

SEMPO FY 2016-2019 TIP Amendment No. 8
Projects

Amendment No. 8

Existing Revenue Summary - Amendment No. 8

Federal		Available Funds					Programmed Funds				
		2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
FHWA	NHPP	\$5,646,000	\$309,200	\$115,600	\$5,255,600	\$11,326,400	\$5,646,000	\$309,200	\$115,600	\$5,255,600	\$11,326,400
FHWA	HSIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	STP	\$2,280,838	\$0	\$8,614,000	\$1,383,000	\$12,277,838	\$2,280,838	\$0	\$8,614,000	\$1,383,000	\$12,277,838
FHWA	TAP	\$335,912	\$201,455	\$0	\$0	\$537,367	\$335,912	\$201,455	\$0	\$0	\$537,367
FHWA	SHRP2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	ER	\$2,580,116	\$644,329	\$0	\$0	\$3,224,445	\$2,580,116	\$644,329	\$0	\$0	\$3,224,445
FHWA	Section 130	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0	\$200,000
FHWA	Safety	\$67,000	\$67,000	\$1,539,000	\$1,654,000	\$3,327,000	\$67,000	\$67,000	\$1,539,000	\$1,654,000	\$3,327,000
FHWA	STBG	\$0	\$0	\$0	\$2,410,000	\$2,410,000	\$0	\$0	\$0	\$2,410,000	\$2,410,000
FTA	5307	\$1,114,823	\$1,002,147	\$1,032,211	\$1,063,177	\$4,212,358	\$1,114,823	\$1,002,147	\$1,032,211	\$1,063,177	\$4,212,358
FTA	5310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5311	\$355,023	\$366,086	\$377,069	\$388,380	\$1,486,558	\$355,023	\$366,086	\$377,069	\$388,380	\$1,486,558
FTA	5316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5339	\$268,126	\$0	\$0	\$180,300	\$448,426	\$268,126	\$0	\$0	\$180,300	\$448,426
MTFC		\$451,325	\$112,831	\$1,386,913	\$0	\$1,951,069	\$451,325	\$112,831	\$1,386,913	\$0	\$1,951,069
State		2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
MoDOT	MPEN	\$838,000	\$0	\$235,000	\$80,010	\$1,153,010	\$838,000	\$0	\$235,000	\$80,010	\$1,153,010
MoDOT	Safety	\$8,000	\$8,000	\$171,000	\$184,000	\$371,000	\$8,000	\$8,000	\$171,000	\$184,000	\$371,000
MoDOT	State Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	SWIMB	\$28,000	\$30,000	\$278,000	\$43,000	\$379,000	\$28,000	\$30,000	\$278,000	\$43,000	\$379,000
MoDOT	TCOS	\$2,334,000	\$443,800	\$3,592,400	\$8,499,400	\$14,869,600	\$2,334,000	\$443,800	\$3,592,400	\$8,499,400	\$14,869,600
IDOT	MPEN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	State Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	SWIMB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	TCOS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local		2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
City of Cape Girardeau		\$330,150	\$89,042	\$346,729	\$0	\$765,921	\$330,150	\$89,042	\$346,729	\$0	\$765,921
City of Jackson		\$1,967,489	\$0	\$0	\$0	\$1,967,489	\$1,967,489	\$0	\$0	\$0	\$1,967,489
Cape Girardeau County		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Scott City		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Scott County		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of East Cape Girardeau		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alexander County		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CTA		\$931,728	\$877,492	\$903,817	\$976,006	\$3,689,043	\$931,728	\$877,492	\$903,817	\$976,006	\$3,689,043
SEMO University		\$217,593	\$200,839	\$206,863	\$213,069	\$838,364	\$217,593	\$200,839	\$206,863	\$213,069	\$838,364
Cape Girardeau Regional Airport		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SEMO Regional Port Authority		\$0	\$0	\$348,375	\$348,375	\$696,750	\$0	\$0	\$348,375	\$348,375	\$696,750
Cape Special Road District		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Totals		\$19,958,155	\$4,356,254	\$19,151,013	\$22,682,355	\$66,131,637	\$19,958,155	\$4,356,254	\$19,151,013	\$22,682,355	\$66,131,637

Amendment No. 8

Amended Revenue Summary - Amendment No. 8

Federal		Available Funds					Programmed Funds				
		2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
FHWA	NHPP	\$5,646,000	\$309,200	\$115,600	\$6,546,000	\$12,616,800	\$5,646,000	\$309,200	\$115,600	\$6,546,000	\$12,616,800
FHWA	HSIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	STP	\$2,280,838	\$0	\$8,614,000	\$1,383,000	\$12,277,838	\$2,280,838	\$0	\$8,614,000	\$1,383,000	\$12,277,838
FHWA	TAP	\$335,912	\$201,455	\$0	\$0	\$537,367	\$335,912	\$201,455	\$0	\$0	\$537,367
FHWA	SHRP2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	ER	\$2,580,116	\$644,329	\$0	\$0	\$3,224,445	\$2,580,116	\$644,329	\$0	\$0	\$3,224,445
FHWA	Section 130	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0	\$200,000
FHWA	Safety	\$67,000	\$67,000	\$1,539,000	\$1,654,000	\$3,327,000	\$67,000	\$67,000	\$1,539,000	\$1,654,000	\$3,327,000
FHWA	STBG	\$0	\$0	\$0	\$2,410,000	\$2,410,000	\$0	\$0	\$0	\$2,410,000	\$2,410,000
FTA	5307	\$1,114,823	\$1,002,147	\$1,032,211	\$1,063,177	\$4,212,358	\$1,114,823	\$1,002,147	\$1,032,211	\$1,063,177	\$4,212,358
FTA	5310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5311	\$355,023	\$366,086	\$377,069	\$388,380	\$1,486,558	\$355,023	\$366,086	\$377,069	\$388,380	\$1,486,558
FTA	5316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA	5339	\$268,126	\$0	\$0	\$180,300	\$448,426	\$268,126	\$0	\$0	\$180,300	\$448,426
MTFC		\$451,325	\$112,831	\$1,386,913	\$0	\$1,951,069	\$451,325	\$112,831	\$1,386,913	\$0	\$1,951,069
State		2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
MoDOT	MPEN	\$838,000	\$0	\$235,000	\$80,010	\$1,153,010	\$838,000	\$0	\$235,000	\$80,010	\$1,153,010
MoDOT	Safety	\$8,000	\$8,000	\$171,000	\$184,000	\$371,000	\$8,000	\$8,000	\$171,000	\$184,000	\$371,000
MoDOT	State Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MoDOT	SWIMB	\$28,000	\$30,000	\$278,000	\$43,000	\$379,000	\$28,000	\$30,000	\$278,000	\$43,000	\$379,000
MoDOT	TCOS	\$2,334,000	\$443,800	\$3,592,400	\$8,822,000	\$15,192,200	\$2,334,000	\$443,800	\$3,592,400	\$8,822,000	\$15,192,200
IDOT	MPEN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	State Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	SWIMB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDOT	TCOS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local		2016	2017	2018	2019	Total	2016	2017	2018	2019	Total
City of Cape Girardeau		\$330,150	\$89,042	\$346,729	\$0	\$765,921	\$330,150	\$89,042	\$346,729	\$0	\$765,921
City of Jackson		\$1,967,489	\$0	\$0	\$0	\$1,967,489	\$1,967,489	\$0	\$0	\$0	\$1,967,489
Cape Girardeau County		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Scott City		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Scott County		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City of East Cape Girardeau		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alexander County		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CTA		\$931,728	\$877,492	\$903,817	\$976,006	\$3,689,043	\$931,728	\$877,492	\$903,817	\$976,006	\$3,689,043
SEMO University		\$217,593	\$200,839	\$206,863	\$213,069	\$838,364	\$217,593	\$200,839	\$206,863	\$213,069	\$838,364
Cape Girardeau Regional Airport		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SEMO Regional Port Authority		\$0	\$0	\$348,375	\$348,375	\$696,750	\$0	\$0	\$348,375	\$348,375	\$696,750
Cape Special Road District		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yearly Totals		\$19,958,155	\$4,356,254	\$19,151,013	\$24,295,355	\$67,744,637	\$19,958,155	\$4,356,254	\$19,151,013	\$24,295,355	\$67,744,637

		New Project (Emergency)						
COUNTY:	Cape Girardeau	Funding	MPO Fiscal Year					Total
ENTITY:	MoDOT		Prior Prog.	2016	2017	2018	2019	
Project Title	Urgent bridge repair	ENG	Federal				\$270,400	\$270,400
			State (AC)					\$0
MoDOT #	9P3581		State				\$67,600	\$67,600
TIP#	MODOT-19-07		Other					\$0
Route/Bridge	MO 34	ROW	Federal					\$0
Description and Location:	Urgent bridge repair over Mississippi River. Project involves bridge A5076.		State (AC)					\$0
			State					\$0
			Other					\$0
Federal Source Agency	FHWA	CON	Federal				\$1,020,000	\$1,020,000
Federal Funding Category	NHPP		State (AC)					\$0
MoDOT Funding Category	TCOS		State				\$255,000	\$255,000
			Other					\$0
			Total	\$0	\$0	\$0	\$0	\$1,613,000
Notes:								

Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) integrated performance measures into the planning and programming aspects of transportation investment. MAP-21 established the following seven National Goals as the focus of the federal-aid highway program. The Fixing America's Surface Transportation (FAST) Act provided for the continuation of these goals. Below each goal are the performance measures established by the Federal Highway Administration or the Federal Transit Administration as directed by MAP-21 and the FAST ACT.

1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Measures:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair.

Measures:

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition
- Percentage of Pavements of the Interstate in Good Condition
- Percentage of Pavements of the Interstate in Poor Condition
- Percentage of Pavements of the non-Interstate NHS in Good Condition
- Percentage of Pavements of the non-Interstate NHS in Poor Condition

In addition to highway infrastructure state of good repair, there are transit measures as well:

- Percentage of Equipment met or exceeded Useful Life Benchmark
- Percentage of Rolling Stock vehicles met or exceeded Useful Life Benchmark
- Percentage of track segments with performance restrictions by class (not applicable to SEMPO)
- Percentage of assets with condition rating below 3.0 on FTA TERM Scale

3. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System.

Measures:

- Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to SEMPO)
- Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to SEMPO)

4. System Reliability

To improve the efficiency of the surface transportation system.

Measures:

- Interstate Travel Time Reliability Measure – Percent of Person-Miles Traveled on the Interstate that are Reliable
- Non-Interstate NHS Travel Time Reliability Measure – Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

5. 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.

Measures:

- Freight Reliability Measure – Truck Travel Time Reliability (TTTR) Index

6. Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Measures:

- Emissions Measure – Total Emissions Reduction (not applicable to SEMPO)

7. 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.

Performance Measure Target Setting

To ensure the goals and performance measures are followed, state DOTs, MPOs, and transit agencies are required to coordinate target setting for each performance measure. MPOs must set their targets within 180 days of the state and transit agency targets. MPOs may choose to set their own targets or to program in support of the state and transit agency targets. SEMPO has decided to make this decision on a per-performance measure basis.

MAP-21 and the FAST Act require a discussion of performance target achievement in the Transportation Improvement Program (TIP). Per federal guidance, SEMPO has adopted MoDOT's and IDOT's respective performance targets for safety and transit asset management. SEMPO will decide to adopt the respective state targets or set its own targets for the remaining performance measures as they are set by MoDOT and IDOT. As targets are set for the nationally prescribed performance measures, the Metropolitan Transportation Plan and TIP will be amended to address them during the first amendment to the TIP after the 180-day window.

Safety Measures

The Federal Highway Administration established the following five performance measures to assess performance and carry out the Highway Safety Improvement Program:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

The following two tables show the initial MoDOT and IDOT statewide safety targets, respectively, which were adopted by SEMPO in December 2017. These targets will be updated annually.

MoDOT Statewide Safety Targets

August 2017 (reported in HSP and HSIP)

Targets based on 5-year rolling average:

Performance Measure	5-Year Rolling Average (2012-2016)	Statewide Target for CY2018
Number of Fatalities	834	858
Fatality Rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877	4,559
Serious Injury Rate per 100 Million VMT	6.844	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431	432

Targets based on 7% fatality reduction, 4% serious injury reduction, 1% VMT increase, and 4% non-motorized reduction

IDOT Statewide Safety Targets

August 2017 (reported in HSP and HSIP)

Targets based on 5-year rolling average:

Performance Measure	5-Year Rolling Average (2012-2016)	Statewide Target for CY2018
Number of Fatalities	989	997
Fatality Rate per 100 Million VMT	.094	0.94
Number of Serious Injuries	12,169	11,967
Serious Injury Rate per 100 Million VMT	11.54	11.27
Number of Non-Motorized Fatalities and Serious Injuries	1,499	1,461

Currently, SEMPO is actively supporting the above targets through safety-related projects in the TIP, totaling \$55,456,894 for Program Years 2016-2019. Most of these projects are sponsored by MoDOT Southeast District in an effort to help the state achieve these targets. In addition, SEMPO participates in the Southeast District Coalition of Roadway Safety, which works to implement Missouri's Blueprint for Roadway Safety.

Transit Asset Management Measures

There are no transit agencies based in SEMPO’s Metropolitan Planning Area (MPA) that operate in Illinois; therefore, only MoDOT’s State Transit Asset Management Plan and targets are discussed in this section. MoDOT collected and evaluated information on existing transit vehicles and facilities to be included in the State Transit Asset Management Plan and used this information to set targets. Two transit agencies based in SEMPO’s MPA, Cape Girardeau County Transit Authority (CTA) and Southeast Missouri State University, participate in the development of the State Transit Asset Management Plan. The following table shows the initial MoDOT State Transit Asset Management Plan targets, which were adopted by SEMPO in December 2017. These targets will be evaluated annually as inventory changes.

MoDOT State Transit Asset Management Plan Targets
October 2018

Equipment	State TAM Plan initial targets (% met or exceeded FTA ULB Benchmarks)
Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)	50%
Rolling Stock <i>Revenue vehicles by mode</i>	
VN, AO, MV (8 year ULB)	50%
CU (10 year ULB)	50%
BU, BS (14 year ULB)	50%
Infrastructure	
Only rail fixed-guideway, track, signals, and systems	Not Applicable
Facilities	
Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	25% with condition rating below 3.0 on FTA TERM Scale

Currently, through CTA and the University, SEMPO is actively supporting the above targets through transit vehicle replacement and other capital and operational projects in the TIP, totaling \$10,674,743 for Program Years 2016-2019.

Alignment of TIP with Performance Measures

When selecting projects for inclusion in the TIP, several factors are considered, including a project’s ability to help MoDOT and IDOT achieve their respective statewide targets, or to help SEMPO achieve its customized targets. The projects included in the FY 2016-2019 TIP address the safety and transit asset management targets in several ways. For example, many projects in the TIP involve accommodations for accessibility as well as bicycle and pedestrian systems. Such projects aid in reducing VMT per capita,

increasing modal balance, improving average commute and peak travel time, and improving air quality. The TIP also includes numerous projects that increase the safety of roads and bridges, work zones, and transit systems. These projects aim to reduce fatalities and injuries. Pavement and railroad crossing improvements also support the safety targets. Some roadways and intersections in the region experience congestion, which are addressed in the TIP through projects that increase capacity and efficiency. The TIP supports the transit asset management targets by including capital and operational projects for vehicle replacement, technological upgrades, expansion of services, and other improvements. The TIP also addresses the necessary coordination with local, state, and federal agencies in selecting and programming projects.