



NEMO RPC TAC Meeting

March 17, 2021

TAC



TAC Update / Agenda

- ❖ **Statewide Planner Meeting**
- ❖ **Unfunded Needs**
- ❖ **Legislative Update**
- ❖ **TAP Projects**
- ❖ **Other Business**

TAC

Start Identifying New Projects

Statewide Planner Meeting

February 10, 2021

- The Highway Commission released dramatic forecast changes for funding featuring roughly \$200 million in federal COVID relief funds for MoDOT as well as an adjusted debt payment relief plan from Amendment 3 that will produce added revenue for future MoDOT budgets.
- As part of that new funding, the Commission has tasked MoDOT with allocating more funding for asset management.



Focus on Asset Management

Equitable Road Conditions Statewide

- Hassinger highlighted disparities across the state, with southern districts reporting 80% or better good quality low volume roads, while the north part of the state was lagging behind, particularly the northwest district which has just 53% good rated low volume roads.
- \$10 million is allocated annually for the Asset Management Deficit Program, which allows for adjustments to the STIP construction projects to make minor adjustments related to poor condition assets. The program was to expire in 2022, but Hassinger said it will continue thru the entirety of the 2022-2026 STIP.

“People should expect the same experience when they drive similar roads anywhere in the state,” said Hassinger. “The big picture is we should have some continuity of the condition of our roadways on the similar parts of our system, whether that be interstates, our majors, or our minors.”



Ed Hassinger
Deputy Director
MoDOT

“One of the issues that has come up, we have kind of a difference in the condition of the assets across the state,” Hassinger said. “We have a pretty wide range of conditions, mostly on the lower tier or roadways and the Commission has asked us to take a look at it.”

Fixing Low Volume Roads



MAINTENANCE

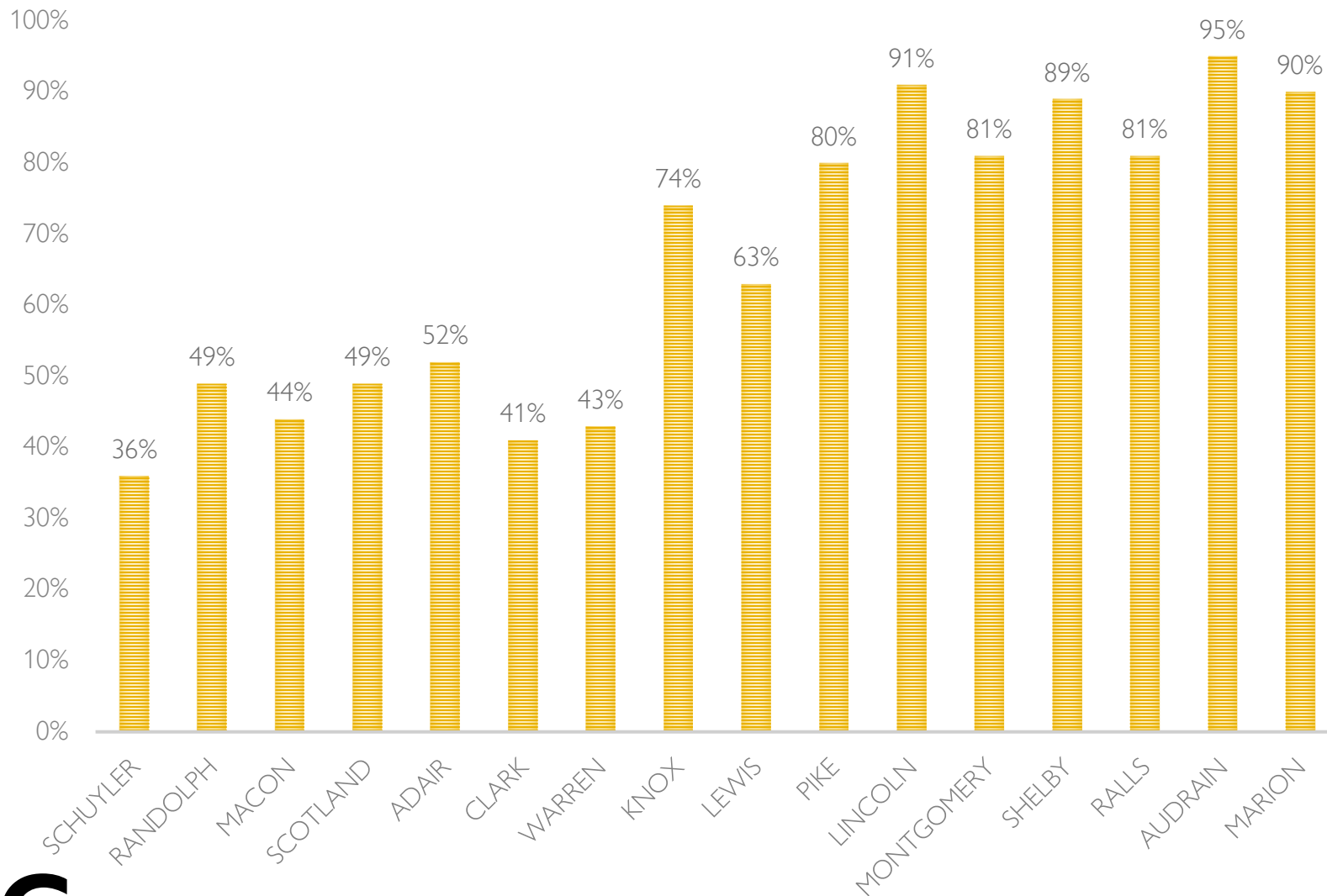
- NEW Maintenance Asset Management Deficit Program - \$15 million will be allocated annually in 2022 and 2023 to address operational shortfalls related to asset management issues handled inhouse and not contracted thru construction, specifically low volume road pavement condition. “This will be formula driven to put that money where we need to equalize the asset performance,” Hassinger said. The funding will be reduced to \$12.5 million in 2024 for a total investment of \$42.5 million over the three years.



NEW PAVEMENT

- With a cost estimate of \$65,000 per mile for a new one-inch overlay, the MoDOT Northeast District projected the ability to do an average of 42 miles of overlay with the \$2.8 million infusion in asset management funds, with the potential to bring that total closer to 100 miles if the entirety of the additional \$3.5 million in operating funds were allocated solely to pavement condition upgrades for low volume and minor routes.

NORTHEAST DISTRICT LOW VOLUME ROADS % GOOD (2019 DATA)



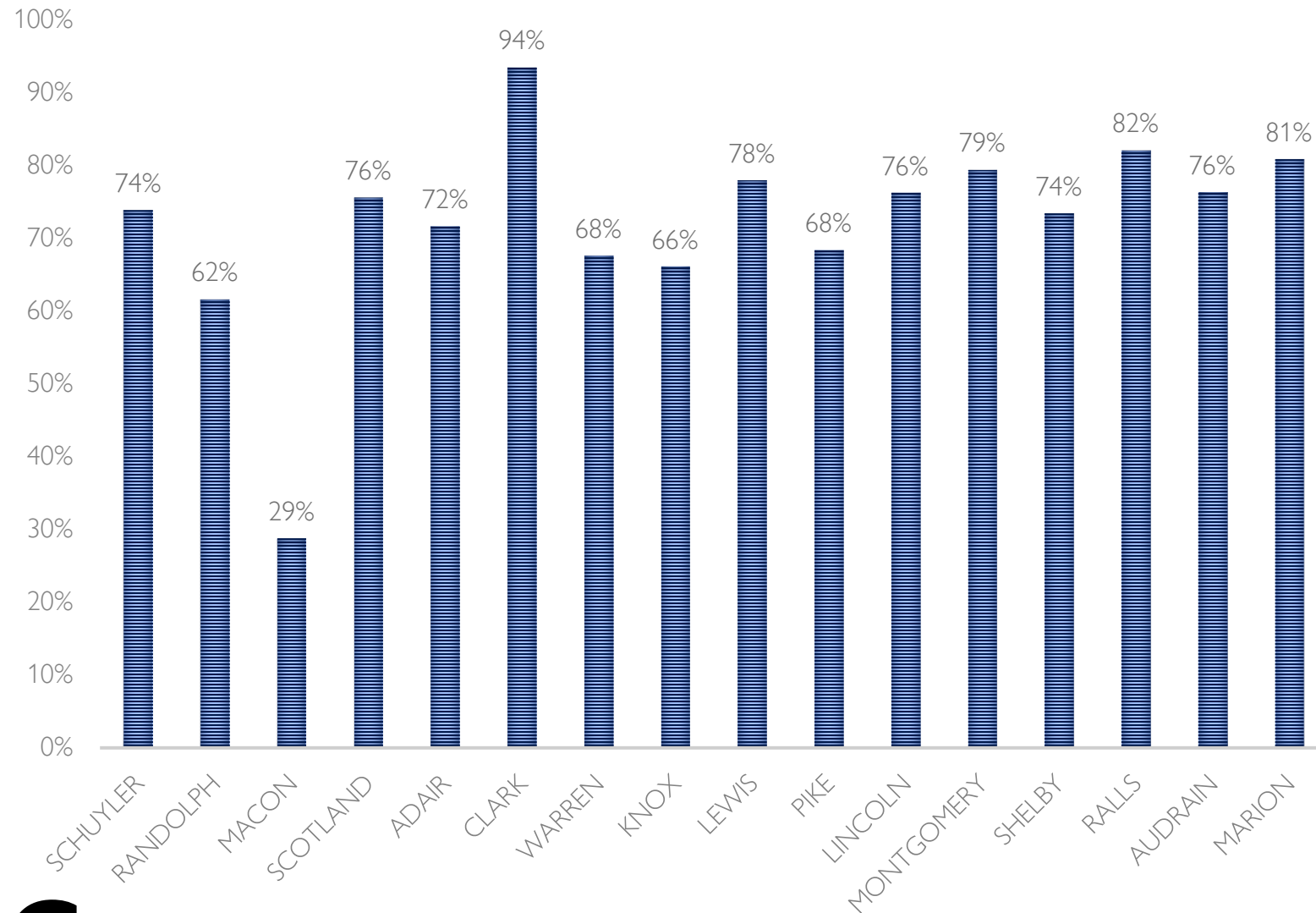
Low Volume Road Needs

STATE GOAL
70% Good Pavement

Statewide, Missouri has 10,957 miles of low volume routes (roads with average daily traffic below 400). That represents 33% of the state's road system, which handles just 2% of the total traffic volume.

The state goal for good pavement on these routes is 70%, and Missouri is at 71% statewide. However the range at the district level is 53-84%. The northwest district is the worst at 53% good. The northeast district was at 65% good in 2019, but has a wide range of results at the county level.

NORTHEAST DISTRICT MINOR ROUTE % GOOD PAVEMENT (2019 DATA)



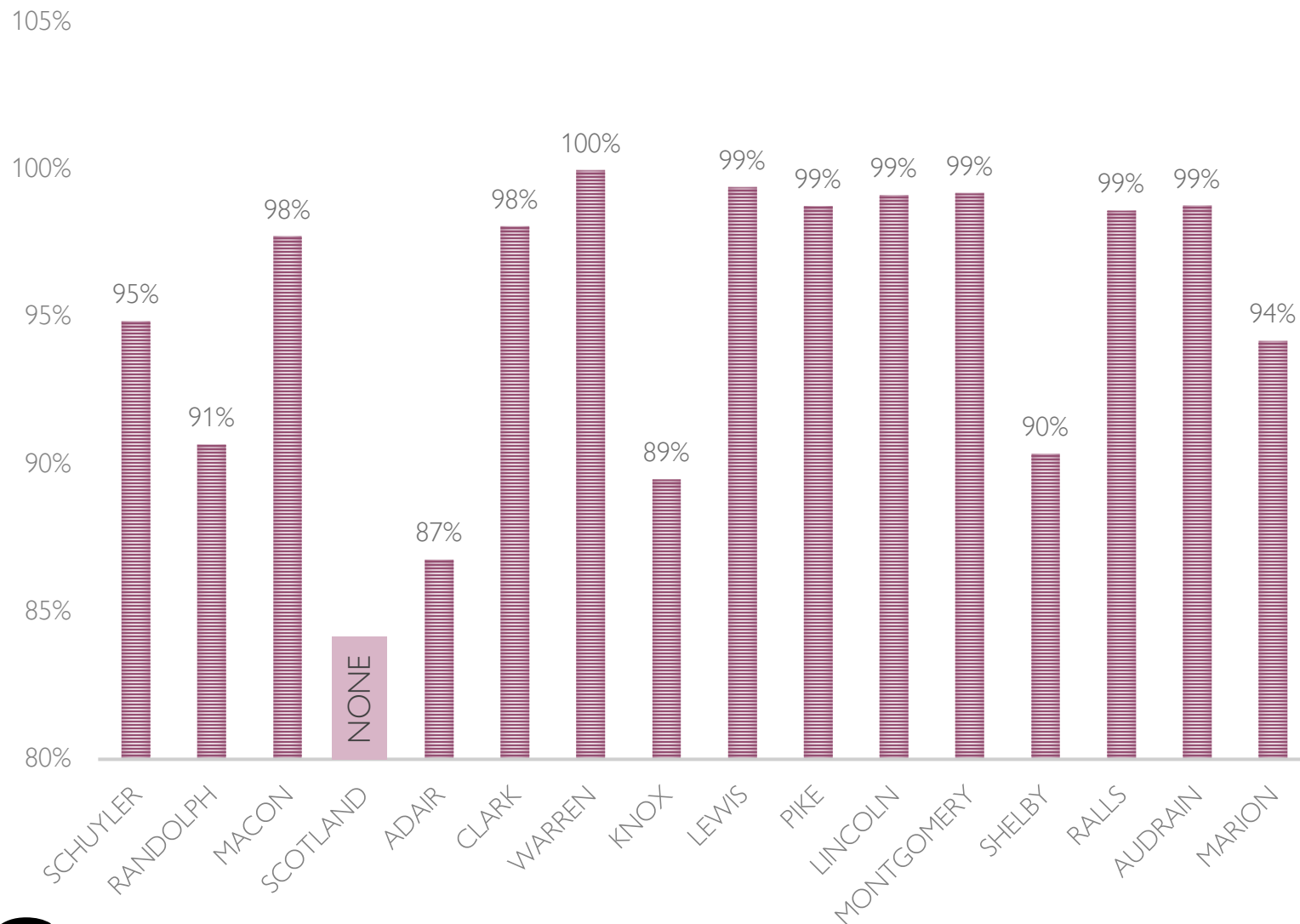
Minor Route Pavements

STATE GOAL
80% Good Pavement

Statewide, Missouri has 17,125 miles of minor routes, which handle over 400 ADT and make up 51% of the state's road system, while handling 22% of the total traffic volume

The state goal for good pavement on these routes is 80%, and Missouri is at 80% statewide. However the range at the district level is reported as 73-90%. The northeast district was at 72% good in 2019, but has a wide range of results at the county level.

NORTHEAST DISTRICT MAJOR ROUTE % GOOD PAVEMENT (2019 DATA)



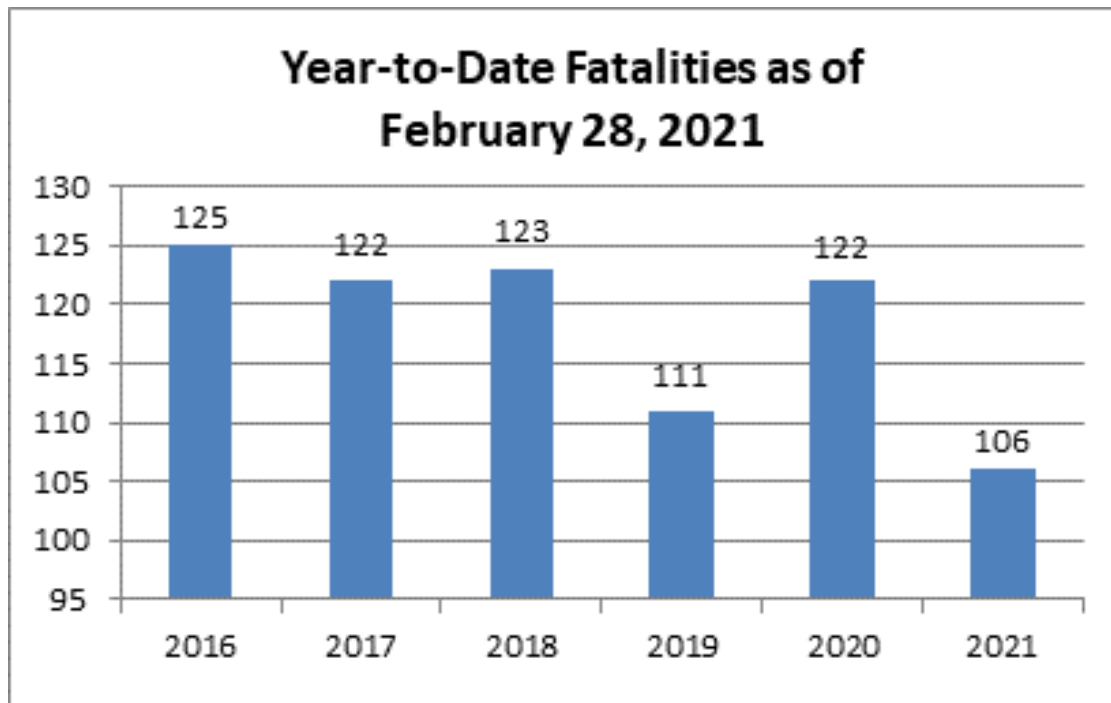
Major Route Pavements

STATE GOAL

90% Good Pavement

Statewide, Missouri has 5,546 miles of major routes, which represents just 16% of the system, but handles 76% of the total traffic volume across the state.

The state goal for good pavement on these routes is 90%, and Missouri is at 91% statewide. The range at the district level is reported as 86-97%. The northeast district was at 96% good in 2019 and had just two counties not meet the state goal (Adair and Knox counties).



Safer Start to 2021

Fatalities Down Statewide thru February

After 2020 produced an alarming escalation in fatal traffic accidents in Missouri, the new year is off to a much better start. Thru the end of February, traffic fatalities were at the lowest mark in the past six years. A total of 106 traffic deaths were reported in the first two months of 2021, well below the average of 120 fatalities during the same time frame since 2016.

Missouri has experienced a 13.11% decrease from last year's totals of 122 fatalities by February 28, 2020.



Unfunded NEEDS

2021 Unfunded Needs Meeting

February 17, 2021

- The Northeast District MoDOT leadership team met with the NEMO RPC, Boonslick RPC and Mark Twain COG to generate a new unfunded needs list for the district for 2021.
- The projects in Tier I of the 2019 list have been programmed, including raising the road at Alexandria and resurfacing and adding shoulders to Highway 15.
- MoDOT is targeting \$23.4 million in projects for Tier I that could be addressed in the next five years, with \$93.5 million in Tier II projects over the next decade.

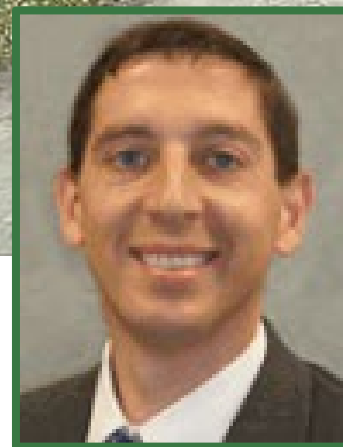


Asset Management an Unfunded Need

Northeast District leaders prioritize pavement condition improvements.

- What previously had been termed as the “on deck circle” for needed system upgrades, Tier I of the 2021 Unfunded Needs list for the Northeast MoDOT District instead will highlight the need for more funding simply to maintain the existing roads.
- Even with news of an extra \$6.3 million in funding for asset management, the group earmarked more than half of the \$23.4 million allocated to Tier 1 of the unfunded needs for 2021 toward asset management, with \$8 million for pavement improvements, \$3 million for bridges and \$5 million to add shoulders.

An increase in funding for Northeast MoDOT district will target bringing low volume road pavement conditions up to state goal of 70% good.



Kevin James
Assistant District
Engineer MoDOT

Kevin James indicated the district will receive an extra \$2.8 million for asset management as well as \$3.5 million more for operations, which will be used to improve pavement conditions, particularly in counties that have fallen below the state's goal of 70% good pavement on low volume roads.

Tier I 2021 Unfunded Needs

Northeast District MoDOT

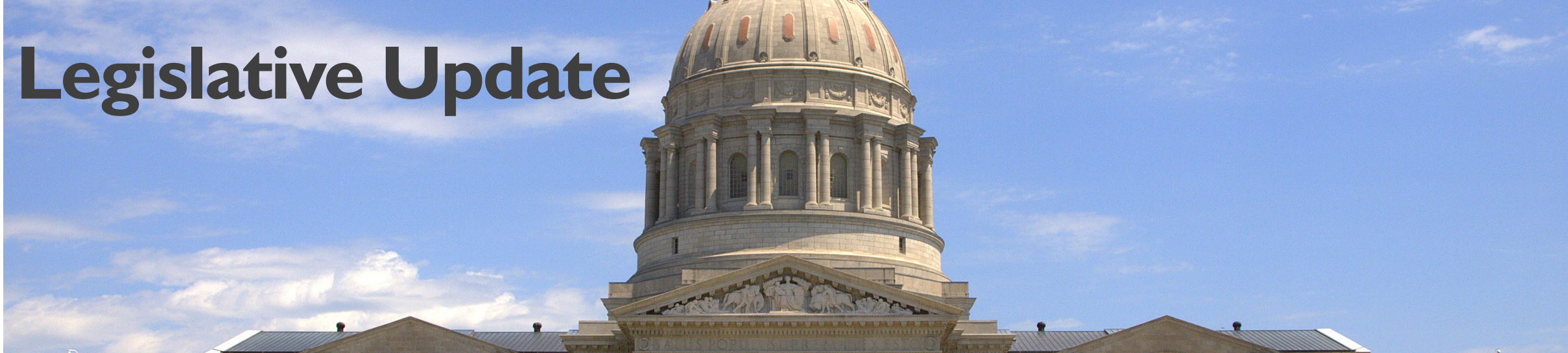
Project	County	Amount	Ranking
Pavement upgrades to low volume roads and minor routes	District wide	\$8,000,000	1 st
One lane bridge replacements, culvert replacements	District wide	\$3,000,000	2 nd
Replace one-lane bridge on Route 161 over Elkhorn Creek north of Buell, MO.	Warren	\$700,000	3 rd
Add shoulders to minor routes, improve safety	District wide	\$5,000,000	4 th
Add turn lanes on Route 19 at entrance to Mark Twain schools near Center, MO.	Ralls	\$700,000	5 th
Interchange improvements at intersections of Highway 63/36 in Macon, MO.	Macon	\$3,000,000	6 th
Scoping for adding lanes to Highway 54 from Mexico, MO to Louisiana, MO.	Audrain/Ralls/Pike	\$1,000,000	7 th
Add railroad overpass on I-70 near High Hill – updated study	Warren	\$2,000,000	8 th

Tier II 2021 Unfunded Needs

Northeast District MoDOT

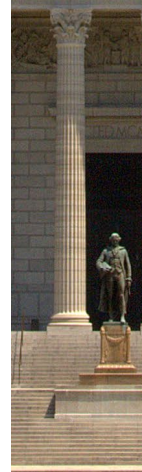
Project	County	Amount	Ranking
Pavement upgrades to low volume roads and minor routes	District wide	\$6,190,000	1 st
Poor condition bridge replacements, repairs	District wide	\$4,000,000	2 nd
Add railroad overpass on I-70 near High Hill	Warren	\$35,300,000	3 rd
Route 19 flood, levee seepage study	Montgomery	\$100,000	4 th
Add I-70 interchange at Stracks Church Road	Warren	\$18,000,000	5 th
Add shoulders from Troy to Hawk Point on Route 47	Lincoln	\$13,200,000	6 th
Update Hannibal Expressway Study	Marion/Ralls	\$500,000	7 th
Hydraulic study for Route 47 causeway north of Washington, MO	Warren	\$300,000	8 th
Highway 63 bypass safety improvements outside of Kirksville	Adair	\$100,000	9 th
Upgrade at-grade intersection on Route 61 at old Alexandria (Dollar General and K/V	Lincoln	Need cost estimate	10 th
Eliminate at-grade crossings on US 61 in Lincoln County/intersection improvements	Lincoln	Need cost estimate	11 th
Upgrade Route 15/Route 154 intersection in Paris, MO	Monroe	Need cost estimate	12 th
Widen, add turn lanes on Business 63 in Moberly, MO	Randolph	Need cost estimate	13 th
Add turn lanes on Route 6 at Highland School entrance	Lewis	\$590,000	14 th
Add turn lanes on Route 6 at Knox County School entrance	Knox	\$820,000	15 th
Complete new Route 61 outer roads from S. Lincoln Dr. to St. Charles County	Lincoln	\$14,400,000	16 th

Legislative Update



Missouri House

- House Bill 1044, Sponsor Becky Ruth - The chairman of the House Transportation committee has filed a 10-cent fuel tax increase proposal following the “South Carolina model” which will allow anyone to seek a full refund. The proposal calls for 2 cent annual increases starting Jan. 1, 2022, for five years. South Carolina passed a similar six-year increase in 2017 and has reported refunding approximately 15% of the tax revenue. The bill has been thru the first and second reading but has not yet been sent to committee.



Missouri Senate

- Senate Bill 262, Sponsor President Pro Tem Dave Schatz - The bill initiated by senate leadership came out of committee adopting the House’s “South Carolina model” proposal to allow refunds, but also was adjusted from two cents per year for five years, to 2.5 cents per year for six years, producing a 15-cent increase. In front of the full senate, it was “perfected” to a 2.5 cent increase for five years to propose a fuel tax jump from \$0.17 to \$0.295 by Jan. 1, 2026. The bill also would establish the Electric Vehicle Task Force at DOR to study methods to equalize road fees for vehicles avoiding the fuel tax.





Transportation
Alternative
Program
Update

TAP

Sidewalk Projects



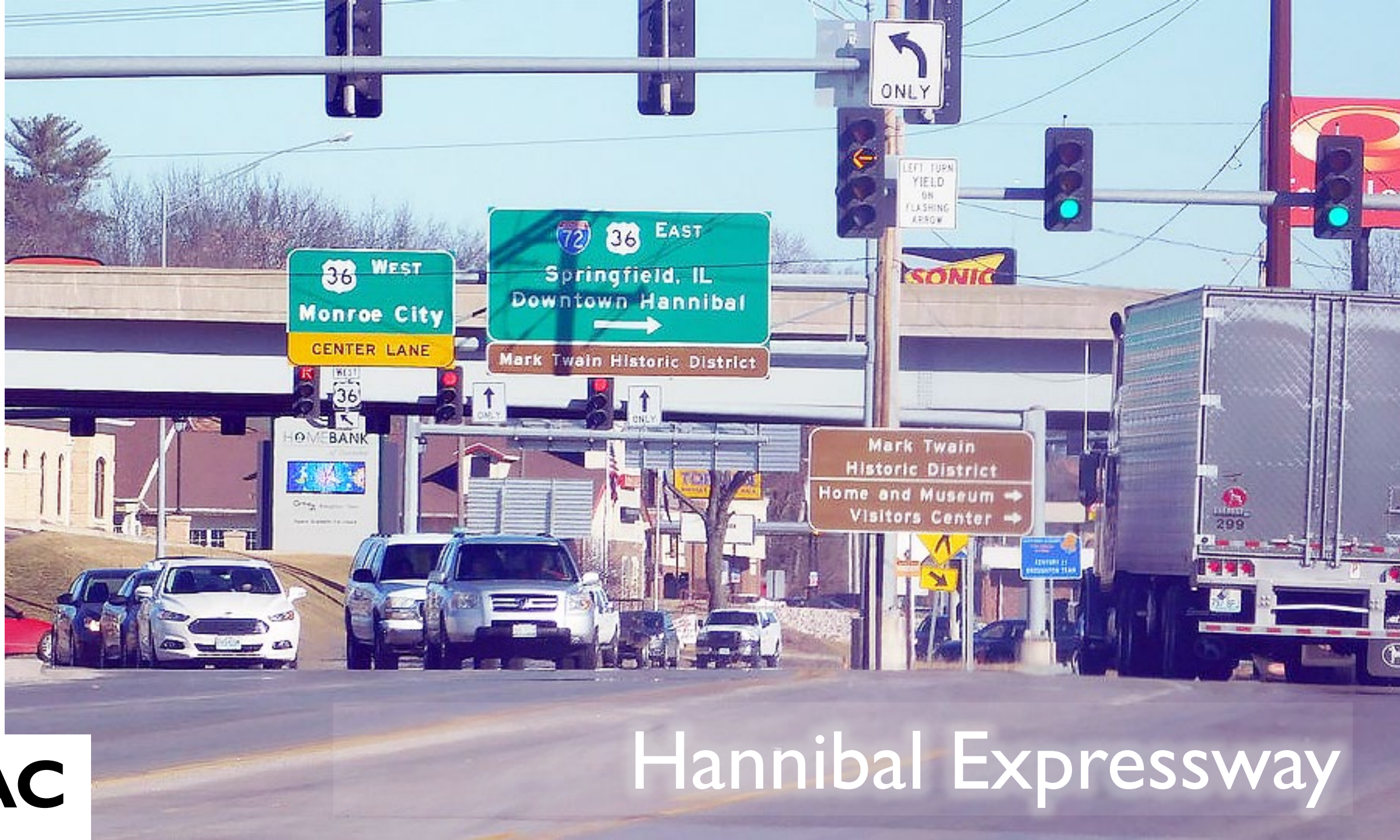
2021 TAP Grant Awards

- 2021 NE District TAP Projects- Two projects were approved for 2021 Transportation Alternative Program grant funds in the Northeast Missouri MoDOT District. The winning projects were selected from among eight applicants for the \$441,977 in federal funds allocated to the district for use on sidewalk, trails, bike routes or other related pedestrian traffic improvements. Warrenton had the highest scoring application followed by Kahoka. Others applying included Memphis, Kirksville, Bevier, Mexico, Moberly and Wright City.



Warrenton, Kahoka

- Warrenton had the highest scoring application, but was awarded funding for just two of its three phases to allow the second highest scoring project, Kahoka, to also be partially funded. Warrenton had sought \$476,988.13 in federal funding to pay for 58% of its proposed three-phase \$821,988 sidewalk project. Kahoka was seeking \$130,029. Completely funding both would have went over budget by \$15,746. That overage was split in half for each, leaving both underfunded by \$7,873; awarding \$319,845 to Warrenton and \$122,156 to Kahoka, pending their acceptance.



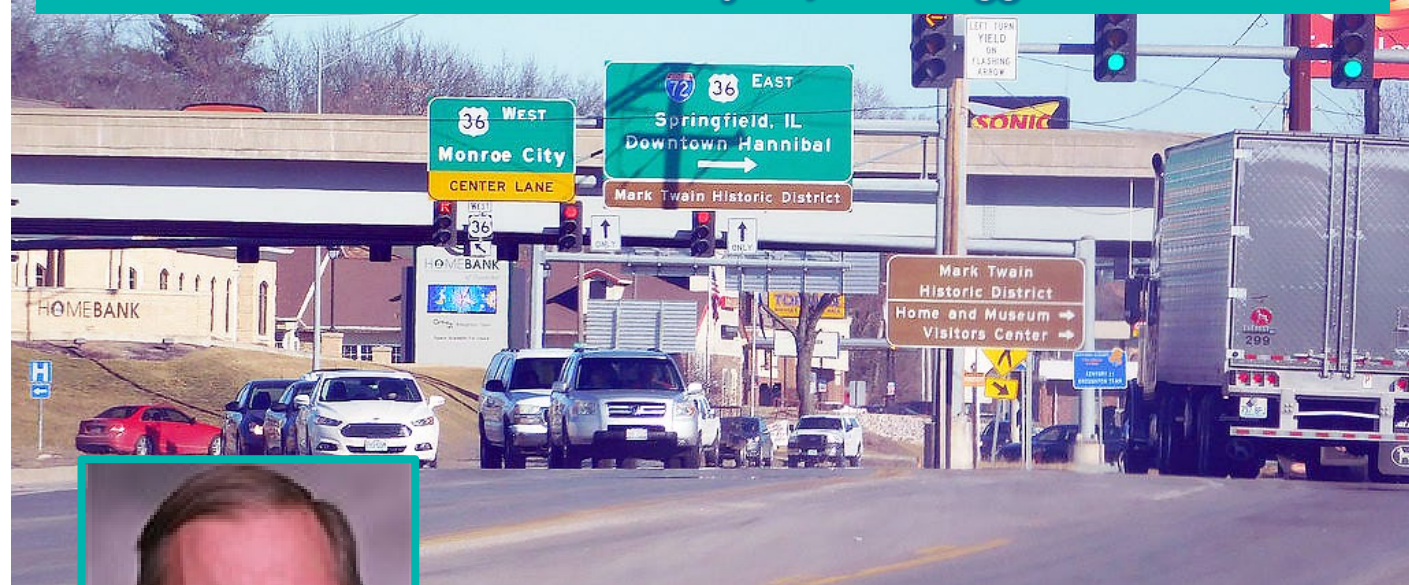
Hannibal Expressway

Hannibal Expressway

Rep. Riggs Seeks NEMO RPC Support

- Rep. Louis Riggs contacted the NEMO RPC seeking a letter of support for the Hannibal bypass.
- He recently addressed the Missouri Highway and Transportation Commission where commissioner John Briscoe of New London, instructed Riggs to get all of the RPCs in the northeast district to rank it as a high priority. “Then maybe if that happens, we’ve got a better chance of getting this on the STIP,” Briscoe said.
- Riggs said there are 7 stoplights on the Avenue of the Saints from St. Louis to St. Paul, all in Hannibal. He also stated there are 100 odd communities that have a highway bypass, and all but 8 have less population than Hannibal.

“Neglecting this bypass not only punishes Hannibal, but the entire northeast region of Missouri and diminishes our ability as a distribution hub on the eastern side of the state, which also deprives us of thousands of jobs,” said Riggs.



Representative
Louis Riggs
Hannibal

“Northeast residents have consistently paid for new construction itself throughout northeast Missouri as Kirksville did with 63 North from Macon, and as Marion, Monroe, Macon and Shelby counties did to develop the last 52 miles of US 36 from Hannibal to Macon,” said Riggs. “But we cannot lift a finger, or a shovel of dirt until MoDOT supplies the precursor, an engineering study for a bypass that has been neglected for 25 years.”

Hannibal Bypass



Riggs Contacted NEMO RPC

- In an email to Derek Weber, Riggs stated “The immediate feedback I received from the Commissioners and MoDOT legislative liaison was that letters of support from all of the RPCs in the Northeast District should be sufficient to move the Hannibal bypass, which has been sitting idle for 25 years, onto the STIP. That would be Northeast, Mark Twain and Boonslick. I would ask at this time that Northeast and Boonslick join with Mark Twain in this endeavor.” He indicated he steered legislation through the House Budget, Conference, the full House and Senate in 2020 to fund a study for the bypass, only to be vetoed by the Governor because it was not in the STIP.



Commissioner Ecker

- While Commissioner Briscoe steered Riggs toward the RPCs, Commissioner Terry Ecker from northwest Missouri stated “We wish we had the money to do everything for everyone, but I’m a little bit hesitant when in the northwest district we have 2,600 miles of road that are at 37% good and 6,000 miles of road that are at 50% good condition. There are limited resources, so I hope people like Rep. Riggs understand the constraints that we have in trying to fulfill all the wants and needs of the citizens of the state of Missouri.”

