

Transportation Improvement Program

Program Years 2019 - 2023

July 1, 2018 – June 30, 2023

Adopted May 16, 2018



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.

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

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

Air Quality Designation

The United States Environmental Protection Agency has designated the CAMPO Metropolitan Planning Area as being in attainment for Ozone, Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Small Particulate Matter (PM-2.5) Lead, and Sulfur Dioxide (SO₂).

Environmental Justice

Executive Order 12898 requires agencies receiving federal funding to meaningfully address low-income and minority populations in their plans, programs, policies, and activities. CAMPO staff expects project sponsors to identify and mitigate any disproportionately high and adverse effects of federal transportation programs.

Federal Performance Measures

In the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and continuing into the FAST Act, Congress established Transportation Performance Management (TPM). FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

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

To comply with these new requirements, the CAMPO Board of Directors adopted targets for two performance areas: the Transit Asset Management measures and Safety measures.

Transit Asset Management Measures

MoDOT collected and evaluated existing buses and facilities to be included in the State Transit Asset Management Plan and used this information to set targets, which will be evaluated on an annual basis as inventory changes. JEFFTRAN opted to create its own Transit Asset Management Plan and set its own targets, which are identical to the state targets, as listed below.

Figure 2 – Transit Asset Management targets by MoDOT and JEFFTRAN

Assets	Performance Measure	State Targets	JEFFTRAN Targets
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	50 percent	50 percent
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	50 percent	50 percent
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments with performance restrictions by class	Not Applicable	Not Applicable
Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM* Scale	25 percent with condition rating below 3.0 on FTA TERM Scale	25 percent with condition rating below 3.0 on FTA TERM Scale

* 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.

JEFFTRAN has its budget, fiscally constrained projects, and Program of Projects in this document. The agency has identified \$125,000 that may be utilized for bus replacement and other capital projects to help JEFFTRAN move towards these targets.

Safety Measures

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

MoDOT established the following statewide safety targets in August 2017, as seen in Figure 3, which shows the targets set by MoDOT and adopted by CAMPO. These targets are updated annually.

Figure 3 – Safety Performance Measures set by MoDOT*

Performance Measure	5-year Rolling Average (2012-2016)	5-Year Rolling Average Statewide Target for CY2018
Number of Fatalities	833.6	857.7
Fatality rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877.2	4,559.3
Serious Injury Rate per 100 Million VMT	6.884	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.4	431.9

* Targets based on the State Highway Safety Plan: [Missouri Blueprint -A Partnership Towards Zero Deaths](#), a 7% fatality reduction, 4% serious injury reduction, 1% VMT increase and 4 % non-motorized reduction

There are a number of projects programmed for safety in the TIP, totaling \$3,492,000 for Program Years 2019-2023, all sponsored by the Central District of MoDOT, to help the State move towards these targets. CAMPO staff also actively participates in the Central District Coalition of Roadway Safety, which works to implement [Missouri’s Blueprint](#) ultimate goal of zero fatalities on Missouri roadways, and participates in the annual Highway Safety and Traffic Blueprint Conference.

Financial Plan

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

Forecast Revenue Available for Transportation Funding

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

For Federally-funded projects, the TIP must identify the appropriate “matching funds” by source. The matching funds are usually provided by state and local governments. State revenue forecasts are also