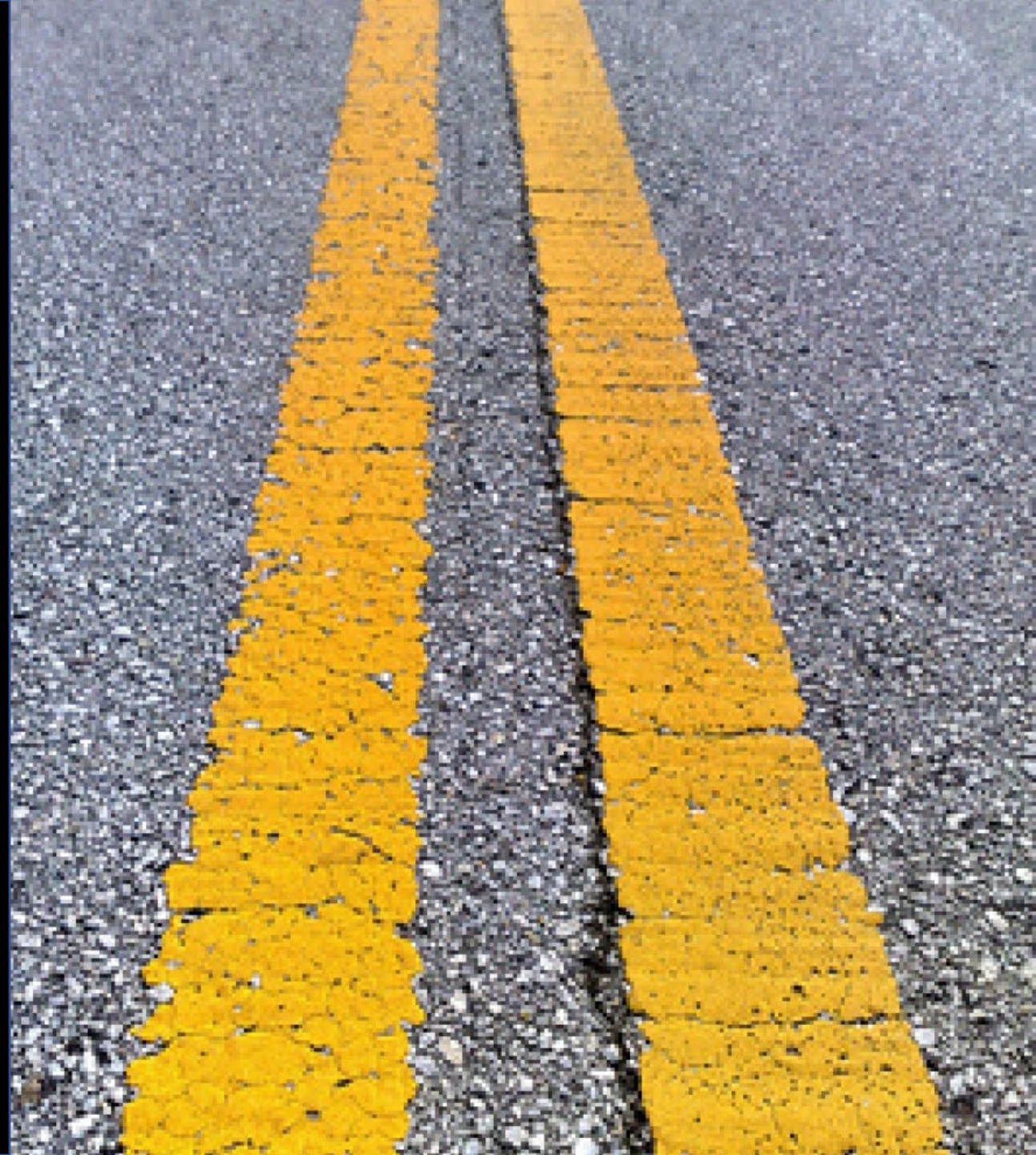


Transportation Advisory Council

January 27, 2021 Meeting



Transportation Planner Report

Governor's Cost Share Program

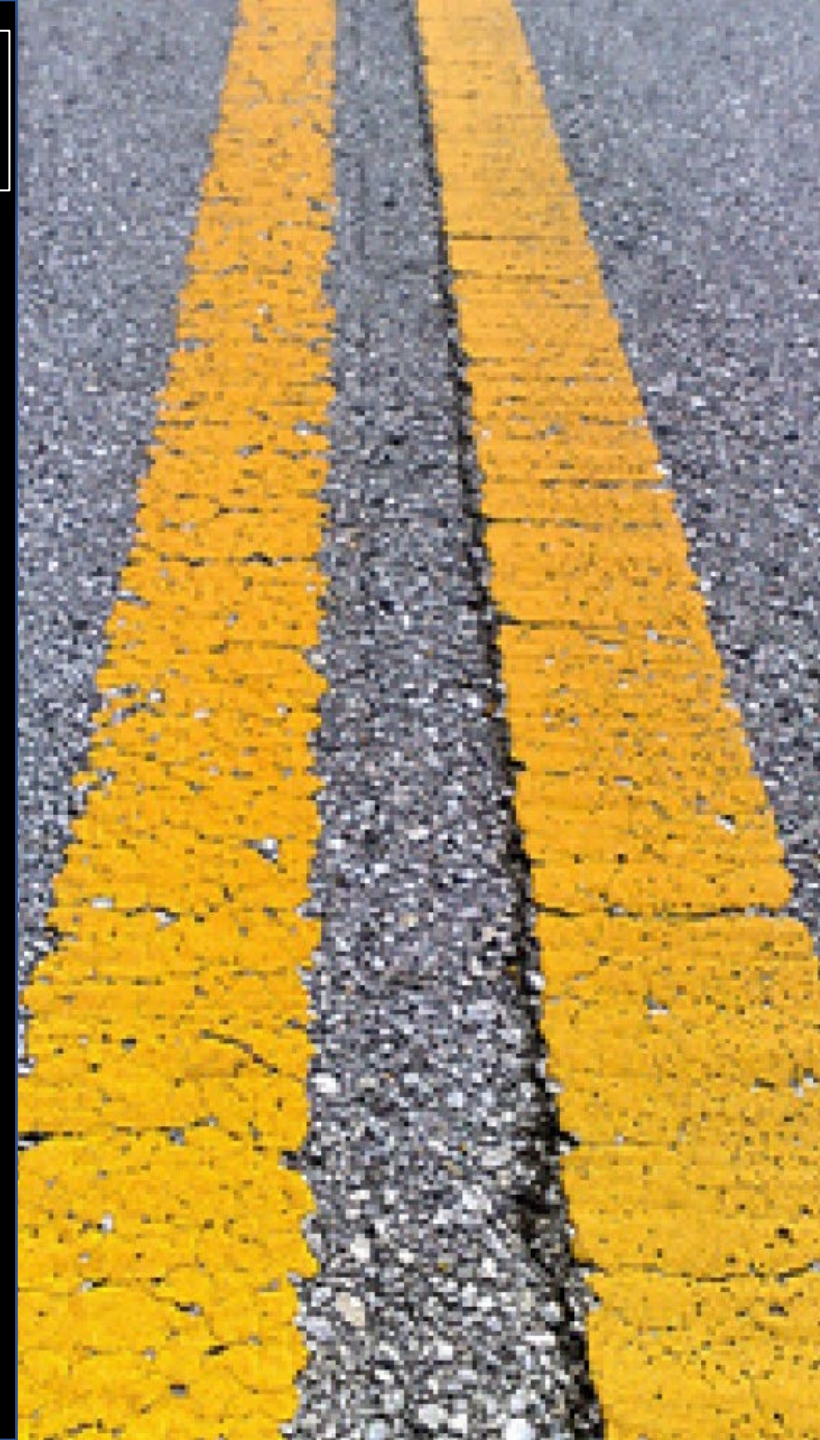
FARM Bridge Program

Transportation Alternative Plan (TAP)

New JAMAR Radar Unit

Missouri Highway and Transportation Commission

Roadway Safety Updates



GOVERNOR'S COST SHARE PROGRAM

Due to COVID-related budget crunch, the original \$50 million allocation was cut to \$25 million, funding only the projects in yellow.

The Missouri Highway & Transportation Commission voted Jan. 6, 2021 to restore the full funding!

Governor’s Transportation Cost-Share Program ORIGINAL Funding Recommendation

Project Sponsor	Project Description	Recommended Funding
City of St. Charles	Riverpointe roadway construction	\$5,000,000
St. Charles County	Route A improvements for the GM	
	Wentzville Assembly Plant	\$3,500,000
City of Ozark	McCracken Road and North 3rd Street improvements	\$726,800
City of Parkville	Route 9 and 6th Street vehicular and pedestrian improvements	\$400,000
Pettis County	New Route 65 interchange north of Sedalia for Industrial Park	\$8,290,950
City of Creve Coeur	Route 67 and Old Olive Road intersection improvements	\$575,100
City of Poplar Bluff	Route 67 four-laning	\$5,785,080
City of Springfield	Galloway Street improvements	\$1,500,000
City of West Plains	Access roads to Ozarks Medical Center	\$1,230,639
City of Hannibal	Access road to Lakeside Business and Technology Park	\$835,000
City of Columbia	Connecting Road between Discovery Parkway/Route 63 interchange and Rolling Hills Road/New Haven intersection	\$3,063,485
Fenton Land Inv., LLC	North Highway Drive and Assembly Parkway improvements	\$2,814,674
City of Carthage	Hazel Street improvements	\$1,009,806
Jefferson City	Three roundabouts along Clark Avenue Corridor - Dunklin Street and ramp terminals for Route 50/63	\$1,910,000
Wasson Family Partnership	Route 160 turn lanes in Nixa	\$152,400
CITY OF KIRKSVILLE	BUS. ROUTE 63 IMPROVEMENTS	\$955,294
City of St. Charles	New Town Blvd improvements	\$967,500
City of Lee’s Summit	Colbern Road improvements	\$8,000,000
St. Charles County	I-70 additional lane in O’Fallon	\$1,233,272
City of Cape Girardeau	Veterans Memorial Drive improvements - Phase 2 (North)	\$2,050,000
Total Funds Recommended		\$50,000,000

FARM Bridge Program Update



The Missouri Department of Transportation (MoDOT) sought \$28,547,966 in federal Competitive Highway Bridge Program grant funding to supplement \$7,136,991 in state funds to replace 41 bridges that would eliminate all of the state-owned bridges in Missouri located north of the Missouri River that currently meet the following criteria:

- In Poor Condition
- Weight-restricted
- Supported by timber pile, and
- One lane but carry two-way traffic



Unfortunately the grant was only funded at \$20.8 million and MoDOT allocated \$5.2 million meaning all 41 eligible bridges will not be completed.

Five design build teams: Capital – HDR; Clarkson - Burns & McDonnell; Emery Sapp & Sons – Parsons; Lehman – Wilson; and OCCI – Benesch were announced on December 23, 2020 and they were to receive the official request for proposals on January 12, 2021.

Proposals will be due April 6, 2021 with the contract awards planned for the May 2021 Missouri Highway and Transportation Commission meeting.

FARM BRIDGE PROGRAM

16 of the 41
bridges being
considered for
the project are
located in the
NEMO RPC



FARM Bridge Program Update

COUNTY	ROUTE & FEATURE INTERSECTED	BRIDGE #	FED ID	CONDITION RATING	LOAD POSTED	ADT	PCT. TRUCKS	YEAR BUILT
Adair	Rt. B over Hazel Creek	P0092	7489	3-5-5 POOR	YES	90	13	1950
Adair	Rt. T over Fork Salt River	P0421	7675	3-7-5 POOR	YES	248	11	1955
Adair	MO Rt. 11 S over Floyd Creek	S0569	8763	4-5-5 POOR	YES	709	24	1933
Adair	MO Rt. 11 S over S. Fork South Fabius River	S0807	8854	4-5-5 POOR	YES	1075	11	1933
Adair	Rt. A over N. Fork South Fabius River	T0885	9328	3-6-5 POOR	YES	358	11	1941
Lewis	Rt. E over Sugar Creek	P0207	7556	4-6-5 POOR	YES	203	12	1952
Lewis	Rt. E over Derrahs Branch	P0251	7584	3-5-6 POOR	YES	203	12	1952
Lewis	Rt. J over Big Grassy Creek	X0769	9799	3-6-5 POOR	YES	194	5	1948
Schuyler	Rt. C over N. Fork Middle Fabius River	P0233	7570	3-6-5 POOR	YES	257	12	1952
Schuyler	Rt. M over S. Fork North Fabius River	P0398	7658	3-5-5 POOR	YES	50	8	1954
Schuyler	Rt. A over Brushy Creek	S0911	8901	4-5-5 POOR	YES	294	11	1933
Schuyler	Rt. E over N. Fork South Fabius River	T0891	9331	4-5-5 POOR	YES	119	10	1941
Schuyler	Rt. A over N. Fork Middle Fabius River	X0097	9529	3-6-5 POOR	YES	412	11	1935
Scotland	Rt. W over Tobin Creek	S0414	8688	3-5-5 POOR	YES	131	11	1932
Scotland	Rt. H over N. Fork N. Wyaconda River	X0174	9574	3-6-5 POOR	YES	302	11	1949
Scotland	Rt. B over N. Fork North Fabius River	X0201	9585	3-6-5 POOR	YES	302	11	1949

Project Manager Jeff Gander of MoDOT reported the contract process is requiring bids on a minimum of 30 of the 41 bridges.

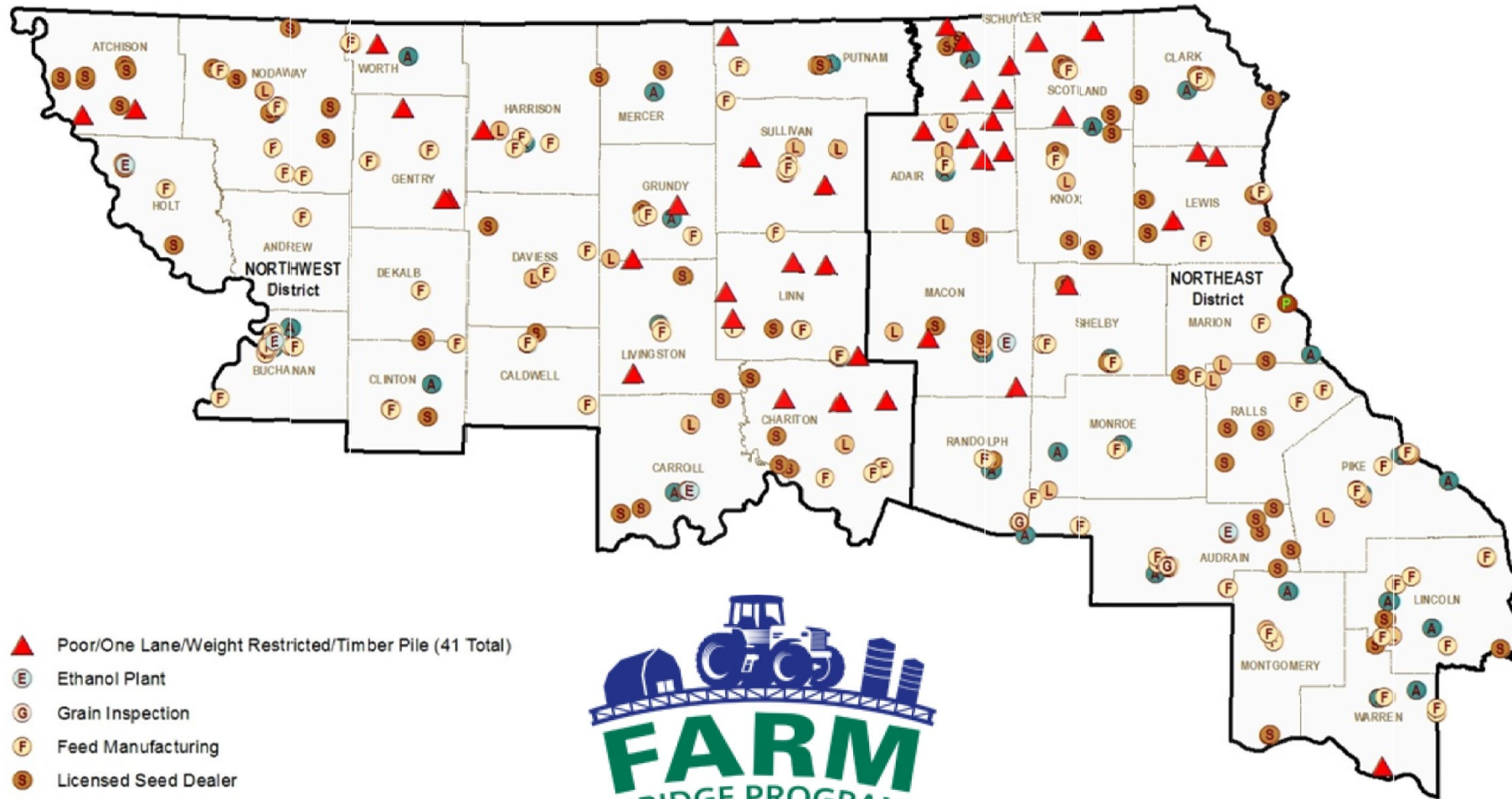
FARM BRIDGE PROGRAM

Project sought \$35 million in funding but only received \$26 million meaning as many as 11 of the 41 bridges may not be included.

FARM Bridge Program Update

FARM BRIDGE PROGRAM

FARM Bridge Program Fixing Access to Rural Missouri



Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
November 7, 2018

4 of the 16
local bridges
are currently
on the TAC
unfunded
needs list,
AD12, LE13,
LE14 & LE16.

Transportation Alternative Program

MoDOT reversed course and issued a November open call for projects to be funded using Rural Statewide Transportation Alternatives Program (TAP) funds. This program call will award \$3.9 million of federal TAP funds. Applications are due to the respective District Office by **Friday, January 29, 2021**. Awards are anticipated to be announced in late March 2021.

MoDOT District	FY 2021 Funds
Northwest	\$449,283
Northeast	\$441,977
Kansas City	\$273,953
Central	\$984,790
Southwest	\$906,784
Southeast	\$898,566
TOTAL	\$3,919,353

Projects are funded with a maximum 80% federal funds and require a minimum 20% local match. Project minimum is \$100,000 of federal reimbursement with a \$400,000 max.

Eligible projects include:

- Construction of on-road and off-road trail facilities for pedestrians, cyclists, and other non-motorized forms of transportation, including sidewalks, bike infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; and safe routes to walk and bike to schools
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users;



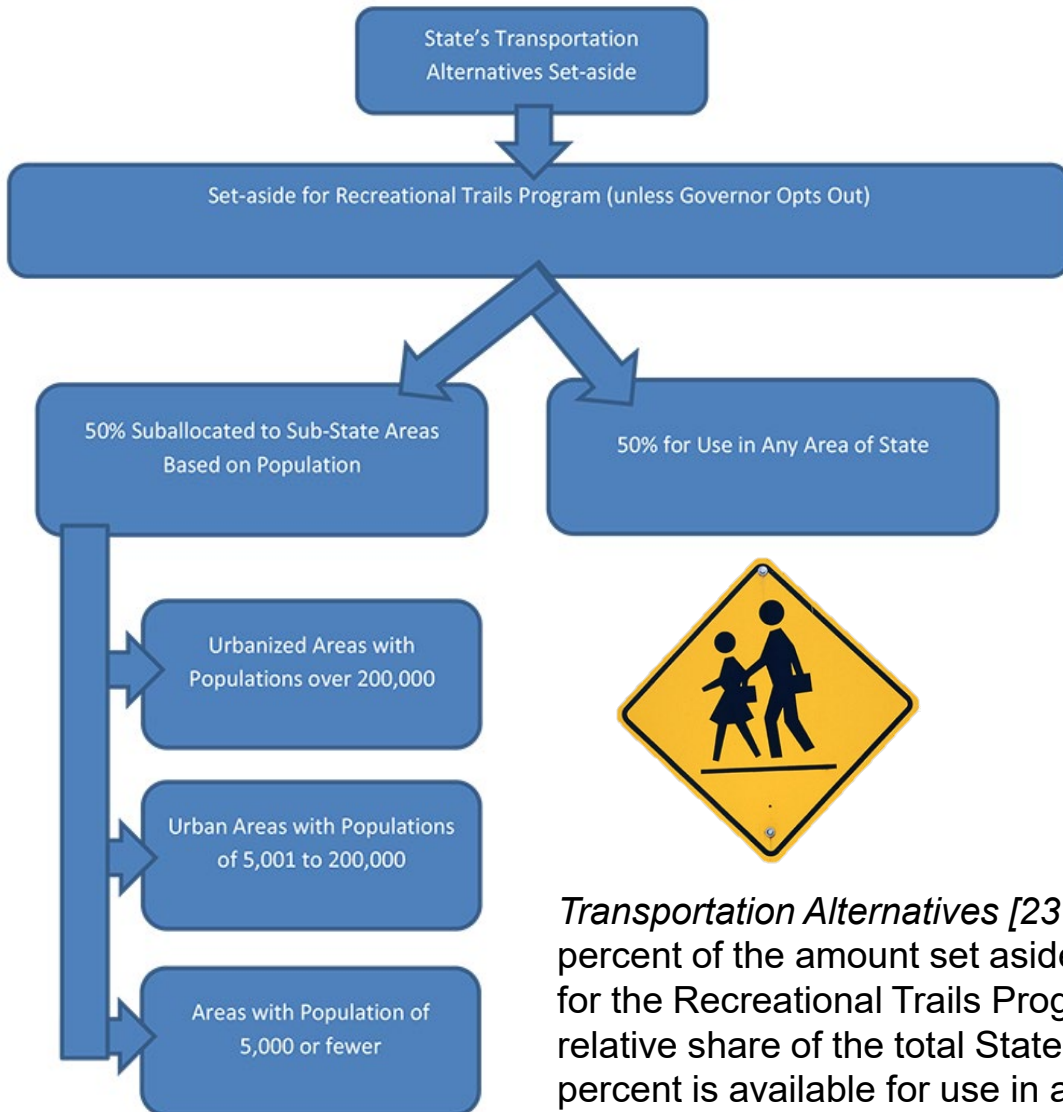
TAP

TRANSPORTATION
ALTERNATIVE
PROGRAM

Kirksville,
Memphis and
Kahoka all
have indicated
plans to
submit a
project for
2021.

Transportation Alternative Program

Transportation Alternatives Suballocation



Mari Macomber and Chris Feeney met with MoDOT officials November 23, 2020 to discuss funding allocations for the TAP program, specifically inclusion/exclusion based on population designations.

It was explained by Julie Stotlemeyer of the MoDOT LPA that federal funding for the program is allocated into three different areas, metropolitan (population over 200,000), population centers of 5,000-200,000, and rural areas with population below 5,000.

Transportation Alternatives [23 U.S.C. 133(h)(2), MAP-21 § 1109(b)].—Fifty percent of the amount set aside for TA in the State (after deducting the set-aside for the Recreational Trails Program) is suballocated to areas based on their relative share of the total State 2010 Census population. The remaining 50 percent is available for use in any area of the State.

TAP

TRANSPORTATION
ALTERNATIVE
PROGRAM

The 2018
MoDOT
Northeast
District TAP
awards went to
Hannibal
Kirksville
Mexico
Troy

Transportation Alternative Program

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

COMPUTATIONS FOR FISCAL YEAR (FY) 2020 TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE SUBALLOCATION OF TA FUNDS

	Total Population in Areas	% of state population in areas	Federal TAP funding Suballocation
200,000+	2,907,446	48.55%	\$4,523,673
5,000-200,000	1,136,671	18.98%	\$1,768,538
Less than 5,000	1,944,810	32.47%	\$3,025,915
MISSOURI	5,988,927	100%	\$9,318,126

Based on these figures compiled from the FHWA, the state's competitive TAP applications, which are only open to communities with less than 200,000 population (*the metropolitan areas' funds are allocated directly to the MPOs for award*) should be allocated roughly 63% to areas with populations less than 5,000 and 37% to areas with populations from 5,000-200,000.

This is something to keep an eye on, as the 2018 and 2016 statewide TAP awards were a roughly 50/50 split between those two population designations based on my calculations.

TAP

TRANSPORTATION
ALTERNATIVE
PROGRAM

The 2018 MoDOT Northeast District TAP awards went 100% to areas of populations greater than 5,000.

The 2016 TAP awards favored the smaller areas with roughly 75% going to populations less than 5,000.

The 2014 TAP awards in the district were roughly a 50/50 split.



NEMO RPC will deploy the unit on a week-to-week basis.

Cities, counties, law enforcement agencies are encouraged to contact us with a list of locations and we'll do the rest.

Default Report Title
Use Preferences to Define Titles

SPEED DATA ANALYSIS

Location



Latitude: 40.420276
Longitude: -91.712250

Analysis Time Period



Start End
12/23/2020 12/30/2020
11:14 AM 2:28 PM

Vehicles Analyzed



10,815

Total Enforceable Violations



2,591

% Enforceable Violations



24%

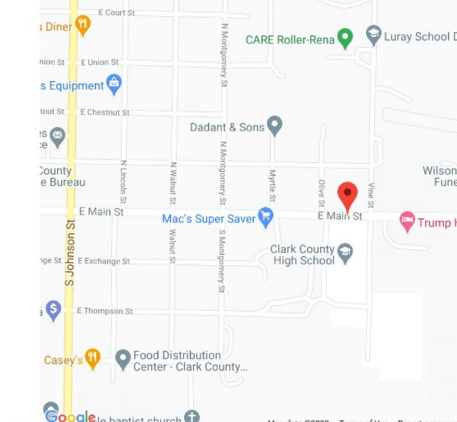
Enforcement Tolerance



10

Enforcement Rating

HIGH



Speed Limit



25

Average Speed



30

Fastest Speed



89

10 MPH Pace Speed



28-37

Slowest Speed



7

JAMAR

PORTABLE RADAR UNIT

Collects traffic volume, date and time, vehicle size, & speed data.

Available in report form or in sortable database.



At the January 6, 2021 Missouri Highway and Transportation Commission meeting, the commission requested and received funding scenarios from MoDOT focused on improving pavement condition of low volume roads.

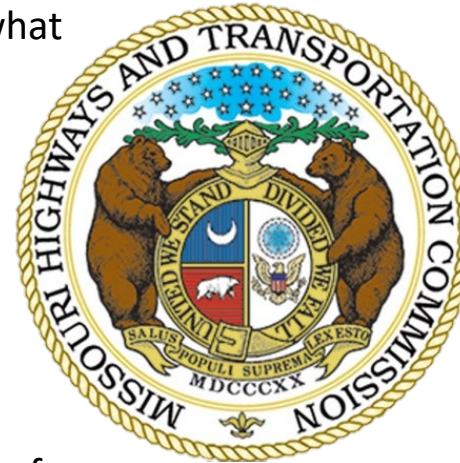
Two scenarios highlighted shifting more maintenance dollars to NE and NW districts. There was also a scenario presented with a \$15 million influx of funding statewide that would allow 220 miles of 1-inch overlay on low volume routes across the state.

The MHTC voiced concerns about poor conditions on these routes in certain areas of the state, with Commissioners Ecker and Boatwright both highlighting disparities across districts and counties.

Director McKenna agreed that conditions should be similar regardless of what part of the state you call home.

He indicated that MoDOT's reliance on a formulaic approach to funding based on population and traffic volume was allowing some of these disparities because they did not factor in baseline cost differences for materials varying so much across the state, as well as availability of contractors and underlying geological differences all of which made the dollars stretch less far in some areas.

McKenna confessed that the outcomes were too often simply being accepted under the excuse "we don't have enough funding". He pledged that MoDOT needs to get better at reviewing the problem areas, identifying the disparities and adjusting accordingly to make the system more equitable.



MHTC

MISSOURI
HIGHWAY &
TRANSPORTATION
COMMISSION

The MHTC met January 6, 2021 and hosted two workshops prior to the monthly meeting. The workshops focused on asset management and financial updates.

New
Maintenance
Management
Tool coming soon
to MODOT!

2019 Missouri Crash Statistics

FATALITIES

881

NOT WEARING SEAT BELT

64%

2020 Missouri Crash Statistics

FATALITIES

978

NOT WEARING SEAT BELT

66%

Despite significantly lower traffic volumes in 2020 thanks to COVID-19, Missouri roadways were markedly less safe.

The Northeast District saw a slight increase in fatalities, jumping from 43 a year ago to 45 in 2020, with a 65% unbuckled rate for those casualties.

Adair County recorded 6 fatalities in 2020, while Lewis County reported 4 deaths on its roadways. Scotland and Schuyler County each had 1 fatal crash last year while Clark and Knox counties had 0 fatalities.

Safety efforts for 2021 in the district will include continued promotion of the Buckle Up Phone Down campaign to stress seatbelt use and avoiding cell phone use while driving.

The coalition will also promote driver education programs and help fund presentations to target audiences about the consequences of speeding, distracted driving and driving while impaired.

Funding will be offered to law enforcement/EMS for equipment to help reduce disabling injuries and fatalities on the region's roads as well as grants to public works, cities and counties to install advance warning signs at dangerous intersections.

SAFETY

COALITION FOR
ROADWAY SAFETY
NORTHEAST
REGION

FY2021 Budget
\$46,699



Occupant
Protection



Speed &
Aggressive
Driving



Distracted
Driving



Impaired
Driving

Focus Areas for 2021 NE Coalition for Roadway Safety

Old Business



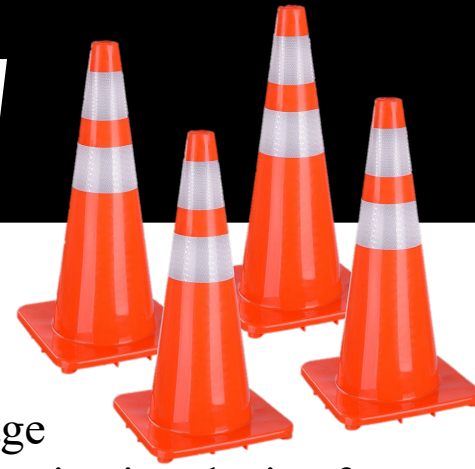
MoDOT Legislative Agenda



TAC Calendar



Maintenance Lists



1. Prohibit Hand-Held Cell Phone and Other Electronic Wireless Communication Device Use While Driving

- Missouri's current law, passed in 2009, prohibits drivers 21 years of age and under from using a handheld cell phone or other electronic communication device for text messaging and certain other forms of electronic messaging while driving. The proposed legislation would expand the law to all drivers and strengthen it by prohibiting all hand-held use of an electronic wireless communication device.
- The proposal would allow drivers age 18 and above to use hands-free technology while driving.
- Hand-held cell phone use while driving is currently banned in 19 states and the District of Columbia.
- 48 states prohibit texting while driving for all drivers. Missouri and Montana are the only two states that do not prohibit texting while driving for all drivers.

2. Primary Safety Belt

Missouri has a secondary enforcement law regarding wearing a seat belt. A law enforcement officer must have stopped a driver for some other violation in order to also cite the driver for not wearing their seat belt. The proposed legislation would allow a law enforcement officer to stop a driver solely for failure to wear their seat belt if the violation is clearly visible to the officer.



Safety.
Service.
Stability.

MODOT 2021 LEGISLATIVE AGENDA



Service. Stability.



Safety. Service. Stability.

3. Miles Per Gallon (MPG) Equitable Motor Vehicle Registration Model

- In its *Final Report* dated January 1, 2018, the 21st Century Missouri Transportation System Task Force determined that Missouri should both address immediate transportation funding needs and prepare for long term sustainability and diversification of transportation revenue streams.
- This proposal is to modernize Missouri's motor vehicle registration fee structure. The change in law would replace Missouri's current motor vehicle registration fee model based on taxable horsepower with a motor vehicle registration fee based on a motor vehicle's MPG rating. This MPG model is a responsible step toward responding to the future fuel-efficient fleet and its impact on the primary source of revenues required to operate a safe and reliable transportation infrastructure.

4. 10-Cent Fuel Tax Increase; 2-cents a year for 5 Years

- Missouri's current fuel tax rate of 17-cent per gallon has been in effect since April 1, 1996. Since that time, inflation has eroded the purchasing power of this revenue source and has limited MoDOT's ability to address the state's growing road and bridge needs.
- This initiative aligns with the American Association of State Highways and Transportation (AASHTO) core policy principle for increasing the federal fuel tax for the next reauthorization act.



5. Flexible Benefit Pilot Program

- MoDOT's fiscal year 2022 appropriations request included funding for a flexible benefits pilot program for new employees.
- The personal services request includes \$3.9 million to implement a flexible benefits pilot program for new employees. The program would give new hires the option of receiving a higher salary with reduced benefits, such as not participating in the defined benefit retirement plan but receiving a contribution to their deferred compensation account. New hires would also have the option to increase their salary by not participating in the medical plan as long as they provide proof of other insurance. The goal of this increase is to attract new employees by paying closer to market compensation by providing options for increasing their take home pay.



TAC CALENDAR

Transportation Advisory Council

Calendar

March

January - March: Start the process over again. Begin search for new projects.



1ST QUARTER - Identify local projects that you wish to be considered by the TAC for inclusion on the annual needs ranking list. Consider updates, improvements to the ranking process, policy changes, etc.

June

April - June: Gather data for projects to be considered for ranking.



2ND QUARTER - Finalize data collection, photos, public comments compilation of local projects to be considered by the TAC for inclusion on the new needs list for ranking. Submit all info to the RPC to be added to the needs list.

September

July - September: Narrow down/ finalize project list to be considered for ranking.



3RD QUARTER - TAC will decide which projects will be added to the needs list for ranking considerations. The official project list will be provided to each TAC member in mid-October to early November for voting.

December

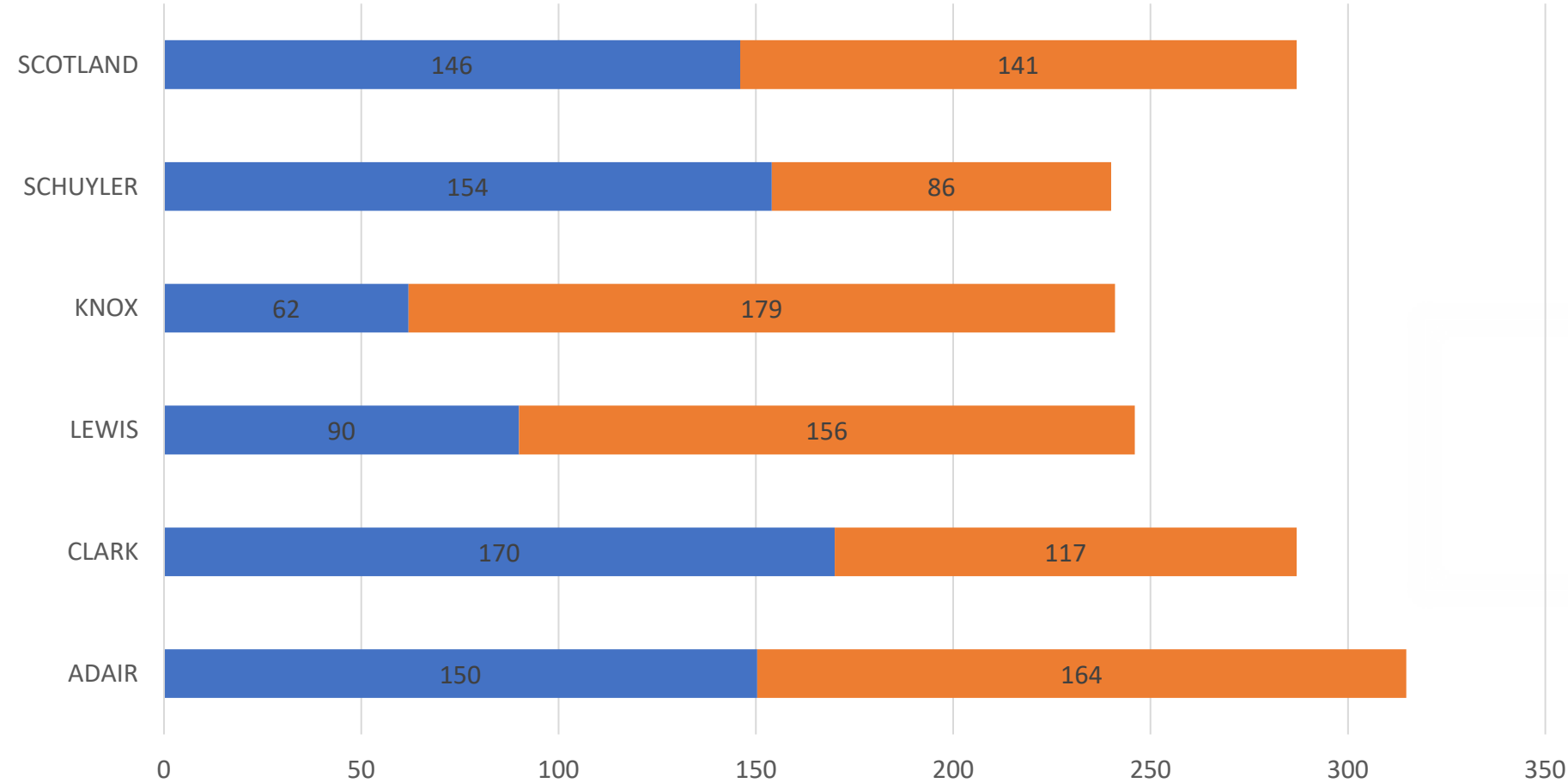
October - December: Review projects on needs lists. Submit final needs rankings.



4TH QUARTER - Ranking sheets will be submitted by all TAC members and will be tabulated. The final tabulation of results will be reviewed by the TAC prior to approval for submission to MoDOT.

Low Volume Roads

PAVEMENT CONDITION



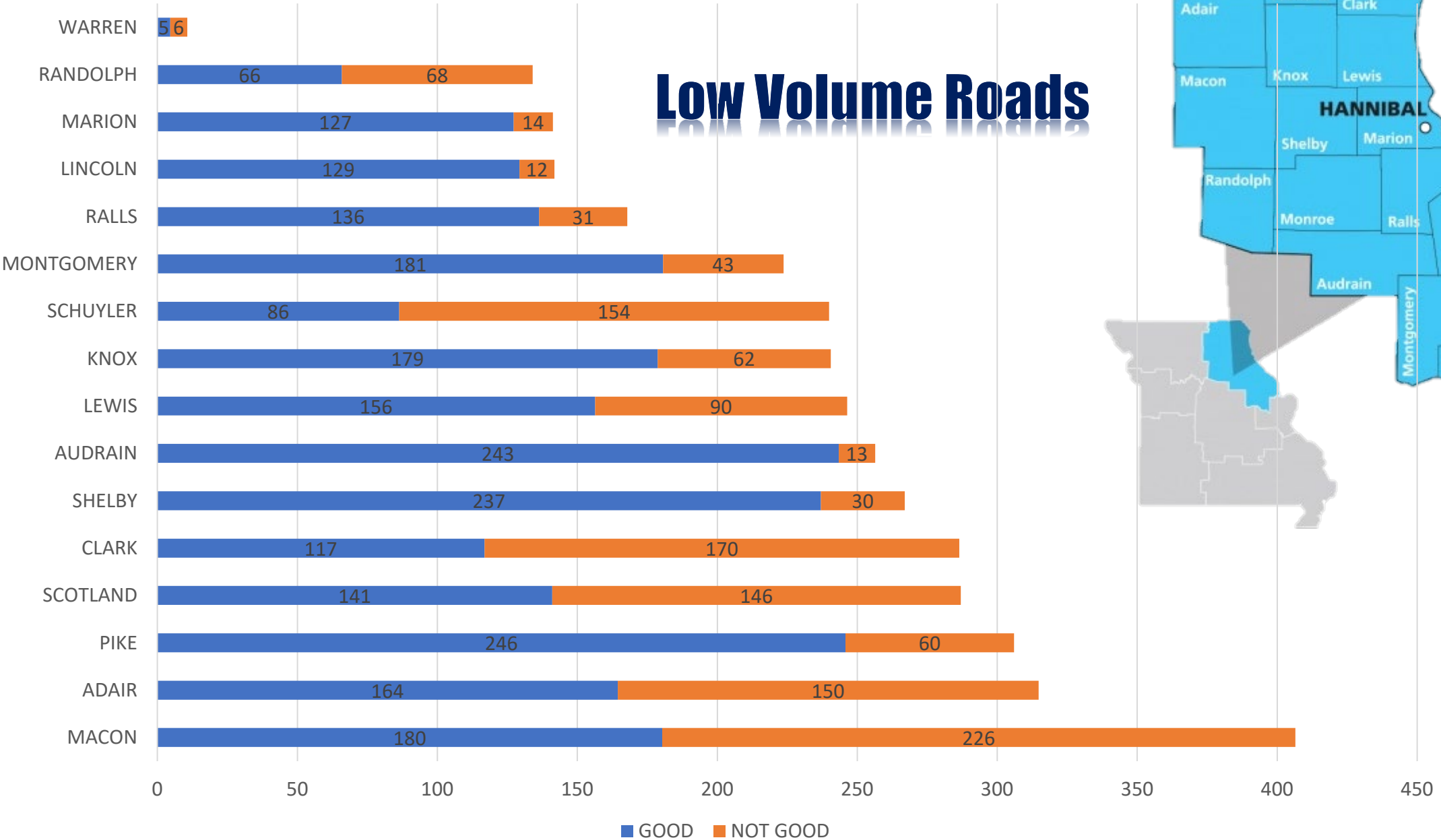
	ADAIR	CLARK	LEWIS	KNOX	SCHUYLER	SCOTLAND
NOT GOOD	150	170	90	62	154	146
GOOD	164	117	156	179	86	141

NOT GOOD GOOD

MAINTENANCE
PRIORITY
LISTS

Does the TAC
need to find a
better method
to address low
volume road
concerns?

MoDOT Northeast District Low Volume Road Pavement Conditions



MAINTENANCE
PRIORITY
LISTS

Northeast District
MoDOT

17 Total
Counties

Poor
pavement
condition
makes low
volume roads
a higher
priority need
for some
counties in the
Northeast
District

ADAIR COUNTY

#18 Most Low Volume Miles 315
#13 Most Miles Not Good 150
#20 Highest % Not Good * 48%

CLARK COUNTY

#24 Most Low Volume Miles 286
#10 Most Miles Not Good 170
#4 Highest % Not Good * 59%

KNOX COUNTY

#35 Most Low
Volume Miles 241
#35 Most Miles
Not Good 62
#48 Highest %
Not Good * 26%

SCHUYLER COUNTY

#36 Most Low Volume Miles 240
#12 Most Miles Not Good 154

SCOTLAND COUNTY

#14 Most Miles Not Good 146

LEWIS COUNTY

#34 Most Low
Volume Miles 246
#25 Most Miles
Not Good 90
#36 Highest %
Not Good * 37%

#2 Highest %
Not Good *
64%

#23 Most Low Volume Miles 287
#15 Highest % Not Good * 51%

NODAWAY COUNTY

has 507 total low
volume road miles, the
most in Missouri

*Based on 2019
Pavement
Tracker Data –
ARAN did not
collect new data
for 2020*

SULLIVAN COUNTY

has 73% of its low
volume roads rated NOT
GOOD, worst in the state

Low Volume Roads

TEXAS COUNTY

has 412 of 432 total
low volume road miles
in GOOD shape

MAINTENANCE
PRIORITY
LISTS

114 Counties
total in
Missouri

** Counties with less
than 30 miles not included
(9 counties total)*