

**SEMPO FY 2016-2018 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
<b>State</b>		<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
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
<b>Local</b>		<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
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
<b>Yearly Totals</b>		<b>\$19,958,155</b>	<b>\$4,356,254</b>	<b>\$19,151,013</b>	<b>\$22,682,355</b>	<b>\$66,131,637</b>	<b>\$19,958,155</b>	<b>\$4,356,254</b>	<b>\$19,151,013</b>	<b>\$22,682,355</b>	<b>\$66,131,637</b>

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	\$6,455,600	\$12,526,400	\$5,646,000	\$309,200	\$115,600	\$6,455,600	\$12,526,400
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
<b>State</b>		<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
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	\$8,699,400	\$15,069,600	\$2,334,000	\$443,800	\$3,592,400	\$8,699,400	\$15,069,600
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	\$100,000	\$100,000	\$0	\$0	\$0	\$100,000	\$100,000
<b>Local</b>		<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
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
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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
<b>Yearly Totals</b>		<b>\$19,958,155</b>	<b>\$4,356,254</b>	<b>\$19,151,013</b>	<b>\$24,182,355</b>	<b>\$67,631,637</b>	<b>\$19,958,155</b>	<b>\$4,356,254</b>	<b>\$19,151,013</b>	<b>\$24,182,355</b>	<b>\$67,631,637</b>

		<b>New Project (Emergency)</b>						
COUNTY:	Cape Girardeau	Funding	MPO Fiscal Year					Total
ENTITY:	MoDOT		Prior Prog.	2016	2017	2018	2019	
Project Title	Urgent bridge repair	ENG	Federal				\$200,000	\$200,000
MoDOT #	Pending		State (AC)					\$0
TIP#	MODOT-19-07		State				\$36,000	\$36,000
Route/Bridge	MO 34		Other				\$16,000	\$16,000
Description and Location:	Urgent bridge repair over Mississippi River 0.3 miles from end of state maintenance. Project involves bridge A5076. \$500,000 from IDOT.	ROW	Federal					\$0
Federal Source Agency	FHWA		State (AC)					\$0
Federal Funding Category	NHPP		State					\$0
MoDOT Funding Category	TCOS		Other					\$0
		CON	Federal				\$1,000,000	\$1,000,000
			State (AC)					\$0
			State				\$164,000	\$164,000
			Other				\$84,000	\$84,000
			<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
Notes:	Other funds from IDOT							

**SEMPO FY 2016-2018 TIP Amendment No. 8**

**Performance Measures Language**

## Performance Measures

The Moving Ahead for Progress in the 21st Century Act, or MAP-21, integrated performance measures into the planning and programming aspects of transportation investment. MAP-21 established seven National Goals as the focus of the Federal-aid highway program. The FAST (Fixing America's Surface Transportation) Act provided for continuation of these goals. Guidance has been released listing the required performance measures to achieve the national goals. The state DOTs, MPOs, and transit agencies are required to coordinate target setting for these measures. 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 will make this decision on a case-by-case basis.

### 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.

## **SEMPO Goals and Performance Measures**

MAP-21 and the FAST Act further requires a discussion of performance target achievement in the Transportation Improvement Program. Per federal guidance, SEMPO has adopted MoDOT and IDOT’s respective performance targets for safety and transit asset management. Also, per federal guidance, SEMPO has not yet set targets for the other national performance measures since they are not yet due. As targets are set for the nationally prescribed performance measures, the 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 5 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 table lists the statewide safety targets as adopted by MoDOT in August 2017 and adopted by SEMPO in December 2017. These targets are updated annually.

### **MoDOT Statewide Safety Targets** August 2017 (reported in HSP and HSIP)

Targets based on 5-year rolling average:

<b>Performance Measure</b>	<b>Statewide Target for CY2018</b>
Number of Fatalities	857.7
Fatality Rate per 100 Million VMT	1.163
Number of Serious Injuries	4559.3
Serious Injury Rate per 100 Million VMT	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431.9

Targets based on 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 \$55,456,894 for Program Years 2016-2019, most sponsored by MoDOT Southeast District, to help the State move towards these targets. SEMPO staff also participate in the Southeast District Coalition of Roadway Safety, which works to implement Missouri’s Blueprint for Roadway Safety.

## 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. CTA and the Southeast Missouri State University participate in the State Transit Asset Management Plan. SEMPO adopted these targets on December 20, 2017.

### MoDOT Statewide Transit Asset Management Plan

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

To help CTA and the University assist the state in achieving its State Transit Asset Management Plan, the agencies have budgeted \$10,674,743 in federal and local funds to be utilized for bus replacement and other capital and operational projects in the FY16-19 TIP.

### Project Selection and Inclusion

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. The projects included in the FY 2016-FY 2019 Transportation Improvement Program address these measures and goals in a variety of ways. Programmed projects include ADA, pedestrian, and bicycle accommodations. This adds to the reduction of VMT per capita, increased modal balance, bicycle/pedestrian network completion, improved average commute and peak travel time, and maintaining acceptable air quality. The TIP includes numerous safety projects that address roadway infrastructure, work-zone safety, and the safety and security of the transit system. These projects support a reduced crash rate and the improved condition of area roads and bridges. Many pavement improvements and railroad crossing improvements benefit these factors as well. Some roadways and intersections in the region suffer from congestion and these bottlenecks are addressed through capacity and efficiency improvements. The TIP continues to support the transit system as well, including technology and capacity projects which improve transit

operations. Coordination of service between MoDOT, IDOT, FTA, FHWA, and local jurisdictions and agencies is addressed as well.