

Southeast Metropolitan Planning Organization

# Transportation Improvement Program

FY 2027-2030



In partnership with:



Adopted:



Amended:



Illinois Department  
of Transportation

**Amendments and Updates:**

None at this time.

**Funding Notes:**

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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 2026.

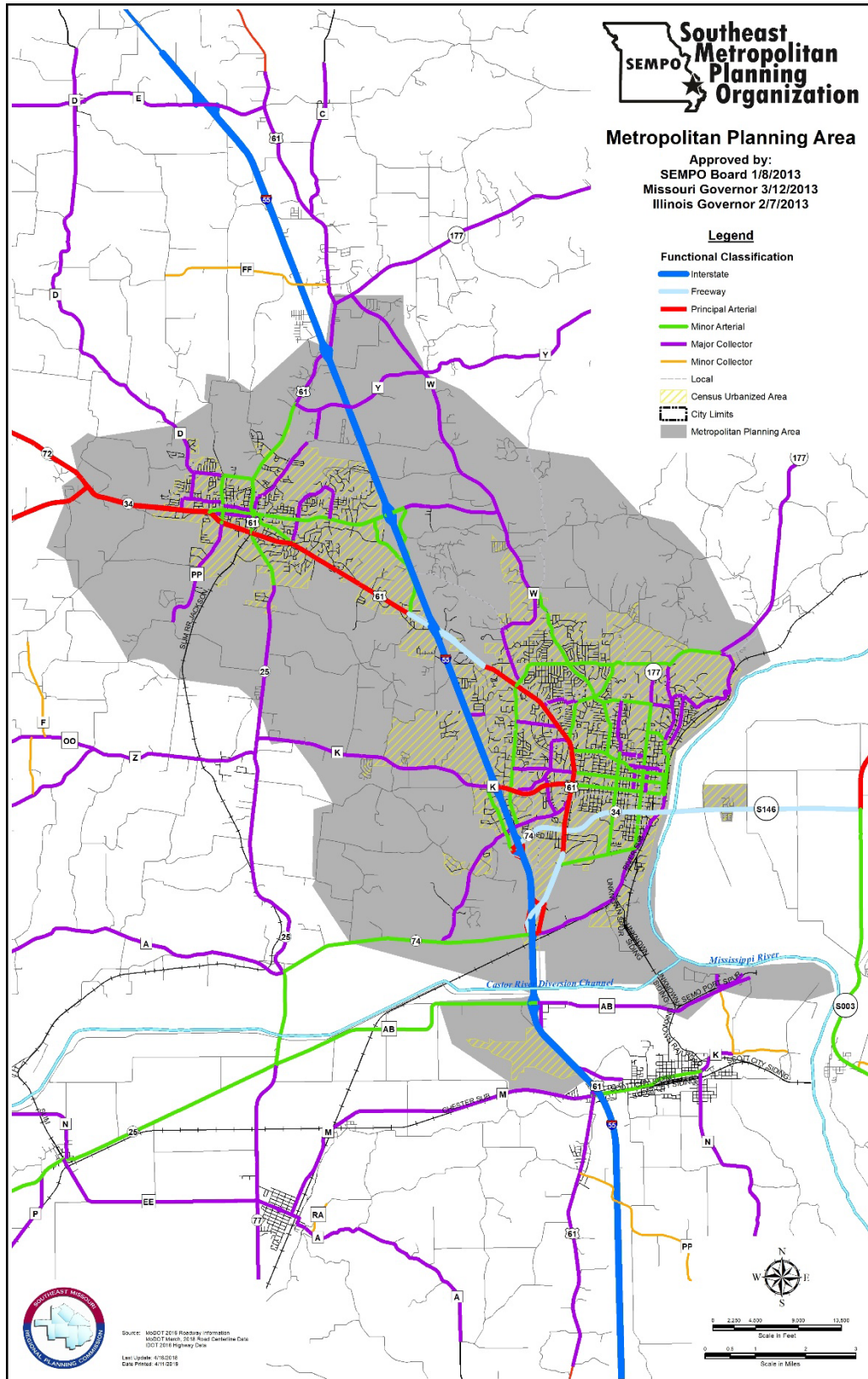
The Southeast Metropolitan Planning Organization (SEMPO), designated as the Metropolitan Planning Organization (MPO), is responsible for carrying out the metropolitan planning for the Southeast Metropolitan Planning Area (MPA), in cooperation with the State(s), local jurisdictions, and affected transit 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 two years 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 TIP update is approved by FHWA and FTA (ONE DOT). This federal approval action completes the updated TIP approval process.

The TIP will include a listing of major projects from the previous TIP that experienced any significant delays in the planned implementation. Major projects are defined as transportation improvement projects receiving federal financial assistance with an estimated total cost of \$500 million or more, or as those identified by the FHWA as major projects. Significant delay will be defined as two years or more from the year first listed for the project in the previous TIP. No significant delays on major projects from the previous TIP have been identified.

Figure 1: SEMPO Planning Area



## **TIP Development Process**

SEMPO has adopted a process that produces a fully updated and approved TIP every two years, in accordance with federal requirements<sup>1</sup>. The procedure is initiated cyclically through ongoing 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 include 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, constitute the selection document for project implementation. The first year of projects listed in the TIP represents the agreed-upon list of projects to be implemented (awarded) in FY2027.

## **Project Selection**

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

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<sup>1</sup> 23 CFR §450.326

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 on 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 comprises 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](#)<sup>2</sup>
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 “indicates 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:

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<sup>2</sup> <https://southeastmpo.org/admin-documents/>

"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 have 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 financing 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 (NO<sub>2</sub>), 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 PPP<sup>3</sup>. 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 § 450.328, TIP changes are classified into two categories:

1. **TIP Amendments.** TIP Amendments are major changes that 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 that 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;

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<sup>3</sup> <https://southeastmpo.org/admin-documents/#admin-doc-2>

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.

**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 (PE, Design, ROW, Construction, or Other) without major changes to the scope of 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 remains under the authority of the SEMPO and is 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)<sup>4</sup> (adopted 2019) in accordance with 23 CFR Part 450.316 that sets forth the public participation procedures for the MPO in general, but specifically covers the procedure for the annual TIP.

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<sup>4</sup> <https://southeastmpo.org/admin-documents/#admin-doc-2>

## FY2027-2030 SEMPO Transportation Improvement Program

The Southeast MPO solicited public comments on the proposed FY 2027-2030 TIP. The draft TIP was made available for public comment in accordance with the MPO's PPP, starting on April 1<sup>st</sup> and ending on April 27<sup>th</sup>. Public open-houses were held at the Osage Center in Cape Girardeau on April 1<sup>st</sup> and at the Jackson Civic Center on April 2<sup>nd</sup>. The public comment period was advertised on the MPO's website, in a press release, and in a legal advertisement in the Southeast Missourian. All public comments were considered in finalizing the FY 2027 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.

## 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 and the Infrastructure Investment and Jobs Act (IIJA) 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 IIJA.

### 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, infrastructure, and equipment. The transit safety performance measures establish targets for fatalities, injuries, safety events, and system reliability. In this TIP, there is approximately \$7.2 million currently programmed for transit projects.

### Performance Measure Target Setting

The Performance-Based Planning and Programming requirements require state DOTs, MPOs, and transit agencies to coordinate on 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.

The IJA requires a description of the anticipated effect of the 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.

All SEMPO adopted performance targets can be found in the [most recent MTP](#)<sup>5</sup>.

### Safety Measures

Currently, SEMPO is actively supporting all adopted targets through projects in the TIP for Program Years 2027-2030. 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 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 relevant to SEMPO. 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.

One transit agency based in SEMPO's MPA, Cape Girardeau County Transit Authority (CTA), participates in the development of the State Transit Asset Management Plan. CTA also participates in the development of the State Transit Safety Performance Targets, which include targets for fatalities, injuries, safety events, and system reliability.

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<sup>5</sup> <https://southeastmpo.org/planning-documents/#plan-docs-2>

Currently, through CTA, SEMPO is actively supporting all adopted asset and safety targets through transit vehicle replacement and other capital and operational projects in the TIP for Program Years 2027-2030.

### **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 2027-2030 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. 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 estimate 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.

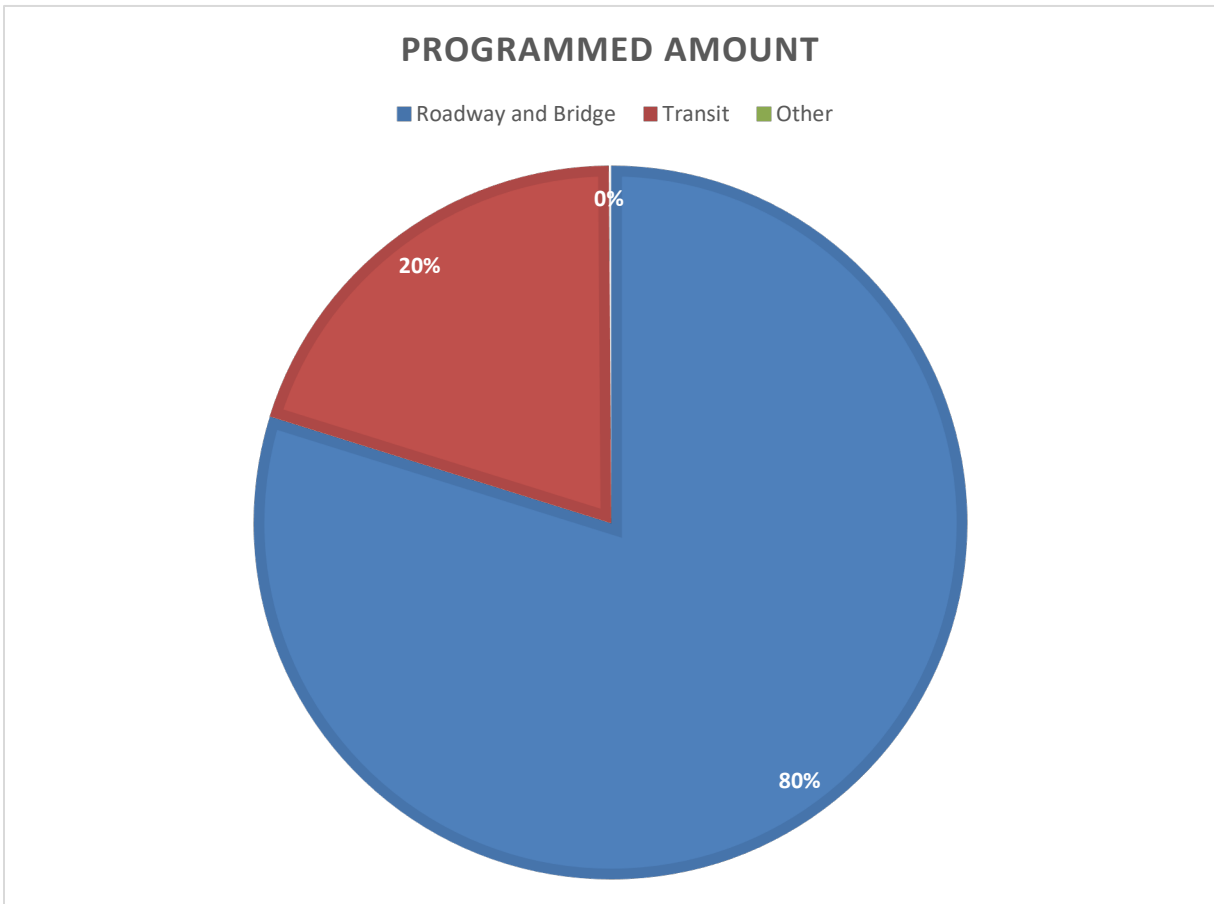
### State Revenue

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, and MoDOT's maintenance obligations in the SEMPO planning area will be funded.

FY2027-2030 SEMPO Transportation Improvement Program

Table 1: Total Costs Programmed in MPO Area

| Project Type       | Programmed Amount   | Programmed %   |
|--------------------|---------------------|----------------|
| Roadway and Bridge | \$28,648,000        | 79.83%         |
| Transit            | \$7,199,032         | 20.06%         |
| Other              | \$41,000            | 0.11%          |
| <b>Totals</b>      | <b>\$35,888,032</b> | <b>100.00%</b> |



**Local Revenue**

Table 2: Forecast Local Revenue for Entities with Programmed Projects

| <b>Available Local Transportation Funds</b> |                    |                    |                    |                    |                     |
|---|--------------------|--------------------|--------------------|--------------------|---------------------|
|   | <b>2027</b>        | <b>2028</b>        | <b>2029</b>        | <b>2030</b>        | <b>Total</b>        |
| <b>Cape Transit Authority</b>               |                    |                    |                    |                    |                     |
| Fare Revenue                                | \$823,401          | \$848,103          | \$873,546          | \$899,752          | <b>\$3,444,801</b>  |
| City of Cape Girardeau                      | \$215,029          | \$221,480          | \$228,124          | \$234,968          | <b>\$899,601</b>    |
| City of Jackson                             | \$25,335           | \$26,095           | \$26,878           | \$27,684           | <b>\$105,992</b>    |
| Cape Girardeau County                       | \$153,871          | \$158,487          | \$163,241          | \$168,139          | <b>\$643,737</b>    |
| Advertising Revenue                         | \$95,007           | \$97,857           | \$100,793          | \$103,817          | <b>\$397,475</b>    |
| Contract Revenue                            | \$2,331,459        | \$2,401,402        | \$2,473,444        | \$2,547,648        | <b>\$9,753,953</b>  |
| <b>Total CTA Local Funds</b>                | <b>\$3,644,101</b> | <b>\$3,753,424</b> | <b>\$3,866,027</b> | <b>\$3,982,007</b> | <b>\$15,245,559</b> |
| <b>SEMO Regional Port Authority</b>         |                    |                    |                    |                    |                     |
| Leases & Track Rent                         | \$491,253          | \$505,991          | \$521,171          | \$536,806          | <b>\$2,055,221</b>  |
| Tariff                                      | \$412,586          | \$424,964          | \$437,713          | \$450,844          | <b>\$1,726,106</b>  |
| Switch Revenue                              | \$1,980,903        | \$2,040,330        | \$2,101,540        | \$2,164,586        | <b>\$8,287,360</b>  |
| Loan  | \$3,200,000        | \$3,200,000        | \$3,200,000        | \$3,200,000        | <b>\$12,800,000</b> |
| <b>Total Port Local Funds</b>               | <b>\$6,084,743</b> | <b>\$6,171,285</b> | <b>\$6,260,423</b> | <b>\$6,352,236</b> | <b>\$24,868,687</b> |

**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.

Calculations are \$533,829,971 / 77,557 lane miles.

This makes MoDOT’s cost \$6,883 per lane mile

\*Source: FY 2026 Original Budget

**Local Jurisdictions**

Local revenue sources for operations and maintenance can include state fuel tax, state vehicle 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

| <b>Operating &amp; Maintenance Expenditures by Local Entities</b> |             |             |             |             |                     |
|---|-------------|-------------|-------------|-------------|---------------------|
|   | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>Total</b>        |
| Cape Transit Authority  | \$3,845,326 | \$3,960,686 | \$4,079,506 | \$4,201,891 | <b>\$16,087,409</b> |
| SEMO Regional Port Authority                                      | \$2,184,131 | \$2,249,655 | \$2,317,145 | \$2,386,659 | <b>\$9,137,591</b>  |

### Project Cost Estimates

Detailed project cost estimates are made using methodologies that include the cost of right-of-way acquisition, utility relocation, design, and construction. There is a large degree of variability, given that not all of the factors noted apply to 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 calculated 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?

FY2027-2030 SEMPO Transportation Improvement Program

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**

|   | 2027               | 2028               | 2029               | 2030               |
|---|--------------------|--------------------|--------------------|--------------------|
| <b>Cape Transit Authority</b>                           |                    |                    |                    |                    |
| Total Available Local Revenue (Table 2)                 | \$3,644,101        | \$3,753,424        | \$3,866,027        | \$3,982,007        |
| FTA 5307 - Operations & Preventative Maintenance        | \$2,855,288        | \$2,855,288        | \$2,855,288        | \$2,855,288        |
| FTA 5311 - Operations                                   | \$750,000          | \$750,000          | \$750,000          | \$750,000          |
| FTA 5339 - Operations                                   | \$420,000          | \$420,000          | \$420,000          | \$420,000          |
| 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                                 | \$7,710,389        | \$7,819,712        | \$7,932,315        | \$8,048,295        |
| Estimated Operations & Maintenance Expenditures         | (\$3,845,326)      | (\$3,960,686)      | (\$4,079,506)      | (\$4,201,891)      |
| Funds Available for TIP Projects                        | \$3,865,063        | \$3,859,026        | \$3,852,808        | \$3,846,404        |
| Estimated TIP Project Expenditures (Local Match Amount) | (\$3,173,744)      | (\$3,268,956)      | (\$3,367,025)      | (\$3,468,036)      |
| <b>Amount Available for Local Projects</b>              | <b>\$691,319</b>   | <b>\$590,070</b>   | <b>\$485,783</b>   | <b>\$378,368</b>   |
| <b>SEMO Regional Port Authority</b>                     |                    |                    |                    |                    |
| Total Available Local Revenue (Table 2)                 | \$6,084,743        | \$6,171,285        | \$6,260,423        | \$6,352,236        |
| Total Available Revenue                                 | \$6,084,743        | \$6,171,285        | \$6,260,423        | \$6,352,236        |
| Estimated Operations & Maintenance Expenditures         | (\$2,184,131)      | (\$2,249,655)      | (\$2,317,145)      | (\$2,386,659)      |
| Funds Available for TIP Projects                        | \$3,900,611        | \$3,921,629        | \$3,943,278        | \$3,965,577        |
| Estimated TIP Project Expenditures (Local Match Amount) | \$0                | \$0                | \$0                | \$0                |
| <b>Amount Available for Local Projects</b>              | <b>\$3,900,611</b> | <b>\$3,921,629</b> | <b>\$3,943,278</b> | <b>\$3,965,577</b> |

FY2027-2030 SEMPO Transportation Improvement Program

Table 6: Financial Summary

| Fund Type               | Prior Years           | 2027                 | 2028                | 2029                | 2030        | Total                 |
|-------------------------|-----------------------|----------------------|---------------------|---------------------|-------------|-----------------------|
| AC-NHPP                 | \$ 1,942,700          | \$ 486,900           | \$ 504,900          | \$ -                | \$ -        | \$ 2,934,500          |
| AC-STBG                 | \$ 19,636,000         | \$ 8,653,600         | \$ 3,568,000        | \$ -                | \$ -        | \$ 31,857,600         |
| DRA                     | \$ 1,600,000          | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 1,600,000          |
| FHWA (130)              | \$ 225,000            | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 225,000            |
| FHWA (ER)               | \$ 3,594,316          | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 3,594,316          |
| FHWA (NHPP)             | \$ 67,986,744         | \$ 85,500            | \$ 45,000           | \$ 1,615,500        | \$ -        | \$ 69,732,744         |
| FHWA (SAFETY)           | \$ 14,766,500         | \$ 5,400             | \$ 151,200          | \$ -                | \$ -        | \$ 14,923,100         |
| FHWA (STBG)             | \$ 4,483,400          | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 4,483,400          |
| FHWA (STP)              | \$ 12,484,261         | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 12,484,261         |
| FTA (5307)              | \$ 22,305,364         | \$ 2,855,288         | \$ -                | \$ -                | \$ -        | \$ 25,160,652         |
| FTA (5311)              | \$ 5,113,098          | \$ 750,000           | \$ -                | \$ -                | \$ -        | \$ 5,863,098          |
| FTA (5339)              | \$ 7,255,314          | \$ 420,000           | \$ -                | \$ -                | \$ -        | \$ 7,675,314          |
| NHPP                    | \$ 25,132,600         | \$ 7,713,800         | \$ -                | \$ -                | \$ -        | \$ 32,846,400         |
| STBG                    | \$ 1,422,400          | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 1,422,400          |
| TAP                     | \$ 1,674,977          | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 1,674,977          |
| <b>Federal Subtotal</b> | <b>\$ 189,622,674</b> | <b>\$ 20,970,488</b> | <b>\$ 4,269,100</b> | <b>\$ 1,615,500</b> | <b>\$ -</b> | <b>\$ 216,477,762</b> |
| IDOT                    | \$ 990,000            | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 990,000            |
| MoDOT                   | \$ 29,696,930         | \$ 100,000           | \$ -                | \$ -                | \$ -        | \$ 29,796,930         |
| Safety                  | \$ 41,000             | \$ 37,000            | \$ -                | \$ -                | \$ -        | \$ 78,000             |
| State                   | \$ 11,008,000         | \$ 4,252,800         | \$ 969,900          | \$ 179,500          | \$ -        | \$ 16,410,200         |
| <b>State Subtotal</b>   | <b>\$ 41,735,930</b>  | <b>\$ 4,389,800</b>  | <b>\$ 969,900</b>   | <b>\$ 179,500</b>   | <b>\$ -</b> | <b>\$ 47,275,130</b>  |

FY2027-2030 SEMPO Transportation Improvement Program

|                          |                       |                      |                     |                     |             |                       |
|--------------------------|-----------------------|----------------------|---------------------|---------------------|-------------|-----------------------|
| Advance Construction     | \$ 38,061,869         | \$ 320,000           | \$ -                | \$ -                | \$ -        | \$ 38,381,869         |
| <b>State-AC Subtotal</b> | <b>\$ 38,061,869</b>  | <b>\$ 320,000</b>    | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b> | <b>\$ 38,381,869</b>  |
| LOCAL                    | \$ 27,779,590         | \$ 3,173,744         | \$ -                | \$ -                | \$ -        | \$ 30,953,334         |
| <b>Local Subtotal</b>    | <b>\$ 27,779,590</b>  | <b>\$ 3,173,744</b>  | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b> | <b>\$ 30,953,334</b>  |
| OTHER                    | \$ 5,329,470          | \$ -                 | \$ -                | \$ -                | \$ -        | \$ 5,329,470          |
| <b>Other Subtotal</b>    | <b>\$ 5,329,470</b>   | <b>\$ -</b>          | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b> | <b>\$ 5,329,470</b>   |
| <b>Grand Total</b>       | <b>\$ 302,529,533</b> | <b>\$ 28,854,032</b> | <b>\$ 5,239,000</b> | <b>\$ 1,795,000</b> | <b>\$ -</b> | <b>\$ 338,417,565</b> |

## 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.

# CTA-23-04 - Operations & Maintenance

Operations & Maintenance

|                                  |   |
|----------------------------------|---|
| <b>Route/Road Name:</b>          | -                                       |
| <b>Location:</b>                 | Cape Girardeau County                   |
| <b>Project Sponsor:</b>          | Cape Girardeau County Transit Authority |
| <b>MoDOT Funding Category:</b>   | -                                       |
| <b>IDOT Funding Category:</b>    | -                                       |
| <b>Federal Agency:</b>           | FTA                                     |
| <b>Federal Funding Category:</b> | 5307                                    |
| <b>Bike/Ped Plan:</b>            | -                                       |
| <b>STIP ID:</b>                  | -                                       |
| <b>Federal ID:</b>               | -                                       |
| <b>Year of Letting:</b>          | -                                       |
| <b>Total Cost:</b>               | \$4,289,214                             |

| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| CONSTRUCTION       | FTA (5307)  | \$0   | \$2,318,494 | \$0    | \$0    | \$0    | \$0    | \$2,318,494 |
| CONSTRUCTION       | LOCAL       | \$0   | \$1,970,720 | \$0    | \$0    | \$0    | \$0    | \$1,970,720 |
| Total CONSTRUCTION |             | \$0   | \$4,289,214 | \$0    | \$0    | \$0    | \$0    | \$4,289,214 |
| Total Programmed   |             | \$0   | \$4,289,214 | \$0    | \$0    | \$0    | \$0    | \$4,289,214 |

# CTA-23-08 - Operations & Maintenance

Operations & Maintenance

|                                  |   |
|----------------------------------|---|
| <b>Route/Road Name:</b>          | -                                       |
| <b>Location:</b>                 | Cape Girardeau County                   |
| <b>Project Sponsor:</b>          | Cape Girardeau County Transit Authority |
| <b>MoDOT Funding Category:</b>   | -                                       |
| <b>IDOT Funding Category:</b>    | -                                       |
| <b>Federal Agency:</b>           | FTA                                     |
| <b>Federal Funding Category:</b> | 5311                                    |
| <b>Bike/Ped Plan:</b>            | -                                       |
| <b>STIP ID:</b>                  | -                                       |
| <b>Federal ID:</b>               | -                                       |
| <b>Year of Letting:</b>          | -                                       |
| <b>Total Cost:</b>               | \$1,410,000                             |

| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| CONSTRUCTION       | FTA (5311)  | \$0   | \$750,000   | \$0    | \$0    | \$0    | \$0    | \$750,000   |
| CONSTRUCTION       | LOCAL       | \$0   | \$660,000   | \$0    | \$0    | \$0    | \$0    | \$660,000   |
| Total CONSTRUCTION |             | \$0   | \$1,410,000 | \$0    | \$0    | \$0    | \$0    | \$1,410,000 |
| Total Programmed   |             | \$0   | \$1,410,000 | \$0    | \$0    | \$0    | \$0    | \$1,410,000 |

# CTA-23-12 - Capital Assistance

## Capital Assistance

|                                  |   |
|----------------------------------|---|
| <b>Route/Road Name:</b>          | -                                       |
| <b>Location:</b>                 | Cape Girardeau County                   |
| <b>Project Sponsor:</b>          | Cape Girardeau County Transit Authority |
| <b>MoDOT Funding Category:</b>   | -                                       |
| <b>IDOT Funding Category:</b>    | -                                       |
| <b>Federal Agency:</b>           | FTA                                     |
| <b>Federal Funding Category:</b> | 5339                                    |
| <b>Bike/Ped Plan:</b>            | -                                       |
| <b>STIP ID:</b>                  | -                                       |
| <b>Federal ID:</b>               | -                                       |
| <b>Year of Letting:</b>          | -                                       |
| <b>Total Cost:</b>               | \$525,000                               |

| Phase              | Fund Source | Prior | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|-------|-----------|--------|--------|--------|--------|-----------|
| CONSTRUCTION       | FTA (5339)  | \$0   | \$420,000 | \$0    | \$0    | \$0    | \$0    | \$420,000 |
| CONSTRUCTION       | LOCAL       | \$0   | \$105,000 | \$0    | \$0    | \$0    | \$0    | \$105,000 |
| Total CONSTRUCTION |             | \$0   | \$525,000 | \$0    | \$0    | \$0    | \$0    | \$525,000 |
| Total Programmed   |             | \$0   | \$525,000 | \$0    | \$0    | \$0    | \$0    | \$525,000 |

## 2024-010 - Drainage upgrades on I-55

Drainage upgrades from Rte. K to Bloomfield Road and from County Road 434 to Exit 105.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | -                         |
| <b>Location:</b>                 | Cape Girardeau County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0201                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$1,875,000               |

| Phase              | Fund Source | Prior    | FY2027   | FY2028   | FY2029      | FY2030 | Future | Total       |
|--------------------|-------------|----------|----------|----------|-------------|--------|--------|-------------|
| ENGINEERING        | FHWA (NHPP) | \$13,500 | \$13,500 | \$45,000 | \$153,000   | \$0    | \$0    | \$225,000   |
| ENGINEERING        | State       | \$1,500  | \$1,500  | \$5,000  | \$17,000    | \$0    | \$0    | \$25,000    |
| Total ENGINEERING  |             | \$15,000 | \$15,000 | \$50,000 | \$170,000   | \$0    | \$0    | \$250,000   |
| CONSTRUCTION       | FHWA (NHPP) | \$0      | \$0      | \$0      | \$1,462,500 | \$0    | \$0    | \$1,462,500 |
| CONSTRUCTION       | State       | \$0      | \$0      | \$0      | \$162,500   | \$0    | \$0    | \$162,500   |
| Total CONSTRUCTION |             | \$0      | \$0      | \$0      | \$1,625,000 | \$0    | \$0    | \$1,625,000 |
| Total Prior Costs  |             | \$15,000 | \$0      | \$0      | \$0         | \$0    | \$0    | \$15,000    |
| Total Programmed   |             | \$15,000 | \$15,000 | \$50,000 | \$1,795,000 | \$0    | \$0    | \$1,875,000 |

## 2024-012 - Upgrade Pedestrian Facilities

Upgrade pedestrian facilities at Rte. 177

|                                  |                       |
|----------------------------------|-----------------------|
| <b>Route/Road Name:</b>          | MO 74                 |
| <b>Location:</b>                 | Cape Girardeau County |
| <b>Project Sponsor:</b>          | MoDOT                 |
| <b>MoDOT Funding Category:</b>   | Safety                |
| <b>IDOT Funding Category:</b>    | -                     |
| <b>Federal Agency:</b>           | FHWA                  |
| <b>Federal Funding Category:</b> | (SAFETY)              |
| <b>Bike/Ped Plan:</b>            | -                     |
| <b>STIP ID:</b>                  | SE0304                |
| <b>Federal ID:</b>               | -                     |
| <b>Year of Letting:</b>          | -                     |
| <b>Total Cost:</b>               | \$133,000             |

| Phase              | Fund Source   | Prior   | FY2027  | FY2028    | FY2029 | FY2030 | Future | Total     |
|--------------------|---------------|---------|---------|-----------|--------|--------|--------|-----------|
| ENGINEERING        | FHWA (SAFETY) | \$900   | \$4,500 | \$15,300  | \$0    | \$0    | \$0    | \$20,700  |
| ENGINEERING        | State         | \$100   | \$500   | \$1,700   | \$0    | \$0    | \$0    | \$2,300   |
| Total ENGINEERING  |               | \$1,000 | \$5,000 | \$17,000  | \$0    | \$0    | \$0    | \$23,000  |
| CONSTRUCTION       | FHWA (SAFETY) | \$0     | \$0     | \$99,000  | \$0    | \$0    | \$0    | \$99,000  |
| CONSTRUCTION       | State         | \$0     | \$0     | \$11,000  | \$0    | \$0    | \$0    | \$11,000  |
| Total CONSTRUCTION |               | \$0     | \$0     | \$110,000 | \$0    | \$0    | \$0    | \$110,000 |
| Total Prior Costs  |               | \$1,000 | \$0     | \$0       | \$0    | \$0    | \$0    | \$1,000   |
| Total Programmed   |               | \$1,000 | \$5,000 | \$127,000 | \$0    | \$0    | \$0    | \$133,000 |

## 2024-013 - JOC For Concrete Pavement Repair

Job Order Contracting for concrete pavement repair from the Jefferson County line to the Arkansas State line and all of I-57 and all of I-155.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | I-55                      |
| <b>Location:</b>                 | Ste. Genevieve County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0200                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$542,000                 |

| Phase              | Fund Source | Prior   | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|---------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING        | AC-NHPP     | \$1,800 | \$18,000  | \$0    | \$0    | \$0    | \$0    | \$19,800  |
| ENGINEERING        | State       | \$200   | \$2,000   | \$0    | \$0    | \$0    | \$0    | \$2,200   |
| Total ENGINEERING  |             | \$2,000 | \$20,000  | \$0    | \$0    | \$0    | \$0    | \$22,000  |
| CONSTRUCTION       | AC-NHPP     | \$0     | \$468,000 | \$0    | \$0    | \$0    | \$0    | \$468,000 |
| CONSTRUCTION       | State       | \$0     | \$52,000  | \$0    | \$0    | \$0    | \$0    | \$52,000  |
| Total CONSTRUCTION |             | \$0     | \$520,000 | \$0    | \$0    | \$0    | \$0    | \$520,000 |
| Total Prior Costs  |             | \$2,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$2,000   |
| Total Programmed   |             | \$2,000 | \$540,000 | \$0    | \$0    | \$0    | \$0    | \$542,000 |

## 2024-014 - JOC for concrete pavement repair

Job Order Contracting for concrete pavement repair from the Jefferson County line to the Arkansas State line and all of I-57 and all of I-155.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | I-55                      |
| <b>Location:</b>                 | Ste. Genevieve County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0238                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$563,000                 |

| Phase              | Fund Source | Prior   | FY2027  | FY2028    | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|---------|---------|-----------|--------|--------|--------|-----------|
| ENGINEERING        | AC-NHPP     | \$900   | \$900   | \$18,000  | \$0    | \$0    | \$0    | \$19,800  |
| ENGINEERING        | State       | \$100   | \$100   | \$2,000   | \$0    | \$0    | \$0    | \$2,200   |
| Total ENGINEERING  |             | \$1,000 | \$1,000 | \$20,000  | \$0    | \$0    | \$0    | \$22,000  |
| CONSTRUCTION       | AC-NHPP     | \$0     | \$0     | \$486,900 | \$0    | \$0    | \$0    | \$486,900 |
| CONSTRUCTION       | State       | \$0     | \$0     | \$54,100  | \$0    | \$0    | \$0    | \$54,100  |
| Total CONSTRUCTION |             | \$0     | \$0     | \$541,000 | \$0    | \$0    | \$0    | \$541,000 |
| Total Prior Costs  |             | \$1,000 | \$0     | \$0       | \$0    | \$0    | \$0    | \$1,000   |
| Total Programmed   |             | \$1,000 | \$1,000 | \$561,000 | \$0    | \$0    | \$0    | \$563,000 |

## 2024-017 - JOC for ADA compliance repairs

Job Order Contracting for ADA compliance repairs at various locations in the Southeast District.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0208                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$119,000                 |

| Phase              | Fund Source | Prior   | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|---------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING        | AC-STBG     | \$2,400 | \$9,600   | \$0    | \$0    | \$0    | \$0    | \$12,000  |
| ENGINEERING        | State       | \$600   | \$2,400   | \$0    | \$0    | \$0    | \$0    | \$3,000   |
| Total ENGINEERING  |             | \$3,000 | \$12,000  | \$0    | \$0    | \$0    | \$0    | \$15,000  |
| CONSTRUCTION       | AC-STBG     | \$0     | \$83,200  | \$0    | \$0    | \$0    | \$0    | \$83,200  |
| CONSTRUCTION       | State       | \$0     | \$20,800  | \$0    | \$0    | \$0    | \$0    | \$20,800  |
| Total CONSTRUCTION |             | \$0     | \$104,000 | \$0    | \$0    | \$0    | \$0    | \$104,000 |
| Total Prior Costs  |             | \$3,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$3,000   |
| Total Programmed   |             | \$3,000 | \$116,000 | \$0    | \$0    | \$0    | \$0    | \$119,000 |

## 2024-018 - JOC for ADA compliance repairs

Job Order Contracting for ADA compliance repairs at various locations in the Southeast District.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0209                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$123,000                 |

| Phase              | Fund Source | Prior   | FY2027  | FY2028    | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|---------|---------|-----------|--------|--------|--------|-----------|
| ENGINEERING        | AC-STBG     | \$800   | \$1,600 | \$9,600   | \$0    | \$0    | \$0    | \$12,000  |
| ENGINEERING        | State       | \$200   | \$400   | \$2,400   | \$0    | \$0    | \$0    | \$3,000   |
| Total ENGINEERING  |             | \$1,000 | \$2,000 | \$12,000  | \$0    | \$0    | \$0    | \$15,000  |
| CONSTRUCTION       | AC-STBG     | \$0     | \$0     | \$86,400  | \$0    | \$0    | \$0    | \$86,400  |
| CONSTRUCTION       | State       | \$0     | \$0     | \$21,600  | \$0    | \$0    | \$0    | \$21,600  |
| Total CONSTRUCTION |             | \$0     | \$0     | \$108,000 | \$0    | \$0    | \$0    | \$108,000 |
| Total Prior Costs  |             | \$1,000 | \$0     | \$0       | \$0    | \$0    | \$0    | \$1,000   |
| Total Programmed   |             | \$1,000 | \$2,000 | \$120,000 | \$0    | \$0    | \$0    | \$123,000 |

## 2024-019 - JOC for concrete pavement repair

Job Order Contracting for concrete pavement repair at various locations on all major highways except interstates in the Southeast District.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0231                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$542,000                 |

| Phase              | Fund Source | Prior   | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|---------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING        | AC-STBG     | \$1,600 | \$16,000  | \$0    | \$0    | \$0    | \$0    | \$17,600  |
| ENGINEERING        | State       | \$400   | \$4,000   | \$0    | \$0    | \$0    | \$0    | \$4,400   |
| Total ENGINEERING  |             | \$2,000 | \$20,000  | \$0    | \$0    | \$0    | \$0    | \$22,000  |
| CONSTRUCTION       | AC-STBG     | \$0     | \$416,000 | \$0    | \$0    | \$0    | \$0    | \$416,000 |
| CONSTRUCTION       | State       | \$0     | \$104,000 | \$0    | \$0    | \$0    | \$0    | \$104,000 |
| Total CONSTRUCTION |             | \$0     | \$520,000 | \$0    | \$0    | \$0    | \$0    | \$520,000 |
| Total Prior Costs  |             | \$2,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$2,000   |
| Total Programmed   |             | \$2,000 | \$540,000 | \$0    | \$0    | \$0    | \$0    | \$542,000 |

## 2024-020 - JOC for concrete pavement repair

Job Order Contracting for concrete pavement repair at various locations on all major highways except interstates in the Southeast District.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0249                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$563,000                 |

| Phase              | Fund Source | Prior   | FY2027  | FY2028    | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|---------|---------|-----------|--------|--------|--------|-----------|
| ENGINEERING        | AC-STBG     | \$800   | \$800   | \$16,000  | \$0    | \$0    | \$0    | \$17,600  |
| ENGINEERING        | State       | \$200   | \$200   | \$4,000   | \$0    | \$0    | \$0    | \$4,400   |
| Total ENGINEERING  |             | \$1,000 | \$1,000 | \$20,000  | \$0    | \$0    | \$0    | \$22,000  |
| CONSTRUCTION       | AC-STBG     | \$0     | \$0     | \$432,800 | \$0    | \$0    | \$0    | \$432,800 |
| CONSTRUCTION       | State       | \$0     | \$0     | \$108,200 | \$0    | \$0    | \$0    | \$108,200 |
| Total CONSTRUCTION |             | \$0     | \$0     | \$541,000 | \$0    | \$0    | \$0    | \$541,000 |
| Total Prior Costs  |             | \$1,000 | \$0     | \$0       | \$0    | \$0    | \$0    | \$1,000   |
| Total Programmed   |             | \$1,000 | \$1,000 | \$561,000 | \$0    | \$0    | \$0    | \$563,000 |

## 2024-021 - JOC for erosion control

Job Order Contracting for erosion control repairs at various locations.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0250                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$1,155,000               |

| Phase              | Fund Source | Prior    | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|----------|-------------|--------|--------|--------|--------|-------------|
| ENGINEERING        | AC-STBG     | \$16,000 | \$76,000    | \$0    | \$0    | \$0    | \$0    | \$92,000    |
| ENGINEERING        | State       | \$4,000  | \$19,000    | \$0    | \$0    | \$0    | \$0    | \$23,000    |
| Total ENGINEERING  |             | \$20,000 | \$95,000    | \$0    | \$0    | \$0    | \$0    | \$115,000   |
| CONSTRUCTION       | AC-STBG     | \$0      | \$832,000   | \$0    | \$0    | \$0    | \$0    | \$832,000   |
| CONSTRUCTION       | State       | \$0      | \$208,000   | \$0    | \$0    | \$0    | \$0    | \$208,000   |
| Total CONSTRUCTION |             | \$0      | \$1,040,000 | \$0    | \$0    | \$0    | \$0    | \$1,040,000 |
| Total Prior Costs  |             | \$20,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$20,000    |
| Total Programmed   |             | \$20,000 | \$1,135,000 | \$0    | \$0    | \$0    | \$0    | \$1,155,000 |

## 2024-022 - JOC for erosion control

Job Order Contracting for erosion control repairs at various locations.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0251                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$1,197,000               |

| Phase              | Fund Source | Prior   | FY2027   | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|---------|----------|-------------|--------|--------|--------|-------------|
| ENGINEERING        | AC-STBG     | \$4,000 | \$12,000 | \$76,000    | \$0    | \$0    | \$0    | \$92,000    |
| ENGINEERING        | State       | \$1,000 | \$3,000  | \$19,000    | \$0    | \$0    | \$0    | \$23,000    |
| Total ENGINEERING  |             | \$5,000 | \$15,000 | \$95,000    | \$0    | \$0    | \$0    | \$115,000   |
| CONSTRUCTION       | AC-STBG     | \$0     | \$0      | \$865,600   | \$0    | \$0    | \$0    | \$865,600   |
| CONSTRUCTION       | State       | \$0     | \$0      | \$216,400   | \$0    | \$0    | \$0    | \$216,400   |
| Total CONSTRUCTION |             | \$0     | \$0      | \$1,082,000 | \$0    | \$0    | \$0    | \$1,082,000 |
| Total Prior Costs  |             | \$5,000 | \$0      | \$0         | \$0    | \$0    | \$0    | \$5,000     |
| Total Programmed   |             | \$5,000 | \$15,000 | \$1,177,000 | \$0    | \$0    | \$0    | \$1,197,000 |

## 2024-023 - JOC for guard cable and rail repair

Job Order Contracting for guard cable and guardrail repair for St. Francois, Ste. Genevieve, Madison, Perry, Cape Girardeau, Wayne, Bollinger, Stoddard, Scott, Butler, New Madrid, Mississippi, Pemiscot and Dunklin Counties.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0252                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$2,514,000               |

| Phase              | Fund Source | Prior   | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|---------|-------------|--------|--------|--------|--------|-------------|
| ENGINEERING        | AC-STBG     | \$4,800 | \$134,400   | \$0    | \$0    | \$0    | \$0    | \$139,200   |
| ENGINEERING        | State       | \$1,200 | \$33,600    | \$0    | \$0    | \$0    | \$0    | \$34,800    |
| Total ENGINEERING  |             | \$6,000 | \$168,000   | \$0    | \$0    | \$0    | \$0    | \$174,000   |
| CONSTRUCTION       | AC-STBG     | \$0     | \$1,872,000 | \$0    | \$0    | \$0    | \$0    | \$1,872,000 |
| CONSTRUCTION       | State       | \$0     | \$468,000   | \$0    | \$0    | \$0    | \$0    | \$468,000   |
| Total CONSTRUCTION |             | \$0     | \$2,340,000 | \$0    | \$0    | \$0    | \$0    | \$2,340,000 |
| Total Prior Costs  |             | \$6,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$6,000     |
| Total Programmed   |             | \$6,000 | \$2,508,000 | \$0    | \$0    | \$0    | \$0    | \$2,514,000 |

## 2024-024 - JOC for guard cable and rail repair

Job Order Contracting for guard cable and guardrail repair for St. Francois, Ste. Genevieve, Madison, Perry, Cape Girardeau, Wayne, Bollinger, Stoddard, Scott, Butler, New Madrid, Mississippi, Pemiscot and Dunklin Counties.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0253                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$2,608,000               |

| Phase              | Fund Source | Prior   | FY2027  | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|---------|---------|-------------|--------|--------|--------|-------------|
| ENGINEERING        | AC-STBG     | \$1,600 | \$3,200 | \$134,400   | \$0    | \$0    | \$0    | \$139,200   |
| ENGINEERING        | State       | \$400   | \$800   | \$33,600    | \$0    | \$0    | \$0    | \$34,800    |
| Total ENGINEERING  |             | \$2,000 | \$4,000 | \$168,000   | \$0    | \$0    | \$0    | \$174,000   |
| CONSTRUCTION       | AC-STBG     | \$0     | \$0     | \$1,947,200 | \$0    | \$0    | \$0    | \$1,947,200 |
| CONSTRUCTION       | State       | \$0     | \$0     | \$486,800   | \$0    | \$0    | \$0    | \$486,800   |
| Total CONSTRUCTION |             | \$0     | \$0     | \$2,434,000 | \$0    | \$0    | \$0    | \$2,434,000 |
| Total Prior Costs  |             | \$2,000 | \$0     | \$0         | \$0    | \$0    | \$0    | \$2,000     |
| Total Programmed   |             | \$2,000 | \$4,000 | \$2,602,000 | \$0    | \$0    | \$0    | \$2,608,000 |

## 2024-025 - On-call work zone enforcement

On-call work zone enforcement at various location in the Southeast District.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Various                   |
| <b>Location:</b>                 | Various                   |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (SAFETY)                  |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0256                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$43,000                  |

| Phase              | Fund Source   | Prior   | FY2027  | FY2028   | FY2029 | FY2030 | Future | Total    |
|--------------------|---------------|---------|---------|----------|--------|--------|--------|----------|
| ENGINEERING        | FHWA (SAFETY) | \$900   | \$900   | \$900    | \$0    | \$0    | \$0    | \$2,700  |
| ENGINEERING        | State         | \$100   | \$100   | \$100    | \$0    | \$0    | \$0    | \$300    |
| Total ENGINEERING  |               | \$1,000 | \$1,000 | \$1,000  | \$0    | \$0    | \$0    | \$3,000  |
| CONSTRUCTION       | FHWA (SAFETY) | \$0     | \$0     | \$36,000 | \$0    | \$0    | \$0    | \$36,000 |
| CONSTRUCTION       | State         | \$0     | \$0     | \$4,000  | \$0    | \$0    | \$0    | \$4,000  |
| Total CONSTRUCTION |               | \$0     | \$0     | \$40,000 | \$0    | \$0    | \$0    | \$40,000 |
| Total Prior Costs  |               | \$1,000 | \$0     | \$0      | \$0    | \$0    | \$0    | \$1,000  |
| Total Programmed   |               | \$1,000 | \$1,000 | \$41,000 | \$0    | \$0    | \$0    | \$43,000 |

## 2024-026 - Scoping for bridge improvements over I-55

Scoping for bridge improvements over I-55. Project involves bridge A0473.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | Bloomfield Rd             |
| <b>Location:</b>                 | Cape Girardeau County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0263                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$60,000                  |

| Phase             | Fund Source | Prior    | FY2027   | FY2028 | FY2029 | FY2030 | Future | Total    |
|-------------------|-------------|----------|----------|--------|--------|--------|--------|----------|
| ENGINEERING       | FHWA (NHPP) | \$16,000 | \$32,000 | \$0    | \$0    | \$0    | \$0    | \$48,000 |
| ENGINEERING       | State       | \$4,000  | \$8,000  | \$0    | \$0    | \$0    | \$0    | \$12,000 |
| Total ENGINEERING |             | \$20,000 | \$40,000 | \$0    | \$0    | \$0    | \$0    | \$60,000 |
| Total Prior Costs |             | \$20,000 | \$0      | \$0    | \$0    | \$0    | \$0    | \$20,000 |
| Total Programmed  |             | \$20,000 | \$40,000 | \$0    | \$0    | \$0    | \$0    | \$60,000 |

## 2024-027 - Scoping for pavement improvements

Scoping for pavement improvements from Rte. 61 to Rte. J.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | MO 177                    |
| <b>Location:</b>                 | Cape Girardeau County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0215                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$240,000                 |

| Phase             | Fund Source | Prior    | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|-------------|----------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | AC-STBG     | \$8,000  | \$184,000 | \$0    | \$0    | \$0    | \$0    | \$192,000 |
| ENGINEERING       | State       | \$2,000  | \$46,000  | \$0    | \$0    | \$0    | \$0    | \$48,000  |
| Total ENGINEERING |             | \$10,000 | \$230,000 | \$0    | \$0    | \$0    | \$0    | \$240,000 |
| Total Prior Costs |             | \$10,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$10,000  |
| Total Programmed  |             | \$10,000 | \$230,000 | \$0    | \$0    | \$0    | \$0    | \$240,000 |

## 2024-028 - Scoping for pavement improvements

Scoping for pavement improvements in the southbound and northbound lanes from Rte. 25 in Jackson to I-55 south intersection in Cape Girardeau.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | US 61                     |
| <b>Location:</b>                 | Cape Girardeau County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0225                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$500,000                 |

| Phase             | Fund Source | Prior     | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|-------------|-----------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | NHPP        | \$80,000  | \$320,000 | \$0    | \$0    | \$0    | \$0    | \$400,000 |
| ENGINEERING       | State       | \$20,000  | \$80,000  | \$0    | \$0    | \$0    | \$0    | \$100,000 |
| Total ENGINEERING |             | \$100,000 | \$400,000 | \$0    | \$0    | \$0    | \$0    | \$500,000 |
| Total Prior Costs |             | \$100,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$100,000 |
| Total Programmed  |             | \$100,000 | \$400,000 | \$0    | \$0    | \$0    | \$0    | \$500,000 |

## 2024-029 - Scoping for roadway improvements

Scoping for roadway improvements from 1.3 miles south of I-55 to 0.5 mile south of Rte. 74.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | US 61                     |
| <b>Location:</b>                 | Cape Girardeau County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0261                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$300,000                 |

| Phase             | Fund Source | Prior     | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|-------------|-----------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | NHPP        | \$80,000  | \$160,000 | \$0    | \$0    | \$0    | \$0    | \$240,000 |
| ENGINEERING       | State       | \$20,000  | \$40,000  | \$0    | \$0    | \$0    | \$0    | \$60,000  |
| Total ENGINEERING |             | \$100,000 | \$200,000 | \$0    | \$0    | \$0    | \$0    | \$300,000 |
| Total Prior Costs |             | \$100,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$100,000 |
| Total Programmed  |             | \$100,000 | \$200,000 | \$0    | \$0    | \$0    | \$0    | \$300,000 |

## 2024-030 - Scoping for pavement improvements

Scoping for pavement improvements from Rte. 00 to Rte. 34

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | MO 72                     |
| <b>Location:</b>                 | -                         |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (STBG)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0214                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | -                         |
| <b>Total Cost:</b>               | \$290,000                 |

| Phase             | Fund Source | Prior    | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|-------------|----------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | AC-STBG     | \$16,000 | \$216,000 | \$0    | \$0    | \$0    | \$0    | \$232,000 |
| ENGINEERING       | State       | \$4,000  | \$54,000  | \$0    | \$0    | \$0    | \$0    | \$58,000  |
| Total ENGINEERING |             | \$20,000 | \$270,000 | \$0    | \$0    | \$0    | \$0    | \$290,000 |
| Total Prior Costs |             | \$20,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$20,000  |
| Total Programmed  |             | \$20,000 | \$270,000 | \$0    | \$0    | \$0    | \$0    | \$290,000 |

## MODOT-16-14 - Bridge rehabilitation over I-55.

Bridge rehabilitation northbound over BNSF Railway and Rte. 74 and Rte. 61 over I-55. Add roundabout at Rte. 61 and Silver Springs Road. Project involves bridge A0628, A0513 and A0514.

|                                  |                                 |
|----------------------------------|---------------------------------|
| <b>Route/Road Name:</b>          | US 61 flyover bridge at Exit 93 |
| <b>Location:</b>                 | Cape Girardeau County           |
| <b>Project Sponsor:</b>          | MoDOT                           |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System       |
| <b>IDOT Funding Category:</b>    | -                               |
| <b>Federal Agency:</b>           | FHWA                            |
| <b>Federal Funding Category:</b> | (NHPP)                          |
| <b>Bike/Ped Plan:</b>            | -                               |
| <b>STIP ID:</b>                  | 9P3122                          |
| <b>Federal ID:</b>               | -                               |
| <b>Year of Letting:</b>          | 2026                            |
| <b>Total Cost:</b>               | \$8,221,000                     |

| Phase              | Fund Source | Prior       | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------------|-------------|--------|--------|--------|--------|-------------|
| ENGINEERING        | NHPP        | \$1,146,800 | \$560,000   | \$0    | \$0    | \$0    | \$0    | \$1,706,800 |
| ENGINEERING        | State       | \$146,200   | \$140,000   | \$0    | \$0    | \$0    | \$0    | \$286,200   |
| Total ENGINEERING  |             | \$1,293,000 | \$700,000   | \$0    | \$0    | \$0    | \$0    | \$1,993,000 |
| RIGHT OF WAY       | NHPP        | \$90,000    | \$0         | \$0    | \$0    | \$0    | \$0    | \$90,000    |
| RIGHT OF WAY       | State       | \$10,000    | \$0         | \$0    | \$0    | \$0    | \$0    | \$10,000    |
| Total RIGHT OF WAY |             | \$100,000   | \$0         | \$0    | \$0    | \$0    | \$0    | \$100,000   |
| CONSTRUCTION       | NHPP        | \$0         | \$4,902,400 | \$0    | \$0    | \$0    | \$0    | \$4,902,400 |
| CONSTRUCTION       | State       | \$0         | \$1,225,600 | \$0    | \$0    | \$0    | \$0    | \$1,225,600 |
| Total CONSTRUCTION |             | \$0         | \$6,128,000 | \$0    | \$0    | \$0    | \$0    | \$6,128,000 |
| Total Prior Costs  |             | \$1,393,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$1,393,000 |
| Total Programmed   |             | \$1,393,000 | \$6,828,000 | \$0    | \$0    | \$0    | \$0    | \$8,221,000 |

## MODOT-18-09 - Scoping for capacity improvements from I-55 to Rte 25.

Scoping for capacity improvements from I-55 to Rte 25.

|                                  |                                   |
|----------------------------------|-----------------------------------|
| <b>Route/Road Name:</b>          | Rte 61                            |
| <b>Location:</b>                 | Cape Girardeau County             |
| <b>Project Sponsor:</b>          | MoDOT                             |
| <b>MoDOT Funding Category:</b>   | Major Projects and Emerging Needs |
| <b>IDOT Funding Category:</b>    | -                                 |
| <b>Federal Agency:</b>           | -                                 |
| <b>Federal Funding Category:</b> | -                                 |
| <b>Bike/Ped Plan:</b>            | -                                 |
| <b>STIP ID:</b>                  | 9P3450                            |
| <b>Federal ID:</b>               | -                                 |
| <b>Year of Letting:</b>          | -                                 |
| <b>Total Cost:</b>               | \$560,000                         |

| Phase             | Fund Source          | Prior     | FY2027   | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|----------------------|-----------|----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | AC-STBG              | \$40,000  | \$40,000 | \$0    | \$0    | \$0    | \$0    | \$80,000  |
| ENGINEERING       | Advance Construction | \$368,000 | \$0      | \$0    | \$0    | \$0    | \$0    | \$368,000 |
| ENGINEERING       | MoDOT                | \$92,000  | \$0      | \$0    | \$0    | \$0    | \$0    | \$92,000  |
| ENGINEERING       | State                | \$10,000  | \$10,000 | \$0    | \$0    | \$0    | \$0    | \$20,000  |
| Total ENGINEERING |                      | \$510,000 | \$50,000 | \$0    | \$0    | \$0    | \$0    | \$560,000 |
| Total Prior Costs |                      | \$510,000 | \$0      | \$0    | \$0    | \$0    | \$0    | \$510,000 |
| Total Programmed  |                      | \$510,000 | \$50,000 | \$0    | \$0    | \$0    | \$0    | \$560,000 |

## MODOT-18-12 - Scoping for intersection improvements at Shawnee Dr. in Jackson.

Scoping for intersection improvements at Shawnee Dr. and Donna Dr. in Jackson.

|                                  |                                   |
|----------------------------------|-----------------------------------|
| <b>Route/Road Name:</b>          | Rte. 61                           |
| <b>Location:</b>                 | Cape Girardeau County             |
| <b>Project Sponsor:</b>          | MoDOT                             |
| <b>MoDOT Funding Category:</b>   | Major Projects and Emerging Needs |
| <b>IDOT Funding Category:</b>    | -                                 |
| <b>Federal Agency:</b>           | FHWA                              |
| <b>Federal Funding Category:</b> | (NHPP)                            |
| <b>Bike/Ped Plan:</b>            | -                                 |
| <b>STIP ID:</b>                  | 9P3451                            |
| <b>Federal ID:</b>               | -                                 |
| <b>Year of Letting:</b>          | -                                 |
| <b>Total Cost:</b>               | \$355,000                         |

| Phase             | Fund Source | Prior     | FY2027   | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|-------------|-----------|----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | FHWA (NHPP) | \$245,000 | \$40,000 | \$0    | \$0    | \$0    | \$0    | \$285,000 |
| ENGINEERING       | MoDOT       | \$44,000  | \$0      | \$0    | \$0    | \$0    | \$0    | \$44,000  |
| ENGINEERING       | State       | \$16,000  | \$10,000 | \$0    | \$0    | \$0    | \$0    | \$26,000  |
| Total ENGINEERING |             | \$305,000 | \$50,000 | \$0    | \$0    | \$0    | \$0    | \$355,000 |
| Total Prior Costs |             | \$305,000 | \$0      | \$0    | \$0    | \$0    | \$0    | \$305,000 |
| Total Programmed  |             | \$305,000 | \$50,000 | \$0    | \$0    | \$0    | \$0    | \$355,000 |

## MODOT-23-02 - Pavement resurfacing

Pavement resurfacing from Rte. 61 to Rte. 77 and add turn lanes at Rte. Z and County Roads 325, 324 and 318. Project involves bridges J0056 and H0613.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | MO 25                     |
| <b>Location:</b>                 | Cape Girardeau County     |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | -                         |
| <b>Federal Funding Category:</b> | -                         |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0128                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | 2025                      |
| <b>Total Cost:</b>               | \$4,820,000               |

| Phase              | Fund Source | Prior     | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-----------|-------------|--------|--------|--------|--------|-------------|
| ENGINEERING        | AC-STBG     | \$139,000 | \$272,000   | \$0    | \$0    | \$0    | \$0    | \$411,000   |
| ENGINEERING        | State       | \$35,000  | \$68,000    | \$0    | \$0    | \$0    | \$0    | \$103,000   |
| Total ENGINEERING  |             | \$174,000 | \$340,000   | \$0    | \$0    | \$0    | \$0    | \$514,000   |
| RIGHT OF WAY       | AC-STBG     | \$538,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$538,000   |
| RIGHT OF WAY       | State       | \$134,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$134,000   |
| Total RIGHT OF WAY |             | \$672,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$672,000   |
| CONSTRUCTION       | AC-STBG     | \$0       | \$2,907,200 | \$0    | \$0    | \$0    | \$0    | \$2,907,200 |
| CONSTRUCTION       | State       | \$0       | \$726,800   | \$0    | \$0    | \$0    | \$0    | \$726,800   |
| Total CONSTRUCTION |             | \$0       | \$3,634,000 | \$0    | \$0    | \$0    | \$0    | \$3,634,000 |
| Total Prior Costs  |             | \$846,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$846,000   |
| Total Programmed   |             | \$846,000 | \$3,974,000 | \$0    | \$0    | \$0    | \$0    | \$4,820,000 |

## MODOT-23-03 - Add intersection turn lanes

Add intersection turn lanes and upgrade signals at Donna Drive.

|                                  |                       |
|----------------------------------|-----------------------|
| <b>Route/Road Name:</b>          | US 61                 |
| <b>Location:</b>                 | Cape Girardeau County |
| <b>Project Sponsor:</b>          | MoDOT                 |
| <b>MoDOT Funding Category:</b>   | -                     |
| <b>IDOT Funding Category:</b>    | -                     |
| <b>Federal Agency:</b>           | FHWA                  |
| <b>Federal Funding Category:</b> | (NHPP)                |
| <b>Bike/Ped Plan:</b>            | -                     |
| <b>STIP ID:</b>                  | SE0071                |
| <b>Federal ID:</b>               | -                     |
| <b>Year of Letting:</b>          | 2027                  |
| <b>Total Cost:</b>               | \$2,772,000           |

| Phase              | Fund Source | Prior     | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-----------|-------------|--------|--------|--------|--------|-------------|
| ENGINEERING        | NHPP        | \$170,000 | \$328,000   | \$0    | \$0    | \$0    | \$0    | \$498,000   |
| ENGINEERING        | State       | \$43,000  | \$82,000    | \$0    | \$0    | \$0    | \$0    | \$125,000   |
| Total ENGINEERING  |             | \$213,000 | \$410,000   | \$0    | \$0    | \$0    | \$0    | \$623,000   |
| RIGHT OF WAY       | NHPP        | \$276,800 | \$0         | \$0    | \$0    | \$0    | \$0    | \$276,800   |
| RIGHT OF WAY       | State       | \$69,200  | \$0         | \$0    | \$0    | \$0    | \$0    | \$69,200    |
| Total RIGHT OF WAY |             | \$346,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$346,000   |
| CONSTRUCTION       | NHPP        | \$0       | \$1,442,400 | \$0    | \$0    | \$0    | \$0    | \$1,442,400 |
| CONSTRUCTION       | State       | \$0       | \$360,600   | \$0    | \$0    | \$0    | \$0    | \$360,600   |
| Total CONSTRUCTION |             | \$0       | \$1,803,000 | \$0    | \$0    | \$0    | \$0    | \$1,803,000 |
| Total Prior Costs  |             | \$559,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$559,000   |
| Total Programmed   |             | \$559,000 | \$2,213,000 | \$0    | \$0    | \$0    | \$0    | \$2,772,000 |

## MODOT-23-04 - Signal replacements

Replace signals at Kennett Street and Main Street in Kennett, Rte. 61 and Cape Rock Drive in Cape Girardeau and at Rte. 62 and Rte. 105 in Charleston.

|                                  |                |
|----------------------------------|----------------|
| <b>Route/Road Name:</b>          | MO 84          |
| <b>Location:</b>                 | Dunklin County |
| <b>Project Sponsor:</b>          | MoDOT          |
| <b>MoDOT Funding Category:</b>   | Safety         |
| <b>IDOT Funding Category:</b>    | -              |
| <b>Federal Agency:</b>           | -              |
| <b>Federal Funding Category:</b> | -              |
| <b>Bike/Ped Plan:</b>            | -              |
| <b>STIP ID:</b>                  | SE0132         |
| <b>Federal ID:</b>               | -              |
| <b>Year of Letting:</b>          | 2025           |
| <b>Total Cost:</b>               | \$3,085,000    |

| Phase              | Fund Source | Prior       | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------------|-------------|--------|--------|--------|--------|-------------|
| ENGINEERING        | AC-STBG     | \$122,000   | \$191,200   | \$0    | \$0    | \$0    | \$0    | \$313,200   |
| ENGINEERING        | State       | \$31,000    | \$47,800    | \$0    | \$0    | \$0    | \$0    | \$78,800    |
| Total ENGINEERING  |             | \$153,000   | \$239,000   | \$0    | \$0    | \$0    | \$0    | \$392,000   |
| RIGHT OF WAY       | AC-STBG     | \$768,000   | \$0         | \$0    | \$0    | \$0    | \$0    | \$768,000   |
| RIGHT OF WAY       | State       | \$192,000   | \$0         | \$0    | \$0    | \$0    | \$0    | \$192,000   |
| Total RIGHT OF WAY |             | \$960,000   | \$0         | \$0    | \$0    | \$0    | \$0    | \$960,000   |
| CONSTRUCTION       | AC-STBG     | \$0         | \$1,386,400 | \$0    | \$0    | \$0    | \$0    | \$1,386,400 |
| CONSTRUCTION       | State       | \$0         | \$346,600   | \$0    | \$0    | \$0    | \$0    | \$346,600   |
| Total CONSTRUCTION |             | \$0         | \$1,733,000 | \$0    | \$0    | \$0    | \$0    | \$1,733,000 |
| Total Prior Costs  |             | \$1,113,000 | \$0         | \$0    | \$0    | \$0    | \$0    | \$1,113,000 |
| Total Programmed   |             | \$1,113,000 | \$1,972,000 | \$0    | \$0    | \$0    | \$0    | \$3,085,000 |

## MODOT-23-12 - On-call work zone enforcement

On-call work zone enforcement at various locations in the Southeast District.

|                                  |          |
|----------------------------------|----------|
| <b>Route/Road Name:</b>          | Various  |
| <b>Location:</b>                 | Various  |
| <b>Project Sponsor:</b>          | MoDOT    |
| <b>MoDOT Funding Category:</b>   | Safety   |
| <b>IDOT Funding Category:</b>    | -        |
| <b>Federal Agency:</b>           | FHWA     |
| <b>Federal Funding Category:</b> | (SAFETY) |
| <b>Bike/Ped Plan:</b>            | -        |
| <b>STIP ID:</b>                  | SE0151   |
| <b>Federal ID:</b>               | -        |
| <b>Year of Letting:</b>          | 2025     |
| <b>Total Cost:</b>               | \$43,000 |

| Phase              | Fund Source | Prior    | FY2027  | FY2028 | FY2029 | FY2030 | Future | Total    |
|--------------------|-------------|----------|---------|--------|--------|--------|--------|----------|
| ENGINEERING        | Safety      | \$2,000  | \$0     | \$0    | \$0    | \$0    | \$0    | \$2,000  |
| ENGINEERING        | State       | \$1,000  | \$0     | \$0    | \$0    | \$0    | \$0    | \$1,000  |
| Total ENGINEERING  |             | \$3,000  | \$0     | \$0    | \$0    | \$0    | \$0    | \$3,000  |
| CONSTRUCTION       | Safety      | \$37,000 | \$0     | \$0    | \$0    | \$0    | \$0    | \$37,000 |
| CONSTRUCTION       | State       | \$0      | \$3,000 | \$0    | \$0    | \$0    | \$0    | \$3,000  |
| Total CONSTRUCTION |             | \$37,000 | \$3,000 | \$0    | \$0    | \$0    | \$0    | \$40,000 |
| Total Prior Costs  |             | \$40,000 | \$0     | \$0    | \$0    | \$0    | \$0    | \$40,000 |
| Total Programmed   |             | \$40,000 | \$3,000 | \$0    | \$0    | \$0    | \$0    | \$43,000 |

## MODOT-23-17 - Surveying to sell ROW

Surveying to sell excess right of way parcels in Southeast District.

|                                  |           |
|----------------------------------|-----------|
| <b>Route/Road Name:</b>          | Various   |
| <b>Location:</b>                 | Various   |
| <b>Project Sponsor:</b>          | MoDOT     |
| <b>MoDOT Funding Category:</b>   | -         |
| <b>IDOT Funding Category:</b>    | -         |
| <b>Federal Agency:</b>           | -         |
| <b>Federal Funding Category:</b> | -         |
| <b>Bike/Ped Plan:</b>            | -         |
| <b>STIP ID:</b>                  | SE0153    |
| <b>Federal ID:</b>               | -         |
| <b>Year of Letting:</b>          | 2024      |
| <b>Total Cost:</b>               | \$701,000 |

| Phase             | Fund Source          | Prior     | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|----------------------|-----------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | Advance Construction | \$240,800 | \$320,000 | \$0    | \$0    | \$0    | \$0    | \$560,800 |
| ENGINEERING       | MoDOT                | \$20,200  | \$0       | \$0    | \$0    | \$0    | \$0    | \$20,200  |
| ENGINEERING       | State                | \$40,000  | \$80,000  | \$0    | \$0    | \$0    | \$0    | \$120,000 |
| Total ENGINEERING |                      | \$301,000 | \$400,000 | \$0    | \$0    | \$0    | \$0    | \$701,000 |
| Total Prior Costs |                      | \$301,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$301,000 |
| Total Programmed  |                      | \$301,000 | \$400,000 | \$0    | \$0    | \$0    | \$0    | \$701,000 |

## MODOT-24-02 - Scoping to research pedestrian facility responsibilities

Scoping to research pedestrian facility responsibilities at various location in the Southeast District.

|                                  |           |
|----------------------------------|-----------|
| <b>Route/Road Name:</b>          | Various   |
| <b>Location:</b>                 | Various   |
| <b>Project Sponsor:</b>          | MoDOT     |
| <b>MoDOT Funding Category:</b>   | -         |
| <b>IDOT Funding Category:</b>    | -         |
| <b>Federal Agency:</b>           | -         |
| <b>Federal Funding Category:</b> | -         |
| <b>Bike/Ped Plan:</b>            | -         |
| <b>STIP ID:</b>                  | SE0180    |
| <b>Federal ID:</b>               | -         |
| <b>Year of Letting:</b>          | -         |
| <b>Total Cost:</b>               | \$450,000 |

| Phase             | Fund Source | Prior     | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------|-------------|-----------|-----------|--------|--------|--------|--------|-----------|
| ENGINEERING       | MoDOT       | \$350,000 | \$100,000 | \$0    | \$0    | \$0    | \$0    | \$450,000 |
| Total ENGINEERING |             | \$350,000 | \$100,000 | \$0    | \$0    | \$0    | \$0    | \$450,000 |
| Total Prior Costs |             | \$350,000 | \$0       | \$0    | \$0    | \$0    | \$0    | \$350,000 |
| Total Programmed  |             | \$350,000 | \$100,000 | \$0    | \$0    | \$0    | \$0    | \$450,000 |

## MODOT-24-05 - Bridge Washing

Bridge washing over the Mississippi River and Rte. 74 over the Mississippi River in Cape Girardeau County. Project involves bridges A1700 and A5076. \$84,000 IDOT funds.

|                                  |                           |
|----------------------------------|---------------------------|
| <b>Route/Road Name:</b>          | IS 155 S                  |
| <b>Location:</b>                 | Pemiscot County           |
| <b>Project Sponsor:</b>          | MoDOT                     |
| <b>MoDOT Funding Category:</b>   | Taking Care of the System |
| <b>IDOT Funding Category:</b>    | -                         |
| <b>Federal Agency:</b>           | FHWA                      |
| <b>Federal Funding Category:</b> | (NHPP)                    |
| <b>Bike/Ped Plan:</b>            | -                         |
| <b>STIP ID:</b>                  | SE0171                    |
| <b>Federal ID:</b>               | -                         |
| <b>Year of Letting:</b>          | 2028                      |
| <b>Total Cost:</b>               | \$4,000                   |

| Phase             | Fund Source | Prior   | FY2027  | FY2028 | FY2029 | FY2030 | Future | Total   |
|-------------------|-------------|---------|---------|--------|--------|--------|--------|---------|
| ENGINEERING       | NHPP        | \$3,000 | \$1,000 | \$0    | \$0    | \$0    | \$0    | \$4,000 |
| Total ENGINEERING |             | \$3,000 | \$1,000 | \$0    | \$0    | \$0    | \$0    | \$4,000 |
| Total Prior Costs |             | \$3,000 | \$0     | \$0    | \$0    | \$0    | \$0    | \$3,000 |
| Total Programmed  |             | \$3,000 | \$1,000 | \$0    | \$0    | \$0    | \$0    | \$4,000 |

## SE0196 - On-call work zone enforcement at various locations in the Southeast District.

On-call work zone enforcement at various locations in the Southeast District.

|                                  |          |
|----------------------------------|----------|
| <b>Route/Road Name:</b>          | -        |
| <b>Location:</b>                 | Various  |
| <b>Project Sponsor:</b>          | MoDOT    |
| <b>MoDOT Funding Category:</b>   | -        |
| <b>IDOT Funding Category:</b>    | -        |
| <b>Federal Agency:</b>           | -        |
| <b>Federal Funding Category:</b> | -        |
| <b>Bike/Ped Plan:</b>            | -        |
| <b>STIP ID:</b>                  | SE0196   |
| <b>Federal ID:</b>               | -        |
| <b>Year of Letting:</b>          | -        |
| <b>Total Cost:</b>               | \$43,000 |

| Phase              | Fund Source | Prior   | FY2027   | FY2028 | FY2029 | FY2030 | Future | Total    |
|--------------------|-------------|---------|----------|--------|--------|--------|--------|----------|
| ENGINEERING        | Safety      | \$2,000 | \$1,000  | \$0    | \$0    | \$0    | \$0    | \$3,000  |
| Total ENGINEERING  |             | \$2,000 | \$1,000  | \$0    | \$0    | \$0    | \$0    | \$3,000  |
| CONSTRUCTION       | Safety      | \$0     | \$36,000 | \$0    | \$0    | \$0    | \$0    | \$36,000 |
| CONSTRUCTION       | State       | \$0     | \$4,000  | \$0    | \$0    | \$0    | \$0    | \$4,000  |
| Total CONSTRUCTION |             | \$0     | \$40,000 | \$0    | \$0    | \$0    | \$0    | \$40,000 |
| Total Prior Costs  |             | \$2,000 | \$0      | \$0    | \$0    | \$0    | \$0    | \$2,000  |
| Total Programmed   |             | \$2,000 | \$41,000 | \$0    | \$0    | \$0    | \$0    | \$43,000 |

# UNIV-23-04 - Operating Expenses

## Operating Expenses

|                                  |                                     |
|----------------------------------|-------------------------------------|
| <b>Route/Road Name:</b>          | -                                   |
| <b>Location:</b>                 | Cape Girardeau County               |
| <b>Project Sponsor:</b>          | Southeast Missouri State University |
| <b>MoDOT Funding Category:</b>   | -                                   |
| <b>IDOT Funding Category:</b>    | -                                   |
| <b>Federal Agency:</b>           | FTA                                 |
| <b>Federal Funding Category:</b> | 5307                                |
| <b>Bike/Ped Plan:</b>            | -                                   |
| <b>STIP ID:</b>                  | -                                   |
| <b>Federal ID:</b>               | -                                   |
| <b>Year of Letting:</b>          | -                                   |
| <b>Total Cost:</b>               | \$826,662                           |

| Phase              | Fund Source | Prior | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|-------|-----------|--------|--------|--------|--------|-----------|
| CONSTRUCTION       | FTA (5307)  | \$0   | \$413,331 | \$0    | \$0    | \$0    | \$0    | \$413,331 |
| CONSTRUCTION       | LOCAL       | \$0   | \$413,331 | \$0    | \$0    | \$0    | \$0    | \$413,331 |
| Total CONSTRUCTION |             | \$0   | \$826,662 | \$0    | \$0    | \$0    | \$0    | \$826,662 |
| Total Programmed   |             | \$0   | \$826,662 | \$0    | \$0    | \$0    | \$0    | \$826,662 |

# UNIV-23-08 - Capital Assistance

Capital Assistance

|                                  |                                     |
|----------------------------------|-------------------------------------|
| <b>Route/Road Name:</b>          | -                                   |
| <b>Location:</b>                 | Cape Girardeau County               |
| <b>Project Sponsor:</b>          | Southeast Missouri State University |
| <b>MoDOT Funding Category:</b>   | -                                   |
| <b>IDOT Funding Category:</b>    | -                                   |
| <b>Federal Agency:</b>           | FTA                                 |
| <b>Federal Funding Category:</b> | 5307                                |
| <b>Bike/Ped Plan:</b>            | -                                   |
| <b>STIP ID:</b>                  | -                                   |
| <b>Federal ID:</b>               | -                                   |
| <b>Year of Letting:</b>          | -                                   |
| <b>Total Cost:</b>               | \$148,156                           |

| Phase              | Fund Source | Prior | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|-------|-----------|--------|--------|--------|--------|-----------|
| CONSTRUCTION       | FTA (5307)  | \$0   | \$123,463 | \$0    | \$0    | \$0    | \$0    | \$123,463 |
| CONSTRUCTION       | LOCAL       | \$0   | \$24,693  | \$0    | \$0    | \$0    | \$0    | \$24,693  |
| Total CONSTRUCTION |             | \$0   | \$148,156 | \$0    | \$0    | \$0    | \$0    | \$148,156 |
| Total Programmed   |             | \$0   | \$148,156 | \$0    | \$0    | \$0    | \$0    | \$148,156 |

## 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 the 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 disability 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 money 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 fundraising, 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 ensure 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, it will be redistributed throughout the state, with no carryover 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 are 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. TM's 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 must be 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 the 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 by 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 the 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 by 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 semi-ambulatory 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.southeastmpo.org](http://www.southeastmpo.org);
- at the SEMPO office: 44 N. Lorimier St., Cape Girardeau, MO; or
- by mail or fax by contacting: Alex McElroy, SEMPO Executive Director at 573-339-6734.