	Near-Term 5-10 years	\$1M-\$5M
13	Jefferson City	US 54 / Ellis Blvd / Southwest Blvd	Reconfigure interchange to address capacity and close spacing of outer roads. Create pedestrian connection on Southwest/Ellis Blvd from Ford St to Southridge Dr	Near-Term 5-10 years	\$5M-\$10M
14	Jefferson City	Southwest Blvd @ Stadium	Install roundabout to improve intersection capacity	Near-Term 5-10 years	\$500k-\$5M
15	Jefferson City	Ellis Bl / Green Berry Rd	Install roundabout to improve intersection capacity	Near-Term 5-10 years	\$500k-\$5M
16	Jefferson City	Bald Hill Rd / Seven Hills Rd	Install roundabout to improve intersection capacity	Near-Term 5-10 years	\$500k-\$5M
17	Jefferson City	US 50 / Truman Bl / Country Club Dr	Reconfigure interchange to address close outer road spacing; widen westbound off-ramp to improve capacity; incorporate pedestrian facilities into the interchange	Near-Term 5-10 years	\$5M-\$10M
21	Jefferson City	West Edgewood @ Creek Trail	Install roundabout to improve intersection capacity	Near-Term 5-10 years	\$500k-\$5M
22	Jefferson City	Missouri Blvd, Country Club Dr to Howerton	Widen to 5 lanes; including right turn lane at Howerton Ct.	Long-Term 10 years<	\$5M-\$10M
23	Jefferson City	Country Club Dr, Truman Blvd to Rainbow Dr	Widen to provide left-turn lanes at existing and future access points	Long-Term 10 years<	\$1M-\$5M
25	Holts Summit	US 54 / Route OO / Simon Blvd	Reconfigure interchange to address close outer road spacing and capacity issues (may involve roundabouts); incorporate pedestrian facilities crossing US 54	Long-Term 10 years<	\$5M-\$10M
26	Jefferson City	Missouri Blvd, Stoneridge Pkwy to US 50	Improve access management along Missouri Blvd, including improvements to intersections, restrictions to turning movements, and improvements to pedestrian safety.	Long-Term 10 years<	\$5M-\$10M

Figure 6.7D Illustrative Projects – System Performance – Tier 3

System Performance - Tier 3					
#	Jurisdiction	Location	Project Description	Term	Cost Range
29	Jefferson City	Madison Street, Dunklin St to US-54 Ramps	Add a center turn lane via a combination of widening and parking removal; address unusual stop control configuration at Madison Atchison	Near-Term 5-10 years	\$1M-\$5M
30	Jefferson City	US 50/63 / Clark Ave	Reconfigure interchange to address ramp terminal capacity (likely roundabouts); include modifications to Clark/Miller and Clark/Dunklin intersections to improve corridor operations	Near-Term 5-10 years	\$1M-\$10M
31	Holts Summit	US 54 / Center St	Improve interchange capacity and east-side outer road spacing with roundabouts at terminals	Long-Term 10 years<	\$1M-\$10M
32	Cole County	Rock Ridge Rd / Wildwood Dr extension	Add left-turn lane on Rock Ridge to improve capacity after completion of extension	Long-Term 10 years<	\$1M-\$5M
33	Jefferson City	MO 179, Industrial Dr to Sue Dr	Add left-turn lanes at Sue Dr, Cherry Creek Ct, and Fire Station north driveway	Long-Term 10 years<	\$500k-\$5M
34	Jefferson City	MO 179 and Truman Blvd	Reconfigure intersection with roundabout	Long-Term 10 years<	\$1M-\$5M
35	Cole County	Bridge Replacement / Tanner Bridge Rd	Bridge Replacement on Tanner Bridge Rd. over Moreau River	Near-Term 5-10 years	\$1M-\$5M
36	Wardsville	Route B, Tanner Bridge Rd to Friendship Rd	Install roundabouts at two locations to improve capacity: Rte B / Falcon / Ashbury, Rte B / Rte M; widen to four lanes in each direction on Rte B for several hundred feet south of Tanner Bridge Rd and reconfigure intersection; Widen Rte B to provide TWLT	Near-Term 5-10 years	\$5M-\$10M
39	Jefferson City	Swifts Hwy / Jefferson St	Reconfigure to fix sight distance issues; widen Swifts Hwy approach	Long-Term 10 years<	\$50K-\$100k
40	Holts Summit	S. Summit Dr / Perrey Dr / Hibernia Ln / Holt Ln	Redesign intersection to address offset and sight distance	Near-Term 5-10 years	N/A
41	Holts Summit	Spalding Rd/ Park	Install drainage improvements. Curb and gutter could cause surface flooding for adjoining properties.	Near-Term 5-10 years	N/A
42	Holts Summit	N. Summit Dr and Mars St Intersection	Install drainage improvements -box culvert.	Near-Term 5-10 years	N/A
43	Holts Summit	Van Horn Rd / Julie Ln	Redesign intersection to address offset and sight distance	Near-Term 5-10 years	N/A
47	St. Martins	Route T/D & Bus 50 W Intersection	Reconfigure intersection with roundabout	Near-Term 5-10 years	\$500k-\$1M
48	Holts Summit	Nieman Rd / Halifax Rd / Major Terr	Address offset and skew by installing roundabout or realigning east leg	Near-Term 5-10 years	N/A
49	Holts Summit	E Simon Blvd	Replace undersized culvert. Install new bridge ~0.4 mi east of Jefferson Rd	Near-Term 5-10 years	N/A
57	Taos	Routes M and Y shoulders	Install minimum 2 ft. shoulders along state routes M and Y in Taos	Near-Term 5-10 years	\$500k-\$1M
60	Jefferson City	High St. viaduct rehabilitation	Rehabilitation of the High St. viaduct over Missouri Blvd.	Long-Term 10 years<	\$5M-\$10M

Figure 6.8A Illustrative Projects – Multi-Modal



Source: CAMPO

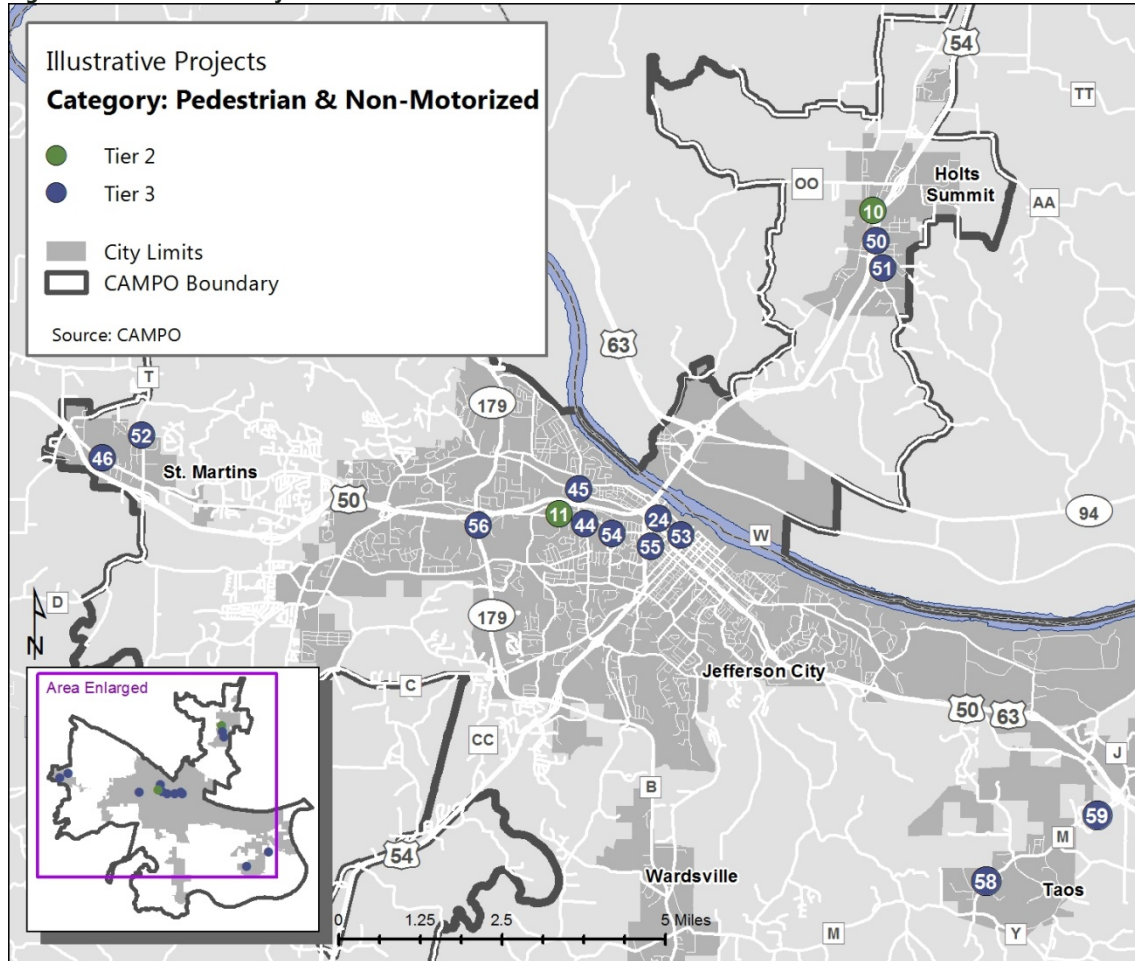
Figure 6.8B Illustrative Projects – Multi-Modal – Tier 2

Multi-Modal - Tier 2					
#	Jurisdiction	Location	Project Description	Term	Cost Range
18	Jefferson City	JEFFTRAN Transit Facilities	Construction of a new facilities for JEFFTRAN that would provide better accommodations for transit riders and staff, including, but not limited to; a bus barn, washing bays, central maintenance facilities, and administrative offices	Near-Term 5-10 years	\$5M-\$10M
19	Jefferson City	Jefferson City Amtrak Station	Renovation or replacement of the Amtrak Train Station in Jefferson City	Long-Term 10 years<	<\$100M
20	Jefferson City/ Cole County/ Callaway County	Missouri River Port	Construction of a port facility in either Callaway County or Cole County as specified in the Central Missouri Multimodal Port Feasibility Study.	Near-Term 5-10 years	\$10M<
27	Jefferson City	Jefferson City Memorial Airport	Reconstruction of Runway 9/27	Near-Term 5-10 years	\$1M-\$5M
28	Jefferson City	Jefferson City Memorial Airport	Construction of new air traffic control tower.	Near-Term 5-10 years	\$1M-\$5M
61	Jefferson City	Jefferson City Memorial Airport	Rehabilitate Facility Housing ARFF/SRE Equipment	Near-Term 5-10 years	\$500k-\$1M
62	Jefferson City	Jefferson City Memorial Airport	Reconstruction of Taxiway A.	Near-Term 5-10 years	\$5M-\$10M

Figure 6.8C Illustrative Projects – Multi-Modal – Tier 3

Multi-Modal - Tier 3					
#	Jurisdiction	Location	Project Description	Term	Cost Range
37	Jefferson City	Jefferson City Memorial Airport - Runway 9 and 9/27	Relocate Runway 9 and Extend Runway 9/27 at the Jefferson City Memorial Airport.	Long-Term 10 years<	\$5M-\$10M
38	Jefferson City	Jefferson City Memorial Airport - Runway 12/30	Extension and Widening of runway 12/30 at the Jefferson City Memorial Airport.	Long-Term 10 years<	\$10M<

Figure 6.9A Illustrative Projects – Pedestrian and Non-Motorized



Source: CAMPO

Figure 6.9B Illustrative Projects – Pedestrian & Non-Motorized – Tier 2

Pedestrian & Non-Motorized - Tier 2					
#	Jurisdiction	Location	Project Description	Term	Cost Range
10	Holts Summit	S. Summit Drive, Simon to Center	Install sidewalks with some curb and gutter and drop inlets	Long-Term 10 years<	\$500K-\$1M
11	Jefferson City	Missouri Blvd, W. Main St. to Stadium Blvd.	Complete connectivity between segments of sidewalk and install crosswalks/pedestrian refuges as needed.	Near-Term 5-10 years	\$1M-\$5M

Figure 6.9C Illustrative Projects – Pedestrian & Non-Motorized – Tier 3

Pedestrian & Non-Motorized - Tier 3					
#	Jurisdiction	Location	Project Description	Term	Cost Range
24	Jefferson City	Bolivar St. Greenway	Design and construct a greenway extension from the Dunklin St. Trailhead to McCarty St.	Near-Term 5-10 years	\$500k-\$1M
44	Jefferson City	Southwest Blvd & Dix Rd Intersection	Install pedestrian-activated beacon or similar warning device	Near-Term 5-10 years	< \$50K
45	Jefferson City	Dix Road, W. Main to Missouri Blvd	Improve bicycle and pedestrian facilities along the corridor	Near-Term 5-10 years	< \$500k
46	St. Martins/ Cole County	Route T, Bus 50 to Elston	Install shoulders to accommodate cyclists and pedestrians.	Near-Term 5-10 years	\$5M-\$10M
50	Holts Summit	Karen Dr, Center to Thompson	Install sidewalk and crosswalks	Near-Term 5-10 years	\$500K-\$1M
51	Holts Summit	Halifax Rd, Center to Nieman	Install sidewalk and crosswalks	Near-Term 5-10 years	\$500K-\$1M
52	St. Martins/ Cole County	Route T, Henwick Ln to Bus 50 W	Install curb, gutter & sidewalk in each direction	Near-Term 5-10 years	N/A
53	CAMPO	Bike lane installation in CAMPO Region	Continue expansion of bike lanes in the downtown area.	Near-Term 5-10 years	\$50K-\$100k
54	CAMPO	CAMPO Greenway Connectivity	Continue to expand greenways to connect cities in the CAMPO Region	Long-Term 10 years<	\$10M<
55	Jefferson City	Jefferson City Greenway Projects	Locations may include; Fairgrounds Acres to County Park, South Country Club Drive to Turtle Creek subdivision, Ellis-Porter Riverside Park connector from St. Louis Road, Wears Creek to East Branch Connector, Frog Hollow Phase 4, Creek Trail to W. Edgewood	Near-Term 5-10 years	\$50k-\$1M
56	Jefferson City	Missouri Blvd and S. Ten Mile, Stoneridge Pkwy to S. Country Club	Install Sidewalks and crosswalks along route with pedestrian access over MO 179 provided via a pedestrian bridge connecting S. Ten Mile east and west segments.	Near-Term 5-10 years	\$1M-\$5M
58	Taos	Sidewalk expansion	Extend sidewalk along Route M north and south of existing sidewalk.	Near-Term 5-10 years	\$1M-\$5M
59	Taos	Trail Connectivity	Create sidewalk/trail connection between Route M sidewalk and Countryside Park trail.	Near-Term 5-10 years	< \$500k

JEFFTRAN PROGRAM OF PROJECTS

Figure 6.10 outlines an illustrative list of transit projects that may be completed in the next 5 to 10 years dependent upon the Jefferson City annual budget and availability of federal funds.

Figure 6.10 Program Projects

JEFFTRAN Program of Projects				
Description	Total Cost	Other Funding	Local Funding	
1 Replace paratransit wide body cutaway buses	\$150,000	\$120,000	\$30,000	
2 Replace paratransit software and associated hardware	\$30,000	\$24,000	\$6,000	
3 Replace low-floor minivan support vehicle	\$40,000	\$0	\$40,000	
4 Replace transit administration vehicle	\$30,000		\$30,000	
5 Upgrade/replace fare card system	\$300,000	\$240,000	\$60,000	
6 Repair Transfer Facility Roof (Bus Transfer Shelter)	\$12,000	\$0	\$12,000	
7 Transit facility improvements--ridge cap/flashing replacements/roof repair on bus barn	\$50,000	\$40,000	\$10,000	
8 Security upgrades for transit facilities	\$30,000	\$24,000	\$6,000	
9 Replace outdated bus security camera systems	\$60,000	\$48,000	\$12,000	
10 Update/revise Transit facilities feasibility study	\$150,000	\$0	\$150,000	
11 Purchase and install bus shelters at various locations in Jefferson City	\$30,000	\$24,000	\$6,000	
12 Transit facility improvements, including replace overhead doors and door operators	\$95,000	\$76,000	\$19,000	
13 JEFFTRAN lighted signs for exterior of transit facilities	\$15,000	\$12,000	\$3,000	
14 Purchase emergency back-up generator & switches for transit and CM facilities	\$100,000	\$80,000	\$20,000	
15 Replace low-floor route buses	\$3,000,000	\$2,400,000	\$600,000	
16 Construct new transit facilities and central maintenance facilities	\$7,000,000	\$5,600,000	\$1,400,000	
17 Transit admin facility rehab	\$50,000	\$40,000	\$10,000	
18 Purchase and install additional transit traveler kiosks (each)	\$15,000	\$12,000	\$3,000	
19 Add bike racks at passenger transfer facilities and selected bus stops	\$5,000	\$0	\$5,000	
20 Enhance/replace security systems for buses and transit facilities	\$20,000	\$16,000	\$4,000	
21 Charging systems/electrical upgrades for buses	\$100,000	\$80,000	\$20,000	
22 Add crosswalks to various locations around the city	\$60,000	\$0	\$60,000	
23 Rehabilitate/replace bus wash facility	\$100,000	\$80,000	\$20,000	

Source: JEFFTRAN March 2019

FUTURE ROADS

Please refer to the CAMPO Major Thoroughfare Plan, located in Appendix J.

LOCAL FUNDING SOURCES

Sales tax provides most of the transportation revenue at the local level. Local revenue sources for operations and maintenance include state fuel tax, state vehicles sales/use tax, local sales taxes, franchise fees, license & permit fees, property taxes, and other revenue sources that provide significant resources for local general funds and specific funding of transportation. Not all taxes and fees go to transportation, so the local jurisdiction will usually identify a budget specifically for transportation purposes, such as capital improvements program or operations and maintenance budgets. Local finance initiatives, otherwise known as special taxing districts, may also provide additional revenue to be used on specific transportation needs within a designated development area.

TAXES

All jurisdictions in the CAMPO Region receive funding via the state fuel tax or a designated sales tax or property tax, see Figure 6.12. Local revenue also supports JEFFTRAN in Jefferson City through the City's Capital Improvement Program. These taxes are critical to transportation maintenance and improvements. Revenue projections stemming from these taxes are outlined in greater detail in Section 6 under Anticipated Available Revenue.

Figure 6.12 Local Funding Sources by Jurisdiction

Callaway County	County Aid Road Trust - State Fuel Tax
	Property Tax - Road & Bridge (\$.2466 levy)
	Sales Tax - 1/2% Capital Improvement
Cole County	County Aid Road Trust - State Fuel Tax
	Property Tax - Road & Bridge (\$.27 levy)
Holts Summit	County Aid Road Trust - State Fuel Tax
Jefferson City and JEFFTRAN	County Aid Road Trust - State Fuel Tax
	Sales Tax - 1/2% Parks Sales Tax
	Sales Tax - 1/2% Capital Improvement
St. Martins	County Aid Road Trust - State Fuel Tax
Taos	County Aid Road Trust - State Fuel Tax
Wardsville	County Aid Road Trust - State Fuel Tax

Source: CAMPO Transportation Improvement Program 2020-2024

LOCAL FINANCE INITIATIVES & SPECIAL DISTRICTS

Local Finance Initiatives are incentive programs that financially assist development activities. Each program is designed to address a specific development need by or assist a specific type of developer, including local governments, not-for-profit organizations, for-profit developers, community development corporations, volunteer organizations or others.

Community Improvement Districts (CID) provide funding for certain public improvements or services in the designated benefit area. Funding may be through a special tax on sales, special assessment on certain real property or by fees, rents or charges generated in the District.

Local Option Economic Development Sales Tax allows citizens to authorize a supplemental sales tax dedicated exclusively for certain economic development initiatives in their home municipality.

Neighborhood Improvement Districts (NID) finance certain public facilities, improvements or redevelopment in the designated benefit area. Funding is accomplished by issue of general obligation bonds of the governing municipality.

Property Tax Abatement is offered to private companies for certain urban redevelopment or industrial development projects by cities and counties.

Tax Increment Financing (TIF) provides local tax financial assistance for the redevelopment of designated economically depressed areas. TIF allows the use of a portion of certain new local tax revenues generated for a limited number of years in the redevelopment area to help pay for the redevelopment.

Jefferson City has four areas in the City where Tax Increment Financing (TIF) is used, including the Capital Mall, High Street in the Downtown area, the Southside Neighborhood along Dunklin Street, and the old St. Mary's Hospital site. Funds generated from the TIFs in these areas can assist with restoration, construction, demolition, sidewalk installation, engineering, stormwater mitigation, and more.

Transportation Development Districts (TDD) are created for the purpose of developing, improving, maintaining or operating one or more projects relative to the transportation needs of the benefit area, related to streets and highways, railroads or urban light rail, aviation, bus or other mass transit, river port, ferry or any other conveyance and related infrastructures within the broad definition of transportation.

STATE PARTNERSHIP FUNDING PROGRAMS (REPAYMENT REQUIRED)

Statewide Transportation Assistance Revolving Fund (STAR Fund) – The STAR Fund was created to assist in the planning, acquisition, development and construction of transportation facilities other than highways in the state.

Missouri Transportation Finance Corporation (MTFC) – A non-profit lending corporation established to assist local transportation projects, and to administer the STAR Fund.

State Infrastructure Bank (SIB) - A SIB is an investment fund at the state level with the ability to make loans and provide other forms of credit assistance to public and private entities to carry out transportation projects.

STATE PARTNERSHIP DEBT-FINANCING PROGRAMS (REPAYMENT NOT REQUIRED)

Cost Sharing Program: Projects where MoDOT commits a portion of project costs for projects not on the department's right-of-way and construction program, but that will benefit the state highway system.

Economic Development Program: A method of funding projects that will significantly impact the economic development in a given area.

Transportation Corporations: specialized, temporary, private, not-for-profit corporations that can be organized to plan, develop, and finance a particular transportation project. Transportation Corporations accounted for \$10, 528,000 in funding for MO Rt. 179 from FY 2005 to 2007.

MISSOURI ELDERLY AND HANDICAPPED TRANSPORTATION ASSISTANCE PROGRAM (MEHTAP)

MEHTAP provides state financial assistance for public and nonprofit organizations offering transportation services to the elderly and disabled at below-cost rates.

FEDERAL FUNDING SOURCES

Federal transportation funding sources include grant and loan programs administered by a handful of agencies. For the purposes of this plan, sources that cannot be used within the CAMPO planning area have been excluded.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROGRAMS

An agency within the U.S. Department of Transportation, FHWA supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal-Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). FHWA provides State and local governments with financial and technical assistance.

National Highway Performance Program (NHPP)

NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-Aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Highway Bridge Program (HBP)

HBP is intended for bridge rehabilitation and replacement. In Missouri, HBP funds are only available to local jurisdictions in the form of BRO (Bridge Replacement Off-System). BRO funds are annually allocated to counties and can only be applied to bridges not on the state-system.

Highway Safety Improvement Program (HSIP)

HSIP supports a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands

Railway-Highway Crossings (set-aside from HSIP)

A set-aside from HSIP, this program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

Transportation Alternatives (TA) – previously TAP

Administered by MoDOT, TA replaces the previous Transportation Alternatives Program (TAP) and with a set-aside of Surface Transportation Block Grant (STBG) program funding. These set-aside funds include all projects and activities that were previously eligible under TAP.

Traffic Engineering Assistance Program (TEAP)

Administered by MoDOT, TEAP allows local public agencies to receive engineering assistance to study traffic engineering problems. Eligible projects include: corridor safety and/or operational analysis, intersection(s) safety and/or operational analysis, speed limit review, sign inventory, pedestrian/bike route analysis, parking issues, and other traffic studies, etc.

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

An agency within the U.S. Department of Transportation, the FTA provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also oversees safety measures and helps develop next-generation technology research.

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 5339 Formula Grants for Bus and Bus Facilities

This program makes Federal resources available to States and designated recipients to replace, rehabilitate, and purchase buses. Additionally, funds can be used to purchase related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

BUILD AMERICA BUREAU

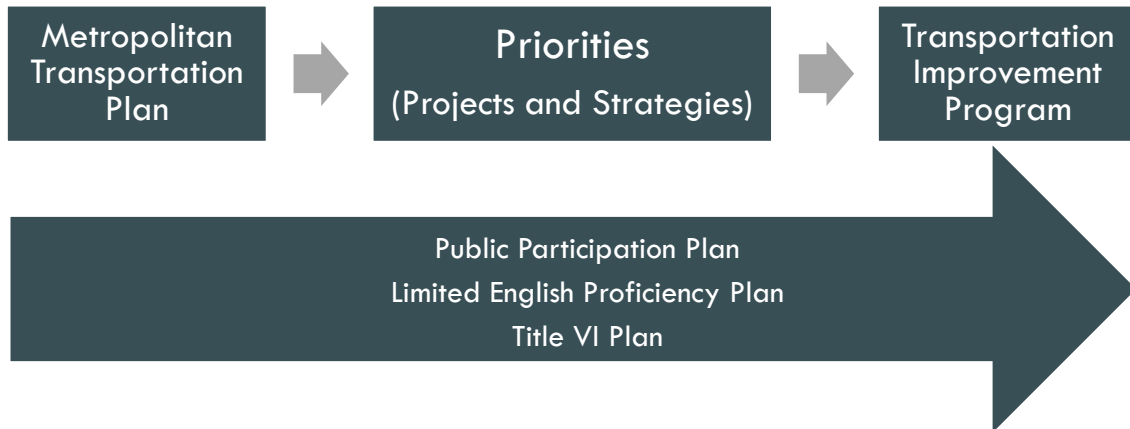
Administered by the U.S. Department of Transportation, the Build America Bureau serves as the single point of contact and coordination for states, municipalities, and project sponsors looking to utilize federal transportation expertise, apply for federal transportation credit programs, and explore ways to access private capital in public private partnerships. The Bureau streamlines credit opportunities and grants and provides access to the credit and grant programs with more speed and transparency, while also providing technical assistance and encouraging innovative best practices in project planning, financing, delivery, and monitoring.

Transportation Infrastructure Financing and Innovation Act (TIFIA) - provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects, including highway, transit, rail, intermodal freight, and port access are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities/districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage private co-investment.

Infrastructure for Rebuilding America (INFRA) Grants - provides dedicated, discretionary funding for projects that address critical highway and bridge issues. The grants support fixing infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches.

IMPLEMENTATION

CAMPO actively plans for and facilitates improvements to the region's transportation system through an inclusive process, which includes the general public, city and county leaders, regional stakeholders, and the Technical Committee and Board of Directors. The Vision, Goals, and Strategies outlined in Section 2 guide implementation activities and play an integral role in the development of required plans and documents as outlined below.



UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP is updated annually and includes a detailed budget and description of tasks and activities that CAMPO will work on during that period. The tasks and activities outlined in the UPWP are directly guided by the goals and strategies outlined in the MTP. These tasks and activities are integral to CAMPO providing service to member communities and to the continued success of the planning process and state wide planning framework.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As stated previously in this section, the annually updated TIP is a 5-year financial program of transportation projects to be implemented within the Metropolitan Planning Area. Projects in the TIP are consistent with strategies discussed in the MTP and are developed in cooperation with the MoDOT, local jurisdictions, and public transportation operators. Projects outlined in the TIP constitute the first five years of fiscally constrained projects to be implemented in the CAMPO MPA. The TIP is located in Appendix E.

PUBLIC PARTICIPATION PLAN (PPP), LIMITED ENGLISH PROFICIENCY PLAN (LEP), & TITLE VI PLAN

The development of the MTP is consistent with the PPP. CAMPO is required to seek input from the public and stakeholders in the development of all planning documents. This process is outlined in the PPP and reflected in the strategies laid out in the LEP and Title VI Plan. CAMPO provides the following groups a reasonable opportunity to comment on the transportation plan; individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private and public transportation providers and their representatives, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and any other interested parties

IMPLEMENTATION OF STRATEGIES

The goals and strategies listed below re-iterate those outlined in Section 2, and include a schedule for addressing the strategies over the next five years. As strategies are implemented and funding is made available, strategies or projects may be programmed into the UPWP or TIP. After being reviewed by stakeholders, public, and the CAMPO Technical Committee the strategies were categorized as follows:

Ongoing	Strategies that are currently activities that CAMPO is currently working on.
Short Range	Strategies that CAMPO will work toward addressing in the next 1-2 years.
Long Range	Strategies that CAMPO will work toward addressing in the next 3-5 years.

1. Improve safety and security for all travel modes

a. Identify locations for safety improvements	Short Range
b. Improve collaboration between CAMPO and public safety agencies	Short Range
c. Assist with railroad related safety and access improvements such as the boarding platform, crossings, and right-of-way areas	Long Range
d. Encourage collaboration between law enforcement and transit agencies concerning security camera use	Short Range

2. Support economic development and tourism throughout the region

a. Seek funding and provide support for improvements and access to the airport, transit, and the river port	Long Range
b. Improve accessibility to recreational and cultural opportunities	Long Range
c. Expanding wayfinding throughout the region	Long Range
d. Support creation of shuttle services for local and regional events	Short Range

3. Support regional partnerships and planning continuity across the region.

a. Develop data in support of member jurisdictions' comprehensive plans	Ongoing
b. Provide a forum for sharing planning best practices or processes	Ongoing
c. Strengthen collaboration with regional planning agencies	Ongoing

4. Improve efficiency in system management, operations, and movement of people and freight

a. Maintain and update a regional travel demand model	Long Range
b. Support access management programs	Long Range
c. Identify current or potential congestion locations or bottlenecks	Short Range
d. Identify potential locations for connection improvements	Short Range
e. Improve existing inter-modal and multi-modal facilities	Long Range
f. Support improvements to freight and people movement via rail, air, and river port access	Long Range
g. Improve inter-city and inter-regional transit operations and connectivity	Long Range
h. Improve parking and services specific to freight hauler needs	Long Range
i. Support development and implementation of local parking studies	Short Range

5. Support land use practices that promote quality of life and economic vitality

a. Develop and maintain land use data in support of MPO and regional planning partner needs	<i>Ongoing</i>
b. Support member jurisdictions' plans for connectivity to parks, trails, and open space	<i>Ongoing</i>
c. Provide mapping and data development support to local communities	<i>Ongoing</i>

6. Seek secure and reliable funding

a. Provide assistance to regional stakeholders in seeking grants and completing applications	<i>Ongoing</i>
b. Maintain a prioritized comprehensive list of illustrative transportation projects	<i>Ongoing</i>
c. Continue to maintain a Unified Planning Work Program (UPWP)	<i>Ongoing</i>
d. Maintain a list of funding sources and opportunities	<i>Ongoing</i>
e. Alert member jurisdictions of available funding resources as they are announced	<i>Ongoing</i>
f. Collaborate with regional partners in leveraging funds or applying for grants	<i>Ongoing</i>

7. Improve accessibility and mobility

a. Identify barriers to accessibility and mobility (sidewalks, crosswalks, signals, signage, etc.)	<i>Short Range</i>
b. Support development of ADA transition plans among member jurisdictions	<i>Short Range</i>
c. Support improvements to and expansion of passenger rail service	<i>Long Range</i>
d. Maintain and update the Capital Area Pedestrian and Bicycle Plan	<i>Long Range</i>
e. Maintain and update the Coordinated Public Transit-Human Services Transportation Plan	<i>Long Range</i>
f. Review and update documents that support improvements to accessibility such as the Title VI Plan, Limited English Proficiency Plan (LEP), and Public Participation Plan (PPP)	<i>Short Range</i>

8. Maintain a resilient transportation system

a. Encourage preservation of motorized and non-motorized transportation corridors for future growth	<i>Short Range</i>
b. Maintain a database of existing infrastructure and assets for use by regional partners	<i>Ongoing</i>
c. Develop and maintain an accurate Transportation Improvement Program (TIP)	<i>Ongoing</i>
d. Provide support in maintaining the MoDOT Transportation Management System (TMS)	<i>Ongoing</i>
e. Support implementation of individual or collaborative pavement and bridge management systems	<i>Short Range</i>
f. Maintain an updated performance management plan	<i>Short Range</i>

9. Provide a platform for multi-modal transportation education

a. Facilitate, promote and participate in local and regional educational activities	<i>Ongoing</i>
b. Develop and disseminate educational tools and resources such as brochures, maps, videos, and other media	<i>Ongoing</i>

c. Maintain a consistent public outreach schedule to keep members, planning partners, and the public informed about new innovations or transportation trends	Ongoing
d. Strengthen CAMPO's social media presence	Ongoing

STRATEGIES FROM OTHER ADOPTED PLANS

Additional strategies can be found in the other adopted CAMPO plans in the appendices. Most of the strategies found in those plans are reflected in the list above. Other plans that have identified potential illustrative projects include:

- 2016 Capital Area Pedestrian and Bicycle Plan - Appendix F
- 2017 Coordinated Public Transit-Human Services Transportation Plan - Appendix G
- 2015 CAMPO Regional Wayfinding Plan - Appendix I

MAJOR THOROUGHFARE PLAN

(Adopted 08/18/2021)

The CAMPO Major Thoroughfare Plan, found in Appendix J, was developed after the 2019 completion of the MTP and the 2021 completion of Active Jefferson City 2040, the City of Jefferson's Comprehensive Plan. Recommendations from an updated 2019 Travel Demand Model (TDM), MTP, Comprehensive Plan, and additional stakeholder input was used to produce the Major Thoroughfare Plan.

The Major Thoroughfare Plan details expansions of existing major roads, proposed federal functional classification upgrades, and delineates future major roads that are necessary to accommodate the anticipated 20-year growth projections of the CAMPO Planning Area.

The Major Thoroughfare Plan is composed of two main elements:

- Federal Functional Class Map - a map showing the current Federal Functional Classification for all CAMPO roads.
- Major Thoroughfare Plan Map - a map and list showing major upgrades to existing roads and general locations of future roads and connections.

Generally, the Major Thoroughfare Plan Map excludes minor collector and local street projects. The Major Thoroughfare plan includes system performance projects (Tier 1 and 2) as identified in the CAMPO 2045 & Beyond MTP Illustrative List of Projects. The Plan does not contain all projects listed in the MTP Illustrative List of Projects.

CAPITAL AREA PEDESTRIAN AND BICYCLE PLAN

The Capital Area Pedestrian & Bicycle Plan, found in Appendix F, is intended as a resource to improve safety, connectivity, and mobility for pedestrian and bicycle users in the CAMPO region. The goals and strategies outlined in the plan can be used by jurisdictions to develop an individualized implementation strategy to fit the unique pedestrian and bicycle needs of that community.

The implementation section of the plan lays out a strategy for the CAMPO region to achieve the goals and objectives of the plan. Included, are strategies, performance measures, and timelines to guide and track the implementation process. Also included, is an illustrative list of projects and a list of funding options that can be used to support these items.

It is important to reiterate the role of CAMPO in the implementation of the Capital Area Pedestrian & Bicycle Plan. Although the CAMPO region includes six incorporated communities and portions of two counties, it has no direct influence over any jurisdiction within its borders. However, CAMPO can assist local jurisdictions with developing a community specific implementation strategy referencing the goals and recommendations laid out in this plan. It is the jurisdictions responsibility to implement the plan.

APPENDICES

Appendix A	MTP Planning Requirements §450.324 CFR
Appendix B	Amendments and Modifications
Appendix C	System Performance Report
Appendix D	Surveys and Public Comment
Appendix E	CAMPO Transportation Improvement Program
Appendix F	Capital Area Pedestrian and Bicycle Plan – 2016
Appendix G	CAMPO Coordinated Public Transit-Human Services Transportation Plan – 2017
Appendix H	CAMPO Travel Demand Model Report
Appendix I	CAMPO Wayfinding Plan – 2016
Appendix J	CAMPO Major Thoroughfare Plan

Note: Appendices may be updated on an annual or semi-annual basis. Updates to the Appendices and the MTP can be found on our website at www.jeffersoncitymo.gov/campo

Appendix A

MTP Planning Requirements - §450.324 CFR

§450.324 Development and content of the metropolitan transportation plan.	Section
(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	Whole plan
(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Section 6
(c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	Whole Plan
(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	Not Applicable to CAMPO
(e) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	Section 4 & Appendix H – TDM Report
(f) The metropolitan transportation plan shall, at a minimum, include:	
(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;	Section 4 & Appendix H – TDM Report
(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	Sections 5,6, & Appendix H – TDM Report
(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).	Section 1 and Appendix C – System Performance Report
(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including—	Appendix C - System Performance Report
(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and	
(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.	

§450.324 Development and content of the metropolitan transportation plan... continued	Section
(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;	Appendix - System Performance Report
(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Not Applicable to CAMPO
(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.	Sections 3 & 6
(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate;	Sections 3, 6, & Appendix G – Coordinated Public Transit-Human Services Transportation Plan
(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;	Section 6 & Appendix E – Transportation Improvement Program
(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	Safety and Environmental Considerations & Implementation
(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.	Section 6 & Appendix E – Transportation Improvement Program
(i) For purposes of transportation system 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 the Federal-Aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	
(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	
(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	
(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	
(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	
(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	
(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	
(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	

Appendix B

Amendments and Modifications

AMENDMENTS & MODIFICATIONS

The MTP is updated every five years. Between updates the MTP may be changed through an amendment or administrative modification. An amendment to the MTP is subject to a 7-day public comment period after being reviewed by the Technical Committee and before being approved by the Board of Directors. If staff conducts an administrative modification, notice will be provided to the Board of Directors either prior to or immediately following the modification.

Definitions of an amendment or administrative modification, according to 23 CFR §450.104, are as follows:

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes 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 does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

No amendments or modifications have been made at this time.

Action	Type
03/03/2021 - Appendix C: System Performance Report Updated after 2021 changes in targets.	Administrative Modification
08/18/2021 <ul style="list-style-type: none"> • Appendix J: Major Thoroughfare Plan completed and adopted by Board of Directors. • Changes made to Section 6 – Illustrative Projects: Future roads section removed (replaced by Major Thoroughfare Plan). • Changes made to Section 6 – Illustrative Projects: Figures 6.8A and 6.8B Illustrative Projects – Multi-Modal – Tier 2: Addition of two airport projects. • Update of Board of Directors and Technical Committee Members names 	Administrative Modification

Appendix C

System Performance Report

The CAMPO System Performance Report presents the condition and performance of the transportation system with regard to performance measures, performance targets, and progress achieved in meeting targets.

This is the first System Performance Report for CAMPO and thus reports performance measures and targets. Future reports will contain comparisons to evaluate progress made in achieving targets.

PERFORMANCE-BASED PLANNING AND PROGRAMING (PBPP)

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

NATIONAL FEDERAL HIGHWAY PERFORMANCE GOALS

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

FEDERAL PERFORMANCE MEASURES

CAMPO has adopted targets and measures in five areas: Safety, Pavement & Bridge, System Performance, Transit Asset Management, and Public Transportation Agency Safety Plan. Listed below are the four performance areas.

SAFETY

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be set in 2017 for five safety performance measures using five-year rolling averages. Annual targets must be set by State DOTs, then by each MPO, with the choice of adopting state targets or establishing their own for:

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

The first three performance measures must be reported in the Highway Safety Plan (HSP) for NHTSA. All five performance measures must be reported in the Highway Safety Improvement Program (HSIP) for FHWA. When targets are not met, the State DOT must spend the full HSIP allocation in one fiscal year and submit an HSIP implementation plan to FHWA detailing how the State DOT plans to meet its targets.

MoDOT established the following statewide safety targets in 2020, as seen in Figure 1, which shows the targets set by MoDOT and adopted by CAMPO. These targets are updated annually.

Figure 1 – Safety Performance Targets Set by MoDOT*

Performance Measure	5-year Rolling Average (2015-2019)	5-Year Rolling Average Statewide Target for CY2021
Number of Fatalities	910.0	871.6
Fatality rate per 100 Million VMT	1.213	1.119
Number of Serious Injuries	4681.2	4463.9
Serious Injury Rate per 100 Million VMT	6.241	5.829
Number of Non-Motorized Fatalities and Serious Injuries	462.2	462.2

* Targets based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

PAVEMENT AND BRIDGE

On May 20, 2017, the FHWA's final PM2 rule on pavement and bridge condition performance measures to address new requirements established by MAP-21 and the FAST Act took effect.

The Pavement and Bridge Condition Performance Measures final rule, published in the Federal Register on January 18, 2017, establishes measures for State DOTs to carry out the NHPP and to assess the condition of pavements on the non-Interstate NHS; pavements on the Interstate System; and bridges carrying the NHS, including on- and off-ramps connected to the NHS.

This final rule includes six measures are:

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

There are no interstate highways in the CAMPO region, so those targets are not addressed.

MoDOT established the following statewide pavement and bridge targets in 2018 and revised in 2020, as seen in Figure 2, which shows the targets set by MoDOT and adopted by CAMPO. These targets may be updated every other year.

Figure 2 – Applicable Pavement and Bridge Targets set by MoDOT

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	26.4%*
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	8.2%*
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

*Target revised from original set in May 2018

TRAVEL TIME RELIABILITY AND FREIGHT RELIABILITY

The System Performance final rule, published in the Federal Register on January 18, 2017 and effective on May 20, 2017, sets forth measures that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) will use to report on the following characteristics within their jurisdiction:

- the performance of the Interstate and non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP);
- freight movement on the Interstate system; and
- traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

This System Performance/Freight/CMAQ Performance Measures final rule includes six measures:

- Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable
- Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable
- Freight Reliability Measure: Truck Travel Time Reliability Index
- Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita
- Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel
- On-Road Mobile Emissions: Total Emissions Reduction

There are no interstate highways in the CAMPO region, so those targets are not addressed. The CMAQ measures do not apply to the CAMPO region, so the PHED, Non-SOV and On-Road mobile emissions targets are not addressed.

MoDOT established the following travel time reliability target in 2018, as seen in Figure 3, which shows the target set by MoDOT and adopted by CAMPO. This target may be updated every other year.

Figure 3 – Applicable Travel Time Reliability Target set by MoDOT

Performance Measure	2017 Baseline	2019 Target	2021 Target
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%	-	87.8%

TRANSIT ASSET MANAGEMENT PLAN

Transit Asset Management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risk, and costs over their life cycles for the purpose of providing safe, cost-effective, and reliable public transportation.

The TAM final rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be part of a Group TAM Plan prepared by a sponsor (MoDOT). All TAM plans must contain four major components:

- **Asset Inventory:** A register (comprehensive list) of agency’s assets and specific information about those assets. The inventory is broken into four categories: Equipment, Rolling Stock, Facilities (maintenance and administration), and Infrastructure.
- **Condition Assessment:** The process of assessing and documenting the condition or residual life of an asset. This process provides an overall assessment of equipment, maintenance and administration facilities.
- **Management Approach – Decision Support Tools:** An analytic process or methodology to help prioritize projects to improve and maintain the State of Good Repair of capital assets, based on available condition data, objective criteria and financial needs for asset investments over time.
- **Investment Prioritization:** A transit provider’s ranking of capital projects or programs to achieve or maintain a SGR based on financial resources from all sources a transit provider reasonably anticipates will be available over the TAM Plan period. This section includes but is not limited to performance measures, targets, and proposed investments.

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 opted to create its own Transit Asset Management Plan and set its own targets, which are identical to the state targets, as listed below, and adopted by CAMPO.

Figure 4 – Transit Asset Management targets by MoDOT and JEFFTRAN

JEFFTRAN TAM Plan Fiscal Year 2019 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB*:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Facilities		
Administrative facilities and passenger stations		30% with a condition rating below 3.0 on FTA's TERM** Scale
Maintenance facilities		25% with a condition rating below 3.0 on FTA's TERM Scale

* ULB stands for Useful Life Benchmark

** TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

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.

JEFFTRAN, in cooperation with MoDOT, established the following safety performance targets in 2020, as seen in Figure 5, which shows the targets set by JEFFTRAN and adopted by CAMPO. These targets may be updated every year.

Figure 5 – Transit Asset Management targets by MoDOT and JEFFTRAN

JEFFTRAN Safety Performance Targets							
Mode of Transit Service	Ratalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability (VRM/Failure)
Fixed Route	0	0	2	0.14	40	2.72	0.00001
ADA Complementary Paratransit	0	0	1	0.1	36	3.53	0.000012

* The targets are based on a review of the previous five (5) years of JEFFTRAN’s safety performance datat. All rate targets recorded here are per one hundred thousand vehicle revenue miles (VRM).