



Northeast Missouri Regional Planning Commission

121 S. Cecil St.  
Memphis, MO 63555  
(660)465-7281  
www.nemorpc.org

## NORTHEAST MISSOURI

### *Transportation Advisory Council*

Evan Glasgow – Chairman / Mari Macomber – Vice Chairman

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**NEMO TAC Exec Board Meeting, Wednesday, June 15, 2022 at 1:00 p.m.**  
**Conference Room, 121 S. Cecil, Memphis, MO**

Attendance: Attendance sheet attached.

Chairman Evan Glasgow called the gathering to order at 1:06 p.m. but noted with just eight members present, the meeting failed to meet a quorum and could not officially be called to order at 1:00 P.M.

**Previous Minutes:** The previous meeting minutes of the 3/16/2022 meeting were available for review, but will need to officially be approved at the next meeting that attains a quorum.

**TAC Update:** Chris Feeney presented the TAC update for March - June 2022.

#### **BRO CHANGES**

- On June 13th, MoDOT announced changes in the off-system bridge program, formally known as BRO, which will be transitioning to the Missouri Regional Bridge Program. MoDOT has updated the process from distributing local bridge funds at the county level to a new regional approach.
- The off-system local bridge replacement program (BRO) has changed to a distribution of money based on the area of poor condition bridge deck, rather than a distribution based upon bridges being deficient.
- Additional money was made available for the BRO program with the passage of the Infrastructure Investment and Jobs Act (IIJA) in late 2021. Under IIJA, the minimum allocation percentage for the BRO program was increased from 15% to 20%, which is estimated to add approximately \$7 million to the annual BRO allocation.
- IIJA also allocates new funding for the bridge replacement, rehabilitation, preservation, protection, and construction program (Bridge Formula Program (BFP)). The BFP requires that 15% of available funds be spent on off-system bridges with no local match requirement (funded at 100%). FHWA has recommended that funding be allocated based on the percentage of poor deck area, which would be 20.35% on the off-system. For federal fiscal year 2022-2024, \$15.7 million has been allocated for the off-system BFP. For federal fiscal year 2025 and 2026, \$29.7 million will be allocated

for the off-system BFP, which brings the total allocation for the 5-year program to 20.35% for local bridges.

- Federal fiscal year 2022 (current year) will be used as a transition year in which all existing negative county balances will be cleared before the statewide funds are distributed to a region. Counties will be allowed to carry existing positive balances forward into the regional program.
- Initially, applications for three years of funding will be requested from the local entities. Regional committees will be established to make the final determination of bridges selected for the initial three-year schedule. The bridge schedule will then be updated and added to on a yearly basis.
- The soft match credit program will continue to be available.
- The net result of the funding increases in IIJA means that around \$214 million will be available over the next five years for bridge projects on the off-system.

### **REGIONAL BRIDGE COMMITTEE (RBC)**

- As part of the BRO changes, NEMO RPC will be participating in the newly formed Regional Bridge Committee (RBC).
- THE RBC is tasked with the responsibility of developing a Local Bridge Improvement Program (LBIP). The regions are defined as MoDOT's current District boundaries. Each region's RBC will review, score (using a provided application in a call for bridge projects) and select bridge projects for the LBIP based on available funding each year.
- Per MoDOT the RBC will include We are in need of one staff member from each of the three RPC's located in the MoDOT Northeast Districts as well as one RPC Local Agency Representative from each of the three agencies, which should be a county commissioner. MoDOT will also participate in the RBC as non-scoring members. Lori Smith will coordinate and facilitate organization of information, RBC membership, and meetings as a non-scoring member. The MoDOT team will also include the Local Bridge Inspector (once the position is filled), and the District Planning Manager (Rob Frese) as non-scoring members for a total of 9 members of the committee.
- The RBC will meet annually to review and discuss the applications for the region. Members of the RBC shall review and score all applications prior to the annual meeting. Members of the RBC may have separate review and scoring meetings to get input from other regional representatives before bringing their scores to the RBC annual meeting. The local representative will work with the RPC representative to develop one score per RPC. During the annual meeting, the following will be done:
  1. Score applications received based on the guidelines set by the SBC.
  2. Determine how much of the funding is available and select projects.
  3. Determine if funds from the Large and Emerging Needs Fund will be requested per selected project.
  4. Create and/or adjust LBIP for the region based on the overall scores of the selected bridge projects and the estimated funding level for each of the project phases.

5. Ensure regional bridge projects are staying on budget and on schedule.
  6. Ensure yearly allocated funds are being programmed.
- TAC members present initially indicated a preference to designate TAC chairman Evan Glasgow as the RBC representative, but the group instead agreed to seek input from all of the commissioners.
  - Chris Feeney was directed to prepare an email correspondence including all 18 county commissioners for the six counties of the NEMO RPC region, asking them to nominate the county commissioner they wish to have serve on the RBC.
  - Feeney was also tasked with sharing the BRO update with the commissioner group, creating a TAC subcommittee including these commissioners or their representatives, to be prepared to review the local bridge applications for scoring. The deadline for applications is July 22<sup>nd</sup> and MoDOT plans to announce the awards in mid-September, so the meeting will take place sometime in August.

### **SAFE STREETS FOR ALL (SS4A)**

- Chris Feeney discussed preliminary plans for the NEMO RPC to submit an application to the Safe Streets For All (SS4A) program, part of the new federal transportation bill. The BIL this new discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. Funds for the fiscal year (FY) 2022 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.
- The SS4A program provides funding for two types of grants: Action Plan Grants (for comprehensive safety action plans) and Implementation Grants. Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan.
- The deadline for applications is 5:00 p.m. EDT on September 15, 2022.
- NEMO RPC is proposing pursuing a regional approach to the action plan grant, seeking a grant to fund the services to generate the comprehensive transportation safety plans for participating communities.
- In FY 2022, DOT expects to award hundreds of Action Plan Grants, and up to one hundred Implementation Grants. For Action Plan Grants, award amounts will be based on estimated costs, with an expected minimum of \$200,000 for all applicants, an expected maximum of \$1,000,000 for a political subdivision of a State or a federally recognized Tribal government, and an expected maximum of \$5,000,000 for a metropolitan planning organization (MPO) or a joint application comprised of a multijurisdictional group of entities that is regional in scope (e.g., a multijurisdictional group of counties, a council of governments and cities within the same region, etc.). The Department will consider applications with funding requests under the expected minimum award amount. DOT reserves the right to make Action

Grant awards less than the total amount requested by the applicant. Joint applications that engage multiple jurisdictions in the same region are encouraged, in order to ensure collaboration across multiple jurisdictions and leverage the expertise of agencies with established financial relationships with DOT and knowledge of Federal grant administration requirements. Applicants may propose development of a single Action Plan covering all jurisdictions, or several plans for individual jurisdictions, administered by the leading agency.

- The Federal share of a SS4A grant may not exceed 80 percent of total eligible activity costs. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. All matching funds must be from non-Federal sources. Grant recipients may use in-kind or cash contributions toward local match requirements so long as those contributions meet the requirements under 2 CFR § 200.306(b). Derek Weber stated the RPC likely will be able to provide its administrative services for the grant as in-kind match, which could meet the local match requirements.

### **TAC MoDOT NEEDS LIST**

- The meeting attendees discussed adding new needs for consideration for the upcoming priority needs list to be submitted to MoDOT. Rob Frese indicated MoDOT would like to have the finalized list voted on and submitted by the TAC by early September to allow it to be used for the Unfunded needs List creation in September and October.
- TAC members were asked to bring new needs to the meeting for consideration.
- The Adair County Tac members had met with RPC staff earlier in the month to discuss new needs.
- Feeney was tasked by the board members to meeting with the remain 5-county level TAC member groups individually to determine new needs. The group would like to have the process completed by mid-July to allow the data needs sheets to be created and a special meeting to be held to allow TAC members to discuss projects prior to generating their final scoring of priorities.
- Mari Macomber highlighted concerns with some score sheets missing scores for individual projects. While it was likely an oversight by the TAC member, it was recommended that Feeney should contact the voter and try to rectify the issue before tabulating the final scores.
- The group also discussed difficulty of scoring projects outside the member's home region, suggesting the preliminary meeting could offer the opportunity to learn more about projects to offer more educated voting.

**NE District MODOT:** Amy Crawford reported on traffic sign issues, noting that DOT requirements prohibited such signs as noise ordinances, Purple Heart communities, etc. from being attached to existing MoDOT sign posts. Notifications will likely be going out soon to cities and counties to rectify the situations.

Rob Frese reminded TAC members the TAP application deadline is July 15<sup>th</sup> but and sidewalk projects involving MoDOT right of way needs to be submitted to MoDOT by June 30<sup>th</sup>.

Frese also noted the draft report for the 2023-2027 STIP was now available for public comment and the plan would be going to the Highway Commission for approval at the July meeting.

**Legislative Update:** Ray Bozarth from Senator Hawley's opened by noting elections were three months out with potential to dramatically change the dynamics at the federal level.

He noted that Senator Hawley is sponsoring the American Energy Independence Act, which addresses the production and importation of oil and natural gas, and the rescission of specified environmental requirements. Specifically, the bill directs the President to develop a plan for the United States to achieve energy independence by 2024. The Department of Energy (DOE) must also develop a program and issue rules to ensure that the United States achieves such energy independence and becomes a net exporter of energy. The bill also addresses energy pipelines, including by approving the TransCanada Keystone Pipeline in Phillips County, Montana for the import of oil from Canada to the United States. It also provides for energy production, including by requiring regulations to be issued by DOE to reduce requirements on entities harvesting energy through hydraulic fracturing, the Department of Transportation to promote stable and affordable gasoline and diesel prices, and the Department of the Interior to promote the leasing of federal land for oil and natural gas production.

He also discussed the Make in America to Sell in America Act sponsored by Hawley that would require multi-national corporations make more critical goods in America by instituting new local content requirements to boost new investment in domestic manufacturing.

Bryan Nichols reported on Congressman Sam Graves's work on the Water resources Development Act, which has received bipartisan support and already passed out of the House. The legislation governs inland waterways and the Corp of Engineers. Nichols added that Rep. Graves will be active in the ongoing oversight of the transportation legislation, including the Waters of The US regulations that likely is headed to the Supreme Court.

Weber asked both representatives about their position on the reauthorization of EDA funding, and neither was able to give a definitive position on the impending vote to increase the department's funding.

**Adjournment:** The unofficial discussions concluded at 2:34 p.m. No adjournment was required.

**Respectfully submitted: Chris Feeney, Transportation Planner, NEMO RPC**