

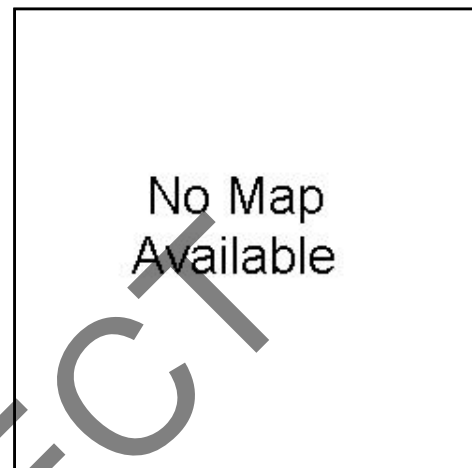


Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

Roadway and Bridge Section

TIP # MODOT-22-23 Payment to Cape Girardeau for modifying intersection at Rte. 74 and Minnesota Avenue.
Route 74
Location City of Cape Girardeau
Project Sponsor MoDOT
MoDOT Funding Category Taking Care of the System
IDOT Funding Category
Federal Agency FHWA
Federal Funding Category NHPP
Bike/Ped Plan? EJ?
STIP # 9P3862
Federal ID #
Year of Letting



Project Description

Payment to Cape Girardeau for eastbound intersection modification at Minnesota Avenue and construct westbound intersection at Minnesota Avenue. Design, right of way and construction by Cape Girardeau. \$296,000 Cost Share funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$0	\$600	\$200	\$800
MoDOT-AC	State-AC	ENG	\$0	\$0	\$2,400	\$800	\$3,200
Totals			\$0	\$0	\$3,000	\$1,000	\$4,000

Notes

Prior Cost	\$0
Future Cost	\$302,000
Total Cost	\$306,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

Roadway and Bridge Section

TIP # MODOT-20-21 JOC For Concrete Repair
Route Various
Location Various
Project Sponsor MoDOT
MoDOT Funding Category Taking Care of the System
IDOT Funding Category
Federal Agency FHWA
Federal Funding Category STBG
Bike/Ped Plan? EJ?
STIP # 9P3636
Federal ID #
Year of Letting 2022

No Map
Available

Project Description

Job Order Contracting for concrete pavement repair on all major highways except interstates.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$2,000	\$3,000	\$23,000	\$0	\$28,000
MoDOT	State	CON	\$0	\$0	\$32,000	\$0	\$32,000
MoDOT-AC	State-AC	CON	\$0	\$0	\$218,000	\$0	\$218,000
Totals			\$2,000	\$3,000	\$273,000	\$0	\$278,000

Notes

Prior Cost \$0
Future Cost \$0
Total Cost \$278,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

Roadway and Bridge Section

TIP # MODOT-20-21 JOC For Concrete Repair
Route Various
Location Various
Project Sponsor MoDOT
MoDOT Funding Category Taking Care of the System
IDOT Funding Category
Federal Agency FHWA
Federal Funding Category STBG
Bike/Ped Plan? EJ?
STIP # 9P3636
Federal ID #
Year of Letting 2022

No Map
Available

Project Description

Job Order Contracting for concrete pavement repair on all major highways except interstates. \$250,000
District Operation funds.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$2,000	\$3,000	\$40,000	\$0	\$45,000
MoDOT	State	CON	\$0	\$0	\$68,000	\$0	\$68,000
MoDOT-AC	State-AC	CON	\$0	\$0	\$432,000	\$0	\$432,000
Totals			\$2,000	\$3,000	\$540,000	\$0	\$545,000

Notes

Prior Cost \$0
Future Cost \$0
Total Cost \$545,000

FISCAL CONSTRAINT

	Federal Funding Sources												
	NHPP	STBG	SAFETY	TOTAL Federal Funds	Local	MoDOT Programmed Funds	MoDOT AC Programmed Funds	IDOT Programmed Funds	IDOT AC Programmed Funds	Other	MoDOT Operations & Maintenance	IDOT Operations & Maintenance	TOTAL
2020 Funds Programed	\$ 21,832,000	\$ -	\$ -	\$ 21,832,000	\$ 2,452,590	\$ 4,844,000	\$ 8,645,000	\$ 240,000	\$ -	\$ 1,530,400	\$ 377,785,000	\$ 2,450,000,000	\$ 2,867,328,990
2021 Funds Programed	\$ 2,459,601	\$ -	\$ 422,000	\$ 2,881,601	\$ 2,346,613	\$ 3,585,000	\$ 7,915,000	\$ -	\$ -	\$ -	\$ 384,585,130	\$ 2,491,650,000	\$ 401,313,344
2022 Funds Programed	\$ 10,407,842	\$ 1,485,000	\$ 4,578,500	\$ 16,471,342	\$ 4,611,016	\$ 3,356,700	\$ 6,398,000	\$ -	\$ -	\$ -	\$ 391,507,662	\$ 2,534,008,050	\$ 422,344,720
2023 Funds Programed	\$ 14,207,895	\$ -	\$ 63,500	\$ 14,271,395	\$ 4,202,815	\$ 2,025,500	\$ 3,218,000	\$ -	\$ -	\$ -	\$ 398,554,800	\$ 2,577,086,187	\$ 422,272,510
Total	\$ 48,907,338	\$ 1,485,000	\$ 5,064,000	\$ 55,456,338	\$ 13,613,034	\$ 13,811,200	\$ 26,176,000	\$ 240,000	\$ -	\$ 1,530,400	\$ 1,552,432,593	\$ 10,052,744,237	\$ 4,113,259,565

	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$ 35,561,000	\$ 14,381,601	\$ 26,226,042	\$ 19,514,895	\$ 95,683,538
Available Operations and Maintenance Funding	\$ 2,827,785,000	\$ 2,876,235,130	\$ 2,925,515,712	\$ 2,975,640,987	\$ 11,605,176,829
Funds from Other Sources (Inc. Local)	\$ 3,982,990	\$ 2,346,613	\$ 4,611,016	\$ 4,202,815	\$ 15,143,434
Available Suballocated Funding	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL AVAILABLE FUNDING	\$ 2,867,328,990	\$ 2,892,963,344	\$ 2,956,352,770	\$ 2,999,358,697	\$ 11,716,003,801
Programmed State and Federal Funding	\$ 35,561,000	\$ 14,381,601	\$ 26,226,042	\$ 19,514,895	\$ 95,683,538
TOTAL REMAINING	\$ 2,831,767,990	\$ 2,878,581,743	\$ 2,930,126,728	\$ 2,979,843,802	\$ 11,620,320,263

AMENDED

FY 2020-2023 SEMPO Transportation Improvement Program

Transportation Improvement Program

FY 2020-2023



In partnership with:



Adopted:
6/19/2019



Amended:



Amendments and Updates

None at this time.

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 and the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this report are not necessarily those of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, or Illinois Department of Transportation.

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Resolution of Adoption

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Glossary of Terms

A-OPS	Airport Operations
AIP	Airport Improvement Program
ATF	Aviation Trust Funds
BUILD	Better Utilizing Investments to Leverage Development Grant
BRO	Off-System Bridge Replacement and Rehabilitation
BRM	On-System Bridge Replacement and Rehabilitation
CMAQ	Congestion Mitigation and Air Quality
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IDOT	Illinois Department of Transportation
IM	Interstate Maintenance
LPA	Local Public Agency
MoDOT	Missouri Department of Transportation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NPE	Non-Primary Entitlement Funds (Airport Discretionary Funds)
SEC 5307	Federal Transit Section 5307
SEC 5311	Federal Transit Section 5311
SEC 5339	Federal Transit Section 5339
SEMPO	Southeast MPO
SRTS	Safe Routes To School
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAP	Transportation Alternatives Program
TE	Transportation Enhancements
TEAP	Traffic Engineering Assistance Program
TIP	Transportation Improvement Program
T-OPS	Transit Operations
UA	Urbanized Area

Introduction

Purpose

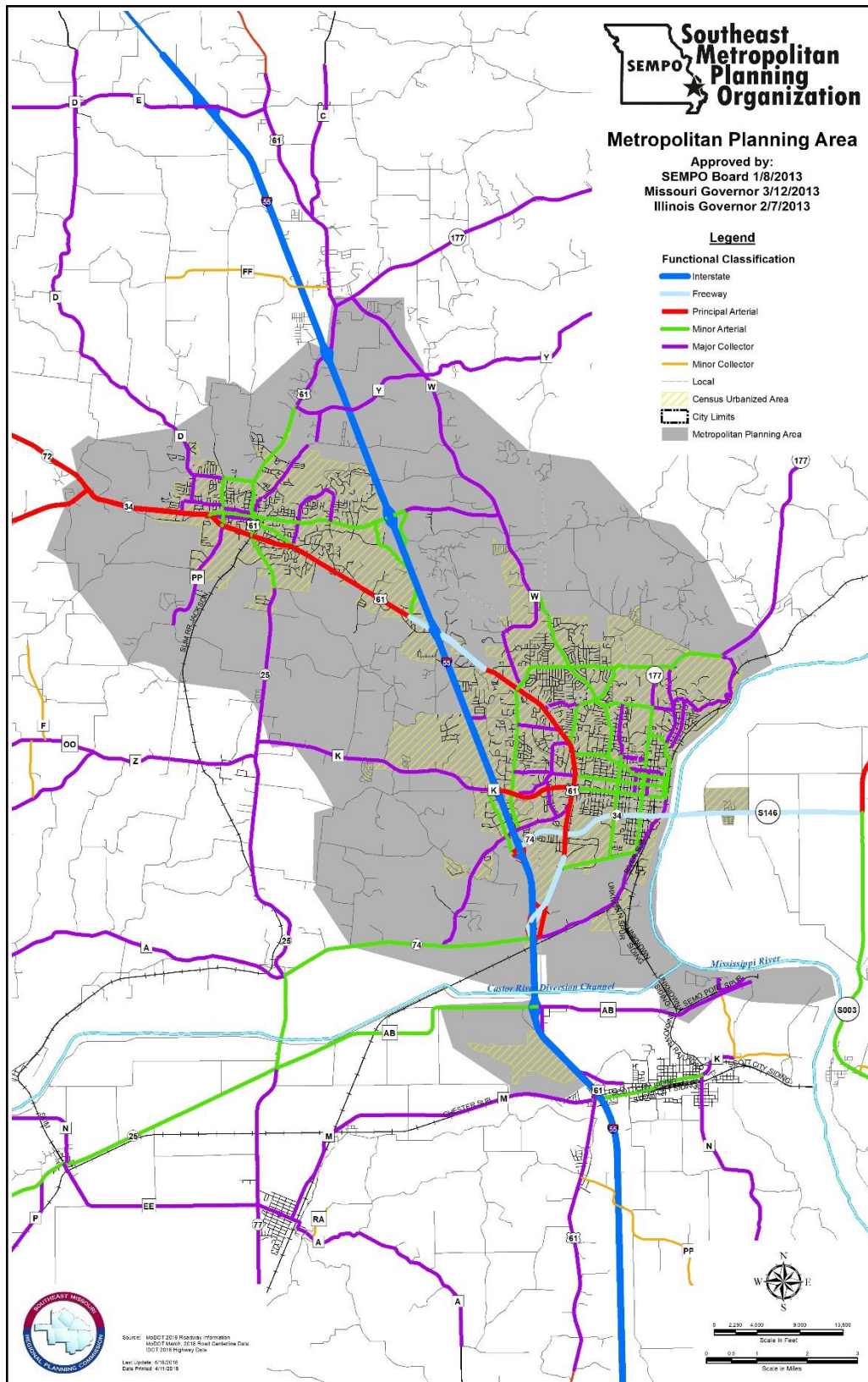
The Transportation Improvement Program (TIP) is a program management tool for structuring metropolitan transportation related projects. It is a program and schedule of intended transportation improvements (or continuation of current activities) for a four (4) year period, developed as part of the local planning process review for Federal funds through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Regionally significant transportation projects are also included in the document, even though federal funding may not be involved in the financing of the improvement. The TIP should be considered the implementing tool of the 20-Year Metropolitan Transportation Plan (MTP), as adopted in February 2016.

The Southeast Metropolitan Planning Organization (SEMPO), designated as the Metropolitan Planning Organization (MPO), is responsible for carrying out the metropolitan planning for the Southeast Metropolitan Planning Area (MPA), in cooperation with the State(s), local jurisdictions, and affected transit operators. Metropolitan planning activities include the development of the TIP for the MPA. The map for the MPA is shown in Figure 1. The TIP is to be incorporated into the MoDOT and IDOT Statewide Transportation Improvement Programs (STIP) without modification.

SEMPO's policy is to update the TIP every year unless circumstances require a less frequent schedule, which shall be approved by the MPO and the Governor(s), wherein it is incorporated into each State's respective Statewide Transportation Improvement Program (STIP) by reference. It shall contain a priority list of projects to be carried out within each year of the four year program. Also, it shall provide a constrained financial plan that is capable of being implemented.

The TIP is created in compliance with the SEMPO Public Participation Plan (PPP). Once approved by the Board of Directors and the Governor of Missouri, a MoDOT and IDOT STIP amendment for the SEMPO FY2020-2023 TIP update is approved by FHWA and FTA (ONE DOT). This federal approval action completes the updated TIP approval process.

Figure 1: SEMPO Planning Area



TIP Development Process

SEMPO has adopted a process that produces a fully updated and approved TIP annually, in accordance with federal requirements¹. The procedure is initiated cyclically through on-going monitoring of the transportation system's operating status and physical condition, as reported by local jurisdictions. An analysis of the information collected through the monitoring process allows for the identification of system deficiencies and provides for the development of future investment requirements. Alternatives to improve deficiencies and address development objectives are explored, and selected alternatives are recommended for implementation through the MTP project review process.

Each improvement type (e.g. Road & Bridge, Transit, etc.) found in this program may have a project selection procedure in which projects are ranked according to some criteria at the local level, but generally utilize the review criteria outlined in the document. If a separate procedure exists, it will be described in the appropriate section as needed.

The prioritization of recommended transportation improvement actions occurs at the local level, with each jurisdiction utilizing its own unique method of prioritization. As there is no funding available directly from the MPO for the implementation of the actions listed in this TIP the MPO itself does not prioritize or rank the included projects. However, SEMPO has reviewed the project selection processes of local agencies for concurrence with State and Federal regulations.

Transportation Alternatives Program (TAP) projects may be reviewed and selected by an appointed sub-committee of the MPO. TAP funding is a special category whose source is derived from both the FHWA and FTA. MoDOT incorporates a competitive project selection process within regions in Missouri. The SEMPO review committee selection criteria includes analyzing all enhancement applications within its jurisdiction, scoring them utilizing evaluation forms based upon information provided by the respective DOT, and specifically examining applications to determine compatibility with the goals and objectives set forth in the MTP. Final selection of all projects is at the discretion of a regional committee which includes representatives of SEMPO. A similar approach will be used for projects that fall within the State of Illinois if such applications are submitted.

In the public transportation section of this document, respective transit providers are listed, with subsequent programming areas and priorities reflected. This TIP, and subsequent amendments, as approved by the Board of Directors of the Southeast MPO and the Governor of the State of Missouri, constitutes the selection document for project implementation. The first year of projects listed in the TIP represent the agreed to list of projects to be implemented (awarded) in FY2020.

Project Selection

State DOT and local transit operator sponsored projects to be programmed are selected by the respective States and transit operator in cooperation with the MPO. Local jurisdictions typically utilize their own public involvement processes to select and fund their projects; whether of local significance

¹ 23 CFR §450.324

only, regional significance or projects for which federal funding is desired. Because federal regulations do not allow SEMPO to select projects for sponsors in the TIP, SEMPO focuses only upon ensuring that all projects conform to the MTP.

To that end, local or state project selection and priority criteria may be developed and may be used by each jurisdiction within the MPA on a regular basis and the results of each process, received in the form of project nominations, are simply reviewed by the MPO utilizing the criteria listed in the following subsection. The SEMPO planning process is done in accordance with the federal 3-C process of continuing, cooperative, and comprehensive planning as outlined in 23 CFR 450.306.

Review Criteria

SEMPO reviews all project submissions to ensure their compliance with the goals and direction of the MPO as expressed in its adopted MTP, related plans, and policies.

Specifically, the MPO reviews proposed projects for the following:

1. Consistent with the MTP goals and objectives
2. Consistent with adopted plans and policies of the MPO
3. For major projects, if the project is listed in the MTP
4. Consistent with the priorities set within the MTP
5. Proposed project is comprised of the same scope envisioned in the MTP
6. Consistent with future planned projects in the corridor or region
7. Project sponsor sufficiently addresses coordination issues possible with an affected party
8. Project sponsor has demonstrated consideration of Title VI and Environmental Justice impacts
9. Project has considered Americans with Disabilities Act friendly designs for access

Adequate Operating & Maintenance Funds

Written confirmation is required stating that each government will have the necessary operating funding to provide the service proposed and operate existing and proposed federally funded assets appropriately. These operating funds may come from federal, state, or local sources. The metropolitan planning statutes state that the MTP and the TIP must include a “financial plan” that “indicate resources from public and private sources that are reasonably expected to be available to carry out the program.”

Fiscal Constraint

The fiscal constraint requirement is intended to ensure that MTPs, TIPs, and STIPs reflect realistic assumptions about future revenues, rather than being lists that include more projects than could realistically be completed with available revenues. Given this basic purpose, compliance with the fiscal constraint requirement entails an analysis of revenues and costs. The basic question to be answered is:

"Will the revenues (Federal, State, local, and private) identified in the TIP, STIP, or MTP cover the anticipated costs of the projects included in this TIP, STIP, or MTP, along with operation and maintenance of the existing system?"

Year of Expenditure

Within the project listings found inside this document are cost estimates for each project with a “year of expenditure” figure. This is a 3% annual inflation rate calculated into project costs to reflect the most accurate cost possible for the designated year the project is to be open for bids. A 3% rate has been the most reasonable determined figure for the Cape Girardeau-Jackson area. This figure is based on census information paired with statistical data from the U.S. Bureau of Labor Statistics. This figure is also being used for local revenue estimates in this TIP. MoDOT also uses a Missouri Highways and Transportation Committee (MHTC) established 3% inflation rate.

Local revenues, typically comprised of sales and or property taxes, can be difficult to project using normal rates of growth. However, federal guidance and local experience has shown that, on average, revenues have risen at a rate of approximately 3%. Such a rate has therefore been determined to be an appropriate measure to apply in illustrating or predicting baseline revenue growth during a period of recession.

TIP Format

This TIP is broken into seven (7) categories of project (improvement) type: MODOT, IDOT, Federally-Funded Local Projects, Locally-Funded Local Projects, Transit, Aviation, and Port. Financial summaries demonstrating constraint and capability are provided in the required financial plan.

The TIP consists of a series of datasheets describing specific improvement types and providing the following project information:

1. Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
2. Estimated total project cost, which may extend beyond the four years of the TIP;
3. The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds); and
4. Identification of the agencies responsible for carrying out the project or phase

The source documents for items within the TIP include, but are not limited to, the Capital Improvement Programs for the Cities of Cape Girardeau and Jackson, the Statewide TIP (STIP) of the Missouri Department of Transportation, and the Statewide TIP (STIP) of the Illinois Department of Transportation.

Projects shown with funding designated as “State (AC)” are Advanced Construction (AC) projects. MoDOT uses AC to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. AC is an innovative finance funding technique, which allows states to initiate a project using non- federal funds, while preserving eligibility for future federal-aid. Eligibility means the FHWA has determined the project qualifies for federal-aid; however, no present or future federal- aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal

funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

Air Quality Designation

At the present time, the Cape Girardeau-Jackson urbanized area is in attainment for Ozone, Carbon Monoxide (CO), Nitrogen Dioxide (NO₂) and small Particulate Matter (PM-2.5), Lead, Sulfur Dioxide, and National Ambient Air Quality Standards.

TIP Amendments and Modifications

The following section discussing TIP amendments and modifications is taken directly from the most recent PPP². In the case of discrepancy between this section and the PPP, the PPP shall supersede the following.

Project sponsors may find it necessary to request changes to the adopted TIP. Pursuant to 23 CFR § 450.104, TIP changes are classified into two categories:

1. **TIP Amendments.** TIP Amendments are major changes which require official approval by the SEMPO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri, submission to the Illinois Department of Transportation (IDOT) for approval by the Governor of Illinois, and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Amendments will require a public comment period of 7 calendar days prior to consideration by the SEMPO Board of Directors. Notice will be given by press release and on the SEMPO website.
2. **TIP Administrative Modifications.** TIP Administrative Modifications are minor changes which can simply be made by SEMPO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Planning Committee, Board of Directors, MoDOT, IDOT, FHWA, and FTA. TIP Administrative Modifications do not require a public comment period.

Changes Requiring a TIP Amendment:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section below);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount resulting in an increase of more than 15% or more than \$2,000,000;
6. Changes in a project's fund source(s) from non-federal to federal; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

² <http://southeastmpo.org/planning-documents/>

Changes Allowed as an Administrative Modification:

1. Changes in a project's total programmed amount resulting in a decrease by any amount;
2. Changes in a project's total programmed amount resulting in an increase of less than or equal to 15% and less than or equal to \$2,000,000;
3. Minor changes to the scope of a project;
4. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
5. Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project;
6. Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FYs of a TIP;
7. Minor changes to funding sources between federal funding categories or between state and local sources;
8. Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the SEMPO and are subject to TIP Revisions as appropriate); and
9. Changing a project's lead agency when agreed upon by the two agencies affected.
10. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
11. Changes made to an existing project's programmed federal funds, in order to reflect the actual amount awarded by the federal agency and the corresponding required amount of matching funds;
12. Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change;
13. Combining two or more projects already in the TIP provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
14. Moving a project from a prior adopted TIP to the current TIP.

Public Participation

The Southeast MPO has established a [Public Participation Plan](#) (PPP)³ (adopted 2019) in accordance with 23 CFR Part 450.328 (a-c) that sets forth the public participation procedures for the MPO in general, but specifically covers the procedure for the annual TIP.

The Southeast MPO solicited public comments on the proposed FY 2020-2023 TIP. The draft TIP was made available for public viewing and comment in accordance with the MPO's PPP. All public comments were considered in finalizing the FY 2020 project programming. The final document, and amendments, are maintained and available for public access on the web, as well as the related documents referenced herein.

³ <http://southeastmpo.org/planning-documents/>

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 asset management measures:

- Percentage of Equipment met or exceeded Useful Life Benchmark
- Percentage of Rolling Stock vehicles met or exceeded Useful Life Benchmark
- Percentage of Guideway Direction Route Miles with performance restrictions by class (not applicable to SEMPO)
- Percentage of Facilities 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.

8. Transit Asset Management and Transit Safety

The transit asset management performance measures establish targets for transit facilities, rolling stock, infrastructures, and equipment. The transit safety performance measures establish targets for fatalities, injuries, safety events, and system reliability.

Performance Measure Target Setting

The Performance Based Planning and Programming requirements require state DOTs, MPOs, and transit agencies to coordinate target setting for performance 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 has decided to make this decision on a per-performance measure basis.

MAP-21 and the FAST Act require a description of the anticipated effect of the Transportation Improvement Program (TIP) toward achieving performance targets. Per federal guidance, SEMPO has decided to support MoDOT's and IDOT's respective performance targets for safety, pavement and bridge, system performance, 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.

The following tables show the state-wide targets for MoDOT and IDOT, which were adopted by SEMPO in December 2018. These targets will be updated annually.

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

MoDOT Statewide Safety Targets (PM 1)

August 2018 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2015-2019:

Performance Measure	Statewide Target for CY2019
Number of Fatalities	872.3
Fatality Rate per 100 Million VMT	1.16
Number of Serious Injuries	4433.8
Serious Injury Rate per 100 Million VMT	6.168
Number of Non-Motorized Fatalities and Serious Injuries	445.4

Targets based on 9% fatality reduction, 5% serious injury reduction, 1% VMT increase, and 4% non-motorized reduction

IDOT Statewide Safety Targets (PM 1)

August 2018 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2015-2019:

Performance Measure	Statewide Target for CY2019
Number of Fatalities	997.4
Fatality Rate per 100 Million VMT	0.94
Number of Serious Injuries	11966.7
Serious Injury Rate per 100 Million VMT	11.27
Number of Non-Motorized Fatalities and Serious Injuries	1460.9

Targets based on 9% fatality reduction, 5% serious injury reduction, 1% VMT increase, and 4% non-motorized reduction

Cape Girardeau County Transit Authority Transit Safety Performance Targets (PM 1)

December 2020 (reported in PTASP)

Transit Safety Performance Targets							
<i>The targets below are based on review of the previous five (5) years of CGCTA's safety performance data. All rate targets recorded here are per one hundred thousand vehicle revenue miles (VRM).</i>							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability*
Fixed Routes	0	0	2	2	5	5	100,000
Van Pool	0	0	2	1.22	4	2.45	80,000
Demand Response	0	0	5	0.45	9	0.82	80,000
ADA Complementary Paratransit	0	0	0	0	0	0	0

Southeast Missouri State University Transit Safety Performance Targets (PM 1)

January 2021 (reported in PTASP)

Transit Safety Performance Targets							
The targets below are based on review of the previous five (5) years of SEMO's safety performance data. All rate targets recorded here are per one hundred thousand vehicle revenue miles (VRM).							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability*
Fixed Routes	0	0	0	0	0	0	0*

*Prior to the development of this plan, SEMO did not track the distance between major mechanical failures. SEMO's practice is to immediately replace a vehicle if it becomes inoperative in service. In preparation for the annual review and update of the ASP, SEMO will begin tracking and recording system reliability to include in the plan.

In this TIP, there is approximately \$14.9 million programmed for transit projects.

Pavement and Bridge Measures

Pavement and Bridge Targets are a combination of two- and four-year targets. The SEMPO Board accepted the MoDOT and IDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets. The following measures have been established by FHWA to assess pavement and bridge conditions:

- Percent of NHS Bridges in Good Condition
- Percent of NHS Bridges in Poor Condition
- Percent of Interstate Pavements in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of non-Interstate NHS Pavements in Good Condition
- Percent of non-Interstate NHS Pavements in Poor Condition

MoDOT Statewide Pavement and Bridge Targets (PM 2)

May 2018

Performance Measure	Statewide Target for CY2019
Percentage of NHS Bridges in Good Condition	30.90%
Percentage of NHS Bridges in Poor Condition	7.10%
Percentage of Interstate Pavements in Good Condition	
Percentage of Interstate Pavements in Poor Condition	
Percentage of non-Interstate NHS Pavements in Good Condition	61.10%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.00%

IDOT Statewide Pavement and Bridge Targets (PM 2)

May 2018

Performance Measure	Statewide Target for CY2019
Percentage of NHS Bridges in Good Condition	28%
Percentage of NHS Bridges in Poor Condition	13%
Percentage of Interstate Pavements in Good Condition	65%
Percentage of Interstate Pavements in Poor Condition	<4.9%
Percentage of non-Interstate NHS Pavements in Good Condition	27%
Percentage of non-Interstate NHS Pavements in Poor Condition	6%

System Performance Measures

System Performance is also a combination of two- and four-year targets. The SEMPO Board accepted the MoDOT and IDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets. The following measures have been established by FHWA to assess system performance:

- Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate
- Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on Non-Interstate NHS
- Freight Reliability Measure: Truck Travel Time Reliability Index

MoDOT Statewide System Performance Targets (PM 3)

May 2018

Performance Measure	Statewide Target for CY2019
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	88.90%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	
Freight Reliability Measure: Truck Travel Time Reliability Index	1.28

IDOT Statewide System Performance Targets (PM 3)

May 2018

Performance Measure	Statewide Target for CY2019
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	79%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	N/A
Freight Reliability Measure: Truck Travel Time Reliability Index	1.34

Currently, SEMPO is actively supporting the above targets through projects in the TIP, totaling \$13,183,000 for Program Years 2020-2023. Most of these projects are sponsored by MoDOT Southeast District 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 MoDOT state-wide TAM targets, which were adopted by SEMPO in December 2018. These targets will be evaluated annually as inventory changes.

MoDOT Sponsored Group TAM Plan State Fiscal Year 2019		
Targets		
(State Fiscal Year 2019 - July 1, 2018 - June 30, 2019)		
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, passenger stations (buildings) and parking facilities	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	
Infrastructure		
Only rail fixed-guideway, track, signals and systems	N/A	

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 \$12,069,366 for Program Years 2020-2023.

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. The projects included in the FY 2020-2023 TIP address these national measures, targets, and goals in a variety of ways. Programmed projects include ADA, pedestrian, and bicycle accommodations which add to the reduction of VMT per

capita, increased modal balance, bicycle/pedestrian network completion, improve average commute and peak travel time, and maintaining acceptable air quality. The TIP includes numerous safety projects that address roadway and bicycle/pedestrian 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. Specific Safety projects have been programmed, though most projects address safety regardless of their funding source. Several roadways and intersections in the area suffer from congestion. These bottlenecks are addressed through capacity and efficiency improvements. The TIP continues to support the transit system as well, including technology projects that will improve transit operations. Coordination of service, with support for service outside of the CTA area is also addressed. Transit State of Good Repair is provided by preventative maintenance and fixed route bus replacement projects totaling \$142 million. The TIP also addresses the necessary coordination with local, state, and federal agencies in selecting and programming projects.

Financial Summary

Forecasted Revenue Estimates

Revenue forecasts for future funding for the TIP were derived from consultation with local jurisdictions, MODOT, IDOT, FHWA, and FTA. These projections are reflected in Table 1: Programmed and Available Funds by Source and Table 2: Forecast Local Revenue for Transportation projects, Operations, and Maintenance.

Federal Revenue

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) publish notices in the Federal Register that estimates the fiscal year allocations by program year for each urbanized area. These estimates are used as the anticipated federal funding amount. Assumptions for federal funding availability are based on MoDOT projections for the state system, and on the annual allocation of federal Surface Transportation Block Grant Program (STBG) funding received by the Cities of Cape Girardeau and Jackson. For Cape Girardeau, Scott, and Alexander Counties, federal funding for projects is intermittent and no assumptions are made for federal funding availability in the future. For other City of Cape Girardeau and City of Jackson project categories using federal funds such as Transportation Alternatives (TAP), no specific future funding projections are made given the lack of a specific allocation, as well as the competitive nature of this funding source.

MoDOT combines FHWA and FTA funding estimates with state transportation revenue projections to estimate funding for transportation and includes them in the STIP. SEMPO uses these projections to determine fiscal constraint relative to the projects programmed in the TIP.


State Revenue

MoDOT's principal sources of state revenue for road maintenance are motor vehicle fuel taxes, licenses and fees and one-half of motor vehicle sales tax. It is expected that these sources of revenue will continue, though potentially at a lesser level of funding, and MoDOT's maintenance obligations in the SEMPO planning area will be funded.

Table 1: Total Costs Programmed in MPO Area

2020-2023 Transportation Improvement Program
Total Costs Programmed in MPO Area

Location	2020	2021	2022	2023	Total
Port					
Cape Girardeau County	\$4,750,000	\$8,000,000	\$8,000,000	\$8,000,000	\$28,750,000
Port Total	\$4,750,000	\$8,000,000	\$8,000,000	\$8,000,000	\$28,750,000
Roadway and Bridge					
Cape Girardeau County	\$2,514,000	\$1,183,000	\$2,704,000	\$1,286,000	\$7,687,000
Various	\$862,000	\$458,000	\$4,449,000	\$0	\$5,769,000
Roadway and Bridge Total	\$3,376,000	\$1,641,000	\$7,153,000	\$1,286,000	\$13,456,000
Transit					
Cape Girardeau County	\$3,052,556	\$2,946,284	\$3,005,212	\$3,065,314	\$12,069,366
Transit Total	\$3,052,556	\$2,946,284	\$3,005,212	\$3,065,314	\$12,069,366
Grand Total	\$11,178,556	\$12,587,284	\$18,158,212	\$12,351,314	\$54,275,366

	Transportation Improvement Program - FY 2020-2023 Funding Codes By Location
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Agency	Funding Category	2020	2021	2022	2023	Total
Funds programmed in Cape Girardeau County						
Federal	FHWA (NHPP) - FHWA (NHPP)	\$4,037,000	\$4,800,000	\$4,800,000	\$5,842,000	\$19,479,000
Federal	FHWA (STBG) - FHWA (STBG)	\$0	\$856,000	\$0	\$0	\$856,000
Federal	FTA (5307) - FTA (5307)	\$1,165,977	\$1,189,254	\$1,213,040	\$1,237,299	\$4,805,570
Federal	FTA (5311) - FTA (5311)	\$336,800	\$343,536	\$350,407	\$357,415	\$1,388,158
Federal	FTA (5339) - FTA (5339)	\$324,600	\$182,784	\$186,440	\$190,168	\$883,992
Local	LOCAL - LOCAL	\$3,175,179	\$2,830,710	\$2,855,325	\$2,880,432	\$11,741,646
State	MoDOT - MoDOT	\$1,026,000	\$1,927,000	\$2,036,000	\$1,844,000	\$6,833,000
State	MoDOT-AC - Advance Construction	\$251,000	\$0	\$2,268,000	\$0	\$2,519,000
TOTAL FUNDS		\$10,316,556	\$12,129,284	\$13,709,212	\$12,351,314	\$48,506,366



Transportation Improvement Program - FY 2020-2023

Funding Codes By Location

Agency	Funding Category	2020	2021	2022	2023	Total
Funds programmed in Various						
Federal	FHWA (SAFETY) - FHWA (SAFETY)	\$0	\$412,000	\$2,333,000	\$0	\$2,745,000
Federal	FHWA (STBG) - FHWA (STBG)	\$0	\$0	\$1,485,000	\$0	\$1,485,000
State	MoDOT - MoDOT	\$172,000	\$46,000	\$631,000	\$0	\$849,000
State	MoDOT-AC - Advance Construction	\$690,000	\$0	\$0	\$0	\$690,000
TOTAL FUNDS		\$862,000	\$458,000	\$4,449,000	\$0	\$5,769,000

Local Revenue

Table 2: Forecast Local Revenue for Entities with Programmed Projects

Available Local Transportation Funds					
	2020	2021	2022	2023	Total
Cape Transit Authority					
Fare Revenue	\$650,000	\$669,500	\$689,585	\$710,273	\$2,719,358
City of Cape Girardeau	\$145,000	\$174,839	\$180,084	\$185,487	\$685,410
City of Jackson	\$20,000	\$20,600	\$21,218	\$21,855	\$83,673
Cape Girardeau County	\$95,000	\$125,111	\$128,864	\$132,730	\$481,706
Advertising Revenue	\$75,000	\$77,250	\$79,568	\$81,955	\$313,772
Contract Revenue	\$1,308,109	\$1,347,352	\$1,387,773	\$1,429,406	\$5,472,640
Total CTA Local Funds	\$2,293,109	\$2,414,652	\$2,487,092	\$2,561,705	\$9,756,558
Southeast Missouri State University					
Parking Fees	\$332,367	\$342,338	\$352,608	\$363,186	\$1,390,500
General Revenue	\$200,000	\$206,000	\$212,180	\$218,545	\$836,725
Total University Local Funds	\$532,367	\$548,338	\$564,788	\$581,732	\$2,227,225
SEMO Regional Port Authority					
Leases & Track Rent	\$387,800	\$399,434	\$411,417	\$423,760	\$1,622,411
Tariff	\$325,700	\$335,471	\$345,535	\$355,901	\$1,362,607
Switch Revenue	\$1,563,744	\$1,610,656	\$1,658,976	\$1,708,745	\$6,542,122
Loan	\$400,000	\$1,500,000	\$3,200,000	\$3,200,000	\$8,300,000
Total Port Local Funds	\$2,677,244	\$3,845,561	\$5,615,928	\$5,688,406	\$17,827,139

While Cape Girardeau County has no programmed BRO bridge replacements at this time, they do have an accrued balance of BRO funds, and will receive an annual allocation, as shown below.

Table 3: BRO Balances and Allocations

BRO (off-system) Balances and Allocations					
	Balance	2020	2021	2022	2023
Cape Girardeau County	\$245,700.88	\$142,790.84	\$142,790.84	\$142,790.84	\$142,790.84

Operations and Maintenance

MODOT

Maintenance costs include MoDOT's salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor

surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1.8% annually.

Calculations are \$377,785,000 / 77,571 lane miles.

This makes MoDOT's cost, \$4,870 per lane mile

Assumptions:

Maintenance Operations	\$480,039,000 *
Fleet Investments	<u>\$26,451,000 *</u>
Total	\$506,490,000
Minus Maintenance Fringe Benefits	<u>\$128,705,000</u>
Total	\$377,785,000

Lane miles 77,571 **

*Source: FY 2019 Budget approved 6/6/2018

**Source: Official 2017 State System Mileage

Local Jurisdictions

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

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. Table 3 below shows the breakdown of Operations and Maintenance by local jurisdictions.

Table 4: Operating and Maintenance Expenditures by Entities with Programmed Projects

Operating & Maintenance Expenditures by Local Entities					
	2020	2021	2022	2023	Total
Cape Transit Authority	\$2,692,118	\$2,745,960	\$2,800,880	\$2,856,897	\$11,095,855
Southeast Missouri State University	\$433,576	\$442,248	\$451,094	\$460,116	\$1,787,034
SEMO Regional Port Authority	\$1,724,174	\$1,775,899	\$1,829,176	\$1,884,051	\$7,213,301

Project Cost Estimates

Detailed project cost estimates are made using methodologies which include the cost of right-of-way acquisition, utility relocation, design, and construction. There is a large degree of variability given not all of the factors noted apply for each project. Given the unique nature of each street project, additional construction money may be added for bridge construction, culverts, and other necessary features. Project costs are done in accordance with the construction cost data for the region. Total cost figures shown for each roadway project reflect the estimated cost of constructing the roadway to the adopted design standard for its classification. For other projects, such as sidewalks and trails, the figures reflect the total cost of building the project to the general adopted standard.

Financial Constraint

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

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

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

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

Specific revenues available to meet the needs are identified in Table 2 - Forecast Revenue for Transportation projects, Operations and Maintenance, by jurisdiction and source.

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

As shown in the following tables, programmed fund amounts are less than or equal to anticipated available fund amounts.

Table 5: Financial Capacity Summary Table

Financial Capacity Summary Table

	2020	2021	2022	2023
Cape Transit Authority				
Total Available Local Revenue (Table 2)	\$2,293,109	\$2,414,652	\$2,487,092	\$2,561,705
FTA 5307 - Operations & Preventative Maintenance	\$1,025,389	\$1,072,750	\$1,122,298	\$1,174,136
FTA 5307 - Operations & Preventative Maintenance - Carry Forward Balance	\$318,455	\$0	\$0	\$0
FTA 5311 - Operations	\$260,000	\$265,200	\$270,504	\$275,914
State of MO Fuel Tax Refunds	\$25,000	\$25,000	\$25,000	\$25,000
State of MO Transit Assistance - Rural	\$6,800	\$6,800	\$6,800	\$6,800
State of MO Transit Assistance - Urban	\$9,200	\$9,200	\$9,200	\$9,200
Total Available Revenue	\$3,937,953	\$3,793,602	\$3,920,894	\$4,052,755
Estimated Operations & Maintenance Expenditures	(\$2,692,118)	(\$2,745,960)	(\$2,800,880)	(\$2,856,897)
Funds Available for TIP Projects	\$1,245,835	\$1,047,642	\$1,120,014	\$1,195,858
Estimated TIP Project Expenditures (Local Match Amount)	(\$999,718)	(\$1,000,740)	(\$1,020,755)	(\$1,041,170)
Amount Available for Local Projects	\$246,117	\$46,902	\$99,259	\$154,688
Southeast Missouri State University				
Total Available Local Revenue (Table 2)	\$532,367	\$548,338	\$564,788	\$581,732
FTA 5307 - Operations & Preventative Maintenance	\$216,788	\$221,124	\$225,547	\$230,058
Total Available Revenue	\$749,155	\$769,462	\$790,335	\$811,790
Estimated Operations & Maintenance Expenditures	(\$433,576)	(\$442,248)	(\$451,094)	(\$460,116)
Funds Available for TIP Projects	\$315,579	\$327,214	\$339,241	\$351,674
Estimated TIP Project Expenditures (Local Match Amount)	(\$225,461)	(\$229,970)	(\$234,570)	(\$239,262)
Amount Available for Local Projects	\$90,118	\$97,244	\$104,671	\$112,412
Southeast Missouri State University				
Total Available Local Revenue (Table 2)	\$2,677,244	\$3,845,561	\$5,615,928	\$5,688,406
Total Available Revenue	\$2,677,244	\$3,845,561	\$5,615,928	\$5,688,406

Estimated Operations & Maintenance Expenditures	(\$1,724,174)	(\$1,775,899)	(\$1,829,176)	(\$1,884,051)
Funds Available for TIP Projects	\$953,070	\$2,069,662	\$3,786,752	\$3,804,355
Estimated TIP Project Expenditures (Local Match Amount)	(\$950,000)	(\$1,600,000)	(\$1,600,000)	(\$1,600,000)
Amount Available for Local Projects	\$3,070	\$469,662	\$2,186,752	\$2,204,355

Table 6: Roadway & Bridge Projects Financial Summary

FINANCIAL SUMMARY**Roadway and Bridge****YEARLY SUMMARY**

	Federal			Local	State		
PROJECT	FHWA (SAFETY)	FHWA (NHPP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT- AC	TOTAL
2020							
MODOT-16-14	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
MODOT-16-18	\$0	\$0	\$0	\$0	\$2,000	\$0	\$2,000
MODOT-18-01	\$0	\$1,186,000	\$0	\$1,000,000	\$21,000	\$0	\$2,207,000
MODOT-18-03	\$0	\$0	\$0	\$0	\$4,000	\$0	\$4,000
MODOT-18-09	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
MODOT-18-11	\$0	\$0	\$0	\$0	\$14,000	\$56,000	\$70,000
MODOT-18-12	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
MODOT-18-13	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
MODOT-19-03	\$0	\$0	\$0	\$0	\$28,000	\$245,000	\$273,000
MODOT-19-04	\$0	\$0	\$0	\$0	\$4,000	\$6,000	\$10,000
MODOT-20-04	\$0	\$0	\$0	\$0	\$158,000	\$634,000	\$792,000
SUBTOTAL	\$0	\$1,187,000	\$0	\$1,000,000	\$248,000	\$941,000	\$3,376,000
2021							
MODOT-16-18	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
MODOT-18-03	\$0	\$0	\$856,000	\$0	\$208,000	\$0	\$1,064,000
MODOT-18-13	\$0	\$0	\$0	\$0	\$116,000	\$0	\$116,000
MODOT-20-03	\$412,000	\$0	\$0	\$0	\$46,000	\$0	\$458,000
SUBTOTAL	\$412,000	\$0	\$856,000	\$0	\$373,000	\$0	\$1,641,000
2022							
MODOT-16-18	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
MODOT-18-13	\$0	\$0	\$0	\$0	\$426,000	\$2,268,000	\$2,694,000
MODOT-20-01	\$2,333,000	\$0	\$0	\$0	\$260,000	\$0	\$2,593,000

MODOT-20-02	\$0	\$0	\$1,485,000	\$0	\$371,000	\$0	\$1,856,000
SUBTOTAL	\$2,333,000	\$0	\$1,485,000	\$0	\$1,067,000	\$2,268,000	\$7,153,000

2023							
MODOT-16-18	\$0	\$1,042,000	\$0	\$0	\$244,000	\$0	\$1,286,000
SUBTOTAL	\$0	\$1,042,000	\$0	\$0	\$244,000	\$0	\$1,286,000

GRAND TOTAL	\$2,745,000	\$2,229,000	\$2,341,000	\$1,000,000	\$1,932,000	\$3,209,000	\$13,456,000
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Table 7: Transit Projects Financial Summary

FINANCIAL SUMMARY**Transit****YEARLY SUMMARY**

	Federal			Local	
PROJECT	FTA (5307)	FTA (5339)	FTA (5311)	LOCAL	TOTAL
2020					
CTA-20-01	\$0	\$0	\$260,000	\$205,526	\$465,526
CTA-20-05	\$900,000	\$0	\$0	\$711,592	\$1,611,592
CTA-20-09	\$0	\$324,600	\$0	\$63,400	\$388,000
CTA-20-13	\$0	\$0	\$76,800	\$19,200	\$96,000
UNIV-20-01	\$216,788	\$0	\$0	\$216,788	\$433,576
UNIV-20-05	\$49,189	\$0	\$0	\$8,673	\$57,862
SUBTOTAL	\$1,165,977	\$324,600	\$336,800	\$1,225,179	\$3,052,556
2021					
CTA-20-02	\$0	\$0	\$265,200	\$209,637	\$474,837
CTA-20-06	\$918,000	\$0	\$0	\$725,823	\$1,643,823
CTA-20-10	\$0	\$182,784	\$0	\$45,696	\$228,480
CTA-20-14	\$0	\$0	\$78,336	\$19,584	\$97,920
UNIV-20-02	\$221,124	\$0	\$0	\$221,124	\$442,248
UNIV-20-06	\$50,130	\$0	\$0	\$8,846	\$58,976
SUBTOTAL	\$1,189,254	\$182,784	\$343,536	\$1,230,710	\$2,946,284
2022					
CTA-20-03	\$0	\$0	\$270,504	\$213,829	\$484,333
CTA-20-07	\$936,360	\$0	\$0	\$740,340	\$1,676,700
CTA-20-11	\$0	\$186,440	\$0	\$46,610	\$233,050
CTA-20-15	\$0	\$0	\$79,903	\$19,976	\$99,879
UNIV-20-03	\$225,547	\$0	\$0	\$225,547	\$451,094
UNIV-20-07	\$51,133	\$0	\$0	\$9,023	\$60,156
SUBTOTAL	\$1,213,040	\$186,440	\$350,407	\$1,255,325	\$3,005,212
2023					
CTA-20-04	\$0	\$0	\$275,914	\$218,106	\$494,020
CTA-20-08	\$955,087	\$0	\$0	\$755,147	\$1,710,234
CTA-20-12	\$0	\$190,168	\$0	\$47,542	\$237,710
CTA-20-16	\$0	\$0	\$81,501	\$20,375	\$101,876
UNIV-20-04	\$230,058	\$0	\$0	\$230,058	\$460,116
UNIV-20-08	\$52,154	\$0	\$0	\$9,204	\$61,358
SUBTOTAL	\$1,237,299	\$190,168	\$357,415	\$1,280,432	\$3,065,314
GRAND TOTAL	\$4,805,570	\$883,992	\$1,388,158	\$4,991,646	\$12,069,366

Table 8: Port Projects Financial Summary

FINANCIAL SUMMARY**Port****YEARLY SUMMARY**

	Federal	Local	State	
PROJECT	FHWA (NHPP)	LOCAL	MoDOT	TOTAL
2020				
PORT-20-01	\$2,850,000	\$950,000	\$950,000	\$4,750,000
SUBTOTAL	\$2,850,000	\$950,000	\$950,000	\$4,750,000
2021				
PORT-20-01	\$4,800,000	\$1,600,000	\$1,600,000	\$8,000,000
SUBTOTAL	\$4,800,000	\$1,600,000	\$1,600,000	\$8,000,000
2022				
PORT-20-01	\$4,800,000	\$1,600,000	\$1,600,000	\$8,000,000
SUBTOTAL	\$4,800,000	\$1,600,000	\$1,600,000	\$8,000,000
2023				
PORT-20-01	\$4,800,000	\$1,600,000	\$1,600,000	\$8,000,000
SUBTOTAL	\$4,800,000	\$1,600,000	\$1,600,000	\$8,000,000
GRAND TOTAL	\$17,250,000	\$5,750,000	\$5,750,000	\$28,750,000

Transportation Improvement Program Project Listings

The following projects represent the fiscally constrained Transportation Improvement Program for SEMPO. Projects are grouped by Category: MODOT projects, federally-funded local projects, and transit projects.

TIP PROJECT NAMING CONVENTIONS

Letters before the hyphen indicate project sponsor:

CCG=	City of Cape Girardeau
JCK=	Jackson
SCT=	Scott City
ECG=	East Cape Girardeau
CGCO=	Cape Girardeau County
SCO=	Scott County
ACO=	Alexander County
SRD=	Cape Special Road Dist.
CTA=	Cape Transit Authority
MoDOT=	MoDOT
IDOT=	IDOT
AIR=	Cape Girardeau Regional Airport
PORT=	SEMO Regional Port Authority
UNIV=	SEMO University

The numbers between the hyphens indicate State Fiscal Year the project was entered into the TIP.

The numbers after the second hyphen indicate the consecutive project number for a given sponsor and fiscal year. Projects are not entered in an order of importance.

Examples:

CCG-20-01 indicates the first project entered for the City of Cape Girardeau in FY 2020.

MoDOT-21-03 indicates the third project entered for MoDOT in FY 2021.

Project Updates Available via: <http://sempo.dtstiptool.com/>

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Appendix

Transit

Section 5310 Program Application

The Elderly and Persons with Disabilities Program, Section 5310 of Title 49, United States Code (5310) provides capital assistance to meet the transportation needs of elderly and/or persons with disabilities where public transportation services are unavailable, insufficient or inappropriate. The Missouri Department of Transportation (MoDOT) administers the program and has limited purchases to vehicles and/or disabilities equipment (lifts and restraints, no ramps) for transportation providers.

Transportation services that receive vehicles may be part of a coordinated system open to all elderly and/or persons with disabilities and other members of the general public, on a space-available basis, once the immediate transportation needs as described in the grant recipient's application are satisfied.

Eligible Recipients

Nonprofit organizations providing transportation services to the elderly and/or persons with disabilities are eligible for funding. Public entities may also apply if they demonstrate there are no other providers capable of providing the proposed service or that they are best able to coordinate moneys and equipment within the proposed service area.

Nonprofit corporations must include a copy of their Nonprofit Corporation Certification Number issued by the Missouri Secretary of State and a copy of their federal or state tax exempt letter with their application.

Agencies that have not returned Annual Certifications of Use and Vehicle Usage reports from the previous year are not eligible for funding consideration.

Financial Information

Local Match - Local match must be in cash from non-federal sources: local fund raising, local, county or state revenues (federal monies are exempt as match). A letter of confirmation from your funding sources must be included as Attachment H of your application. This program normally pays 80% of the total cost of the approved equipment. You must provide 20% local matching funds.

Adequate Operating & Maintenance Funds - Written confirmation is required stating that your organization will have the necessary operating funding to provide the service proposed and operate existing and proposed federally funded assets as appropriate. These operating funds may come from federal, state, county or local sources.

Distribution of Funds

To insure all areas of the state have access to the program, funds are initially reserved for the seven urbanized areas and the balance of the state based on population from the most recent census. If an urbanized area does not utilize its reserved amount, they will be redistributed throughout the state, with no carry over to the next funding cycle.

Application Evaluations

Urbanized areas (population 50,000+)

There are eight urbanized areas in Missouri; Cape Girardeau/Jackson, Columbia, Joplin, Kansas City, Springfield, Jefferson City, St. Joseph and St. Louis. Each of these areas has an evaluation system approved by MoDOT for making funding recommendations. Final funding decisions rest with MoDOT.

The "original" application must be sent to the Missouri Department of Transportation, postmarked no later than July 1, 2016. Failure to do so will eliminate your organization from funding even if recommended by your local planning organization. The urbanized areas, the contact person and deadlines are listed below.

All other areas of the State - MoDOT evaluates the remaining applications on the following criteria:

NEED - Maximum of 25 Points (based on mileage)

USAGE - Maximum of 25 Points (based on monthly trips)

SERVICES - Maximum of 30 Points (>24% recreation 0 points)

STAFF DISCRETION - Maximum 10 Points

SERVICE HOURS - Maximum 10 Points (8 hour day)

Each vehicle is evaluated and points assigned for each area above, these are totaled by computer and ranked for funding.

Reviews

Applicant organizations that provide or intend to provide service to the elderly should notify the Area Agency on Aging office in the proposed service area. Likewise, agencies providing service to the MR/DD should notify their Regional Council on Developmental Disabilities and the local SB40 Board. If your organization provides service to both types of clients, each agency should be notified. Copies of these letters and the replies must accompany your application.

Financial History

Each applicant organization must submit proof of audit for the three most recent fiscal years. TMs proof should be in the form of a review letter from the auditor or CPA, not a complete audit. TMs requirement may be waived by the transit staff for previous grantees. Applications from organizations without a financial history will not be accepted unless financial capability can be demonstrated.

Coordination

A public notice allowing 30 days for response must be printed in local newspapers of the proposed service area and a Publisher's Affidavit submitted to MoDOT. Samples are included in the appendix.

Should there be a negative response from an existing operator, the applicant organization should refer to the Procedures for Responding to Negative Comments from Existing Operators found in the appendix.

A protest by a non-profit operator against another does not carry veto power for the proposed project, but will be used by the transit staff for informational purposes in evaluating the application.

Vehicle Replacement Criteria

Records are maintained indicating vehicles that have been replaced in previous grant cycles. Asking for replacement of a "replaced vehicle" will void the complete application. Vehicles throughout the state will be eligible to be considered for replacement when the following minimum mileage or service life standards are met:

Vans (straight & modified) 100,000/or 4 years in revenue service

Mini-buses (van chassis) 100,000/or 4 years in revenue service

School bus type 150,000/or 5 years in revenue service

Each vehicle to be replaced may be inspected by the MoDOT staff

These minimum standards must be met at the time of application. On a case by case basis MoDOT staff may okay a vehicle for replacement that has a history of excessive repair costs (not caused from neglect or lack of scheduled service). This requires prior written confirmation from MoDOT and a copy of the letter must accompany the application packet. There will be no approvals after the application has been received.

Equipment Purchase and Delivery

Specifications for equipment will be written by the MoDOT transit staff, with input from the recipient organization. Purchasing will be done through a competitive bid process administered by MoDOT or the State of Missouri, Office of Administration, Division of Purchasing. You will be asked to submit your local matching funds when deemed necessary by MoDOT. No vehicles will be delivered prior to receipt of the local match check. The local match check should be payable to Missouri Department of Transportation.

Agencies not forwarding local match checks when requested by MoDOT will be dropped from consideration for vehicles/equipment and funding with active vehicles being awarded to other applicants.

MoDOT will inspect the vehicle(s) before delivery to your agency. MoDOT will be invoiced for payment of the vehicle(s) and will make payment after they have been inspected and accepted by your agency and MoDOT. It is your responsibility to relay any problems you find in your inspection of the vehicle(s) to MoDOT immediately. Please be sure to complete and mail in all needed information to the manufacturer, especially the warranty card. MoDOT will be first lien holder on all titles.

The Federal Transit Administration through MoDOT owns 80% of the vehicle until the useful life of the vehicle has expired. Only MoDOT may determine when the useful life has expired. You must be given written approval for vehicle disposal. The applicant organization is responsible for maintaining the vehicle according to the vehicle manufacturer's specified service schedule. The organization will be financially responsible for any loss of vehicle useful life due to lack of maintenance or misuse. In the case of a vehicle that is leased by the applicant organization to a transit service provider, the lessee will be

held responsible in that lease agreement for abiding to any and all laws, rules and regulations that the lessor has agreed to in the signed contracts and agreements with the Missouri Department of Transportation.

Responding to Negative Comments from Existing Operators

If negative comments are received by public or private transit or paratransit operators on projects requesting funding under Section 5310 program, the applicant must meet with the complainant to determine how their differences may be resolved and how their services may be coordinated and/or consolidated. Means by which this coordination or consolidation of service may take place are:

1. A contract- for-service or fare-subsidy arrangement between the applicant and the existing operator; or
2. A memorandum of understanding or other agreement between the parties stating how the specialized transportation service market will be divided and how their services will be coordinated.

It is the applicant's responsibility to give existing operators an opportunity to provide the needed service.

In case that no agreement can be reached, the applicant must document his efforts to coordinate with the complainant. The applicant must provide documentation to the Missouri Department of Transportation that the service provided or offered to be provided by the complainant is insufficient or inappropriate in terms of type of service, quantity or quality of service, or cost of service. The complainant will then be given an opportunity to respond to the argument presented by the applicant.

The final decision will be made by the Missouri Department of Transportation as to whether the proposed 5310 project or part of the proposed project will be considered for funding. The state's decision will be based on:

1. The degree to which the service provided or offered to be provided by the complainant is insufficient or inappropriate to meet the existing need;
2. The degree to which a good-faith effort was made to involve the complainant to the maximum extent feasible in the planning and provision of service.

Definitions Relating to the Section 5310 Capital Assistance Program

This section identifies some common terms and definitions as they pertain to the Section 5310 Capital Assistance Program.

MR/DD

Abbreviation for Mental Retardation (or Mentally Retarded) and Developmentally Disabled (Developmental Disabilities)

Elderly Person

An individual who has reached or surpassed 60 years of age.

Eligible Applicant

A private nonprofit corporation or public entity that provides or desires to provide transportation services to the elderly and/or persons with disabilities.

Non-urbanized Area or Rural and Small Urban Area

Any area outside an urbanized area, and with a population of less than 50,000.

Person with Disabilities

Any individual who, by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, including any person who uses a wheelchair or has semiambulatory capabilities, is unable without special facilities to utilize public transportation facilities and services effectively (see 49 CFR Part 37.123 Paratransit Eligibility).

Private Nonprofit Corporation

An organization which is incorporated under Chapters 352 or 355 of the Missouri Revised Statutes.

Public Entity

Political subdivisions, cities, counties, etc.

SB40 Board

Senate Bill 40 Board. This is a term used to refer to local county boards for children and adults with developmental disabilities. SB40 allows individual counties to implement a tax which is collected and used to help children and adults with developmental disabilities. SB40 boards are not required. It is up to each individual county to determine if it wants to form an SB40 board and, if so, the final tax rate to levy on county residents. SB40 board funds are a possible resource for children with autism. Many boards fund Family Directed and respite services as well as individual projects within each county. Some boards accept individual grant proposals on a yearly basis to decide how to spend funds, and some provide scholarships to conferences for parents. Each board is different. You will need to contact your local board to determine policy and funding options.

Urbanized Area

An area in the state designated as an urbanized area by the U.S. Bureau of Census within boundaries which shall be fixed by responsible state and local officials in cooperation with each other, and subject to approval by the Secretary of Transportation. There are eight urbanized areas in Missouri: St. Louis, Kansas City, Springfield, St. Joseph, Joplin, Jefferson City, Columbia, and Cape Girardeau-Jackson.

Annual Listing of Obligated Projects

An Annual Listing of Obligated Projects is required according to 23 CFR 450.332. This list is published by the Southeast Metropolitan Planning Organization each year in July. The list is available:

- online at www.sempo.org;
- at the SEMPO office: 401 Independence St, Cape Girardeau, MO; or
- by mail or fax by contacting: Ryan Shrimplin, SEMPO Executive Director at 573-339-6327.