



MINUTES from Thursday, Feb. 23, 2017
Thursday, February 23, 2017, 3:00 p.m. – 4:30 p.m.
Wildcat Glades/Audubon Center
201 Riviera Dr., Joplin, MO

Jim Swatsenbarg, CC Chairman called the meeting to order at 3:00 P.M. After introductions of persons present, approval was given of the minutes from the 12/20/16 TAC meeting. Jim asked Jill Cornett to give an overview of TAC policy. Jill explained the loose structure and the need for a formal Board. She further detailed the MoDOT guidelines for a formal committee. After relating how Nikki Hill researched what the other RPCs are doing around the state, Nikki's consensus is that TAC should operate in a similar way. Brian Ross explained the vote: one rep per county, the population requirements for additional votes (total 11 votes) and how ex-officio reps would be treated.

Jim Swatsenbarg then nominated Tom Short as Chairman of TAC. The vote was seconded and voted in favor of his nomination. Tom then asked for a nomination for vice-chairman. Jim Jackson's nomination was made, seconded, and he was voted in.

Nikki Hill explained the need for new surveys around the region to update the needs list. She explained the scoring sheets and surveys found in the distributed meeting material. Frank and Brian related how the scoring is done by 4 transportation planners and MoDOT. Mike Davis asked about abandoned projects and Jill and Nikki explained need for updated information. Brian and Frank discussed how best projects are presented.

The Bella Vista project update was then given. After questions from Shawn Cooper regarding its position on the priority lists, Frank explained it is tied for 1st on the priority list. Further questions about funding (toll road and sales tax possibilities) were fielded by Laurel, Frank, and Brian. Currently the project does not have sufficient funding.



Nikki spoke of the Public Transit Human Services Coordinated Plan update. She stated the plan must be updated every 5 years. This plan identifies gaps in service to the disabled, older adults, and lower income citizens. The HSTCC is conducting the surveys in coordination with JATSO, MoDOT, and MACOG. The surveys will be reviewed and public meetings are to be held in August.

Introduction of Laurel McKean, MoDOT District Engineer was made. Laurel stated her office was in Springfield but she is in the Joplin regional office 1-2 days/week. Laurel explained the "Citizens Guide to Transportation Funding in Missouri" and gave an overview of the current state of funding. She explained budget forecasts and how Federal matching of funds works.

Frank Miller of MoDOT spoke about the "Buckle UP/Phone Down" campaign. He spoke of MoDOT's commitment to the policy and encouraged others to get involved. MoDOT is asking citizens to take the pledge and employers to step up and adopt the policy. Individuals who take the challenge receive a keychain; organizations who participate get a plaque.

Nikki Hill presented 2 options for a new TAC logo. After discussion, audience agreed to change proposed logo #2 to reflect "T A C" instead of bullet points. Motion was made by Jim Bunch to accept suggested changes and adopt. Motion was seconded by Jim Jackson and was passed by vote.

Jill reported that there has not been a JATSO meeting in a few months so there is no update to report.

In other business, Brian Ross announced the March 6, 2017 in Pineville regarding the Walk Bike plan. This meeting is about amending the plan and how the Pineville/Jane area partnered with NWARPC (Northwest Arkansas Regional Planning Commission) to expand the bike paths into Missouri. The potential exists for economic growth for McDonald County if we can connect to the trails in the Walk Bike Plan. Brian expressed desire to write our own trail plan in-house and has started the process with 2 groups. Questions about funding and the legality of peds/bicycles on public roads were fielded by Brian, Laurel, and Frank.

Nikki Hill announced the next meeting was set for April 20, 2017, at Wildcat Glades/Audubon Center, 201 Riviera Dr., Joplin, MO, at 3:00 P.M. She also reminded the assembled to complete and forward the surveys.

800 E Pennell St, Carl Junction, MO 64834
Website: hstcc.org



Phone: 417-649-6400
Fax: 417-649-6409

The meeting was adjourned at 4:20.

This meeting was conducted in accordance with Missouri's Sunshine Law and is open to the public.

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Transportation Advisory Committee

February 23rd, 2017

3pm

Wildcat Glades Audubon Center Joplin, MO



TAC Policy

- Chair
- Vice chair
- Barton, Jasper, Newton, and McDonald
- Four county representatives
- One voting representative, one ex officio representative from cities +1000.
- 11 voting representatives.



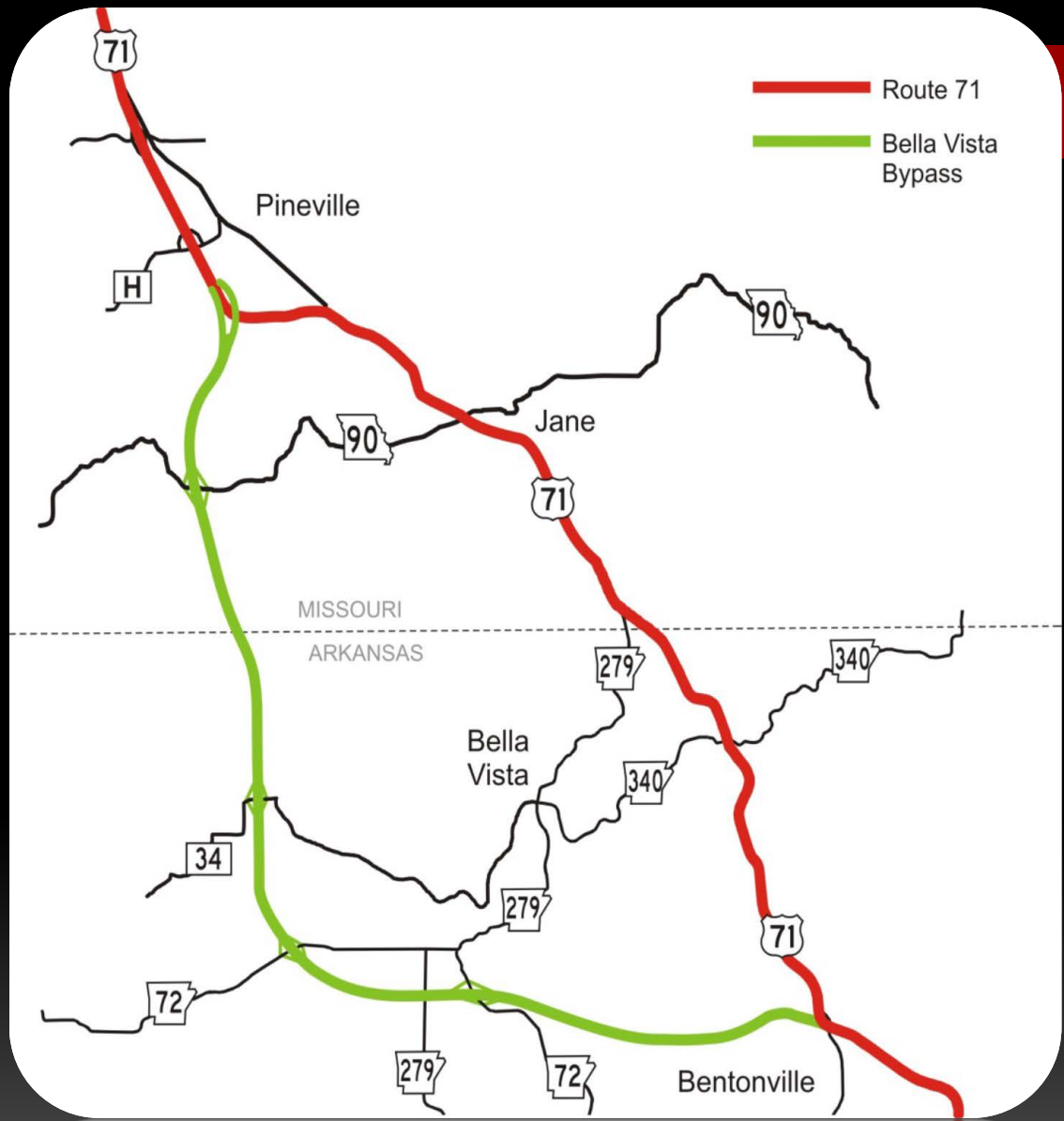
Regional Needs List Update

- Any new projects? If so, please fill out the survey in the TAC folder.
- Laurel McKean, District Engineer MoDOT
 - Process of identifying a regional need.
 - Understanding the technical aspect of the process.



Bella Vista By-Pass

Frank Miller,
MoDOT SW District
Planner



LOCATION MAP
BELLA VISTA BYPASS





Interstate 49 Corridor New Location



Bella Vista Bypass

- | Completed | ✓ | Scheduled |
|----------------|---|---------------|
| • 5.4 Miles | | • 5.4 Miles |
| • \$34 Million | | • \$69 Millio |
- Under Construction
- 6.4 Miles
 - \$53 Million

- ✓ **Draft STIP**
- \$50 Million
 - Ultimate Interstate
 - Contingent Upon Missouri



PT-HST Coordinated Plan Update 2017

- “All projects selected are derived from a locally developed, coordinated public transit – human service transportation plan and the plan is developed through a process that includes representatives of public, private and non-profit transportation and human service providers and participation by the public”



PT-HST Coordinating Plan Update 2017

- Updated every five years
- Identify strategies and/or activities that:
 - Address the identified gaps in service
 - Achieves efficiencies in service delivery
- Identifies (minimally) transportation services available, and needs of:
 - Individuals with disabilities,
 - Older adults,
 - People with low incomes.

March 15th 6-730, 5th floor of Joplin City Hall.



Citizen's Guide to MoDOT

- Frank Miller
- Laurel McKean



Buckle Up/ Phone Down

Frank Miller,
MoDOT



Logos

1



#2



JATSO Update



Trail Planning with NWARPC

NEXT STEP?



Public meeting in Pineville would discuss bringing Northwest Arkansas trail into Southwest Missouri

BY ANDY OSTMEYER
aostmeyer@joplinglobe.com

PINEVILLE, Mo. — Imagine Northwest Arkansas' popular Razorback Greenway one day rolling into Southwest Missouri.

That's the hope of some Missourians, minus perhaps the word "Razorback."

The Harry S. Truman Coordinating Council and the Northwest Arkansas Regional Planning Commission have scheduled a meeting for Monday, March 6, to hear from residents of McDonald County as they work on developing a bicycling and pedestrian plan to connect Jane and Pineville to the expanding trail network in Northwest Arkansas.

The 37-mile Razorback Greenway is the backbone of a 100-mile trail network in Benton and Washington counties in Northwest Arkansas, and it connects major destinations such as the University of Arkansas, malls and shopping centers, Crystal Bridges Museum of American Art, as



Elizabeth Bowen and Tim Conklin, with the Northwest Arkansas Planning Commission, on Tuesday talk about the Razorback Greenway Trail in Bentonville. Planning toward connecting the Razorback Greenway Trail to Pineville in McDonald County in Southwest Missouri is in the works. GLOBE | ROGER NORMER

well as headquarters for major employers, including Wal-Mart Stores Inc.

Right now, the trail ends at Lake Bella Vista, but future extensions include taking it 8 or so miles north to the state line, said Tim Conklin, who

SEE TRAIL, 6A

Want to go?

THE PUBLIC MEETING to discuss a bicycle and pedestrian plan for McDonald County that would be connected to the Razorback Greenway in Northwest Arkansas is set for 6 to 7:30 p.m. Monday, March 6, at the Pineville Community Center, 602 S. Jesse James Road.



March 6th

6-7:30

Pineville, MO Community Center

201-205 Jesse James Rd, Pineville, MO 64856



Any question, comments or concerns?

Please feel free to contact Nikki Hill at nhill@hstcc.org or call 417.649.6400

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Citizen's Guide to

Transportation Funding

in Missouri

November 2016

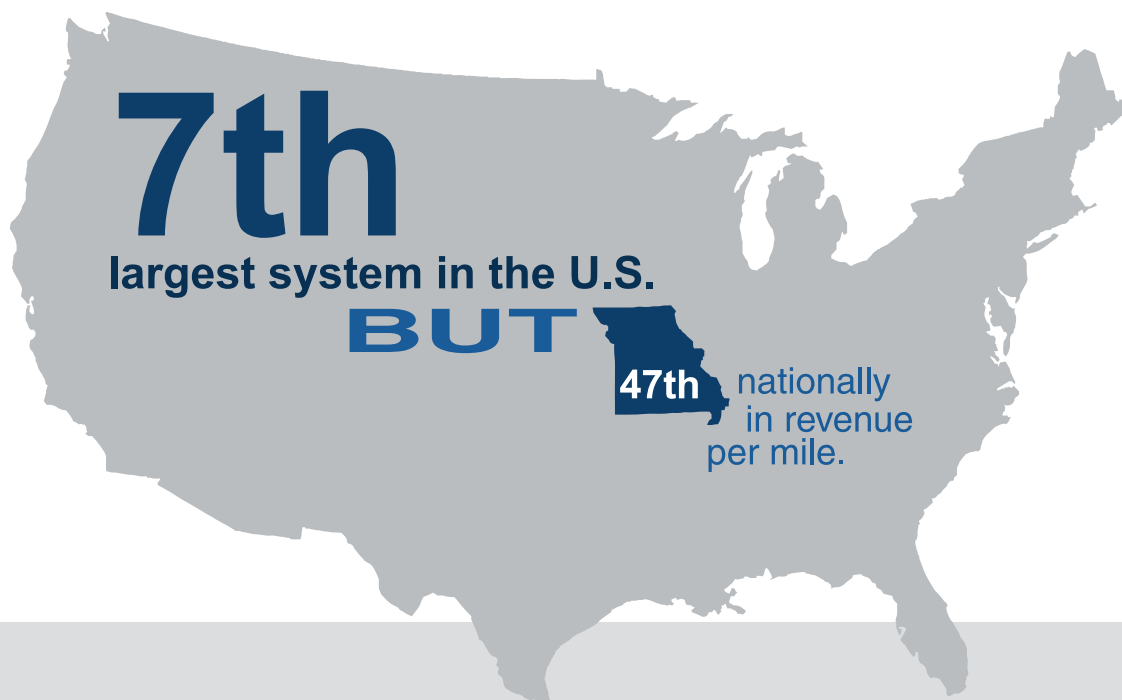


CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

How Transportation Funding Works

The citizens of the state of Missouri own a tremendous asset – the state transportation system.

Missouri's transportation system is a tremendous asset. Built by our parents and grandparents and funded by \$54 billion in user fees (it has a \$125 billion replacement value today), it is the nation's seventh largest state highway system – a system that is larger than neighboring states Kansas and Illinois combined. Missouri's transportation system plays a vital part in the lives of its citizens. It is counted on to safely and reliably connect people with family, jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations.



How Transportation Funding WORKS

The Citizen's Guide to Transportation Funding in Missouri will further explain how transportation funding works, including how funds are distributed and invested across the state, and provide information on high-priority unfunded needs.

The primary sources of revenue provided to the Missouri Department of Transportation (MoDOT) to manage this system are **user fees: fuel taxes, registration and licensing fees and motor vehicle sales taxes.**

“When compared to other states, MoDOT ranks 47th in the nation in revenue per mile, which leads to a **significant list of unfunded transportation needs** in the state.”

The average Missouri driver pays about \$30 per month in state and federal fuel taxes and fees. When commercial motor vehicle fees and federal general revenue transfers for transportation are included, the average climbs to \$48 per month. After distributions to other entities that are required by law, and payment of debt, MoDOT receives less than 60 percent of these funds to design, build, operate and maintain the system.

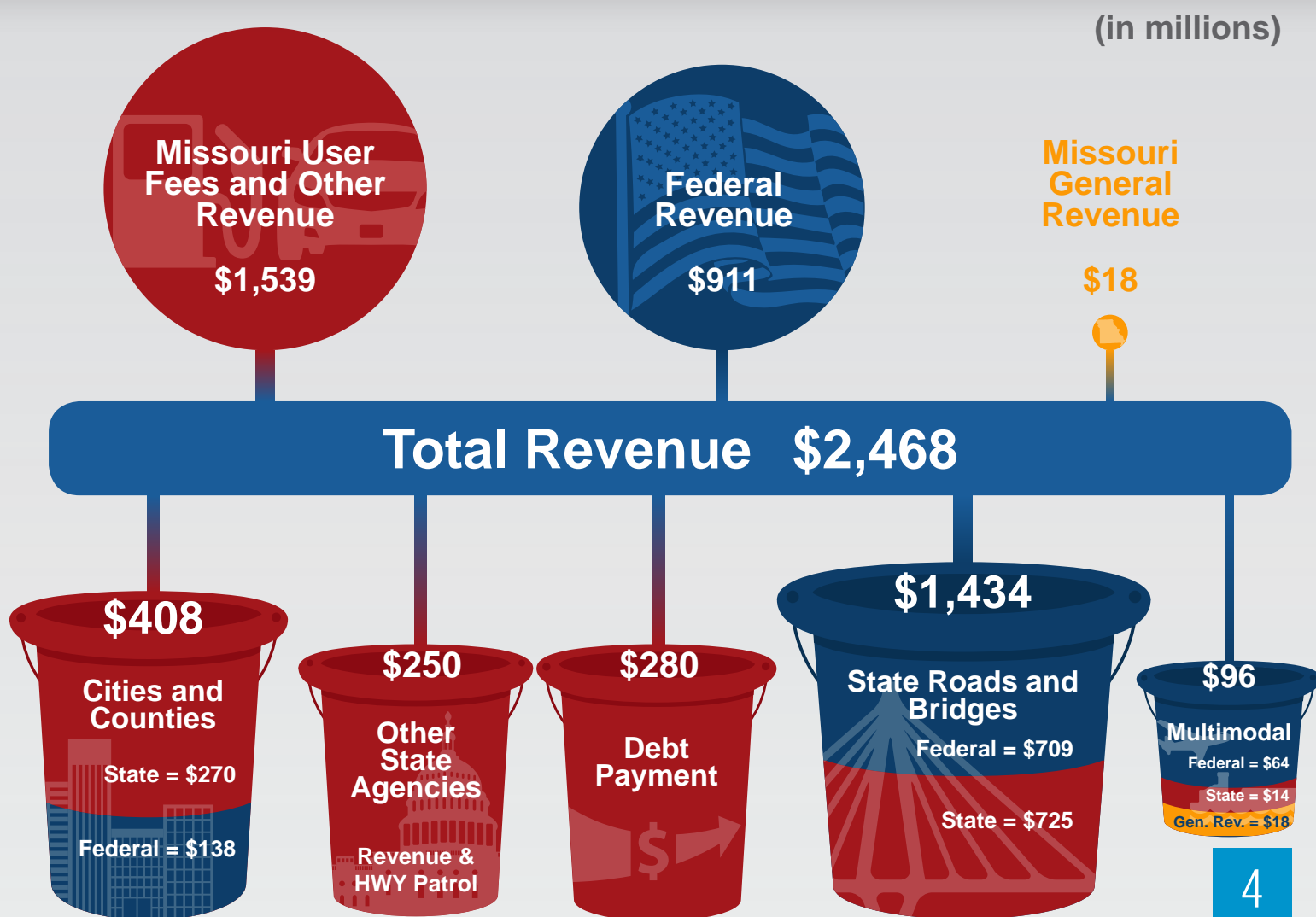
When compared to other states, MoDOT ranks 47th in the nation in revenue per mile, which leads to significant unfunded transportation needs across Missouri.

OVERVIEW

Missouri Transportation Funding – Overview

Missouri's transportation revenue totaled almost \$2.5 billion in fiscal year 2016. As shown below, nearly two-thirds of the revenue came from state user fees and one-third from federal revenue. A small fraction of funds came from Missouri's General Revenue Fund, which receives revenue from the state income tax and the state's general sales tax.

The \$2.5 billion of revenue is distributed into five “buckets” for various transportation purposes as determined by state and federal laws. Each bucket has a unique blend of state and federal revenue, as depicted by the red, blue and gold colors. The following pages provide a detailed look into each revenue source and funding bucket.



Transportation Funding IN MISSOURI

How Transportation is Funded in Missouri

The state transportation system is funded from three sources:

- Missouri User Fees and Other Revenue
- Federal Revenue
- Missouri General Revenue

Missouri User Fees and Other Revenue

\$1,539 million

Missouri user fees are paid by the users of the transportation system and are dedicated for transportation use in the state¹. They include fuel taxes, registration and licensing fees and motor vehicle sales taxes.

The largest source of revenue from Missouri user fees is the **state fuel tax**. The state fuel tax rate of 17 cents is paid for each gallon of gasoline and diesel fuel sold in Missouri.

¹ Missouri Constitution – Article IV, Section 30(b)

It is important to note that 17 cents per gallon is collected whether the price at the pump is \$1.99 or \$3.99. The 17-cents-per-gallon rate was last increased in 1996 and today has the purchasing power of only 8 cents – **less than half of what it could purchase 20 years ago**.

Each year, about four billion gallons of fuel are sold – three billion gasoline and one billion diesel. In fiscal year 2016, Missouri travelers paid **\$698 million** of state fuel taxes – nearly one-half of all Missouri transportation user fees.

Transportation Funding IN MISSOURI

Missouri drivers also pay **vehicle registration and driver's licensing fees**. The fee amounts vary based on vehicle horsepower for passenger cars, vehicle weight for trucks and class of driver's license. Most of these fees were last increased in 1984, while some were last increased in 1969. In fiscal year 2016, Missourians paid **\$318 million** of vehicle registration and drivers licensing fees.

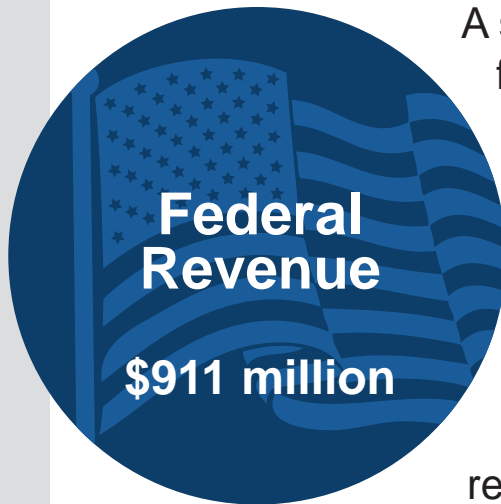
For Missourians who purchase or lease a **vehicle**, a 4.225% **state sales tax** is paid. State and local transportation receives revenue from 3.5% of the 4.225% state rate, which totaled **\$398 million** in fiscal year 2016. Revenue from the remaining 0.725% is dedicated to the School District Trust Fund, Department of Conservation and the Department of Natural Resources.

Other revenue sources include taxes on aviation fuel, railroad fees, interest earned on invested funds and highway construction cost reimbursement from local governments and surrounding states. In fiscal year 2016, Missouri received **\$125 million** in other revenue.

In FY 2016, Missourians Paid:

- **\$698 million** in state fuel taxes,
- **\$318 million** in vehicle registration and license fees, and
- **\$398 million** in taxes on vehicle sales.

Transportation Funding IN MISSOURI



A significant amount of transportation funding comes from the federal government. Federal funding is generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Other sources include various taxes on tires, heavy truck and trailer sales, heavy vehicle use tax and general revenue. These revenues are distributed to the states based on formulas prescribed

by federal law through transportation funding acts. The current transportation funding act, Fixing America's Surface Transportation (FAST) Act, authorizes federal programs for the five-year period from 2016 through 2020.

The majority of federal revenue is dedicated to pay for a share of eligible highway improvement costs. The federal share for the eligible costs is typically 80 percent, with the state or local government providing a 20 percent match. The amount of federal funding available is fixed, so some eligible costs may not receive reimbursement.

“The federal share for the eligible costs is typically 80 percent, with the state or local government providing a 20 percent match.”

Transportation Funding IN MISSOURI

Many operational costs for transportation, such as plowing snow and mowing right of way, are not eligible for federal reimbursement. In fiscal year 2016, Missouri received **\$690 million** of federal reimbursement for state highway improvements and **\$138 million** for cities and counties.

This revenue source also includes federal funding for multimodal grants totaling **\$64 million** in 2016. Transit (\$30 million), aviation (\$28 million) and rail (\$6 million) all receive federal funding. The remaining **\$19 million** is for highway safety grants to improve roadway safety.



In FY 2016,
Missouri received:

- **\$690 million** in federal reimbursements on state highways,
- **\$138 million** for cities & counties and
- **\$83 million** for federal safety programs and multimodal grants.

Transportation Funding IN MISSOURI

Missouri General Revenue

\$18 million



Missouri's General Revenue Fund provided **\$18 million** for transportation purposes in fiscal year 2016, or 0.7% of transportation revenue. The major sources of funding for Missouri's General Revenue Fund are the state income tax and general sales tax.

The Missouri General Assembly allocates these funds through the annual appropriations process during the state's legislative session. This annual process can be challenging for transportation funding as many projects require a multi-year funding commitment to go through planning, design and construction.

General Revenue Funds can be used for any transportation improvement as directed by the Missouri General Assembly. The \$18 million in fiscal year 2016 was directed to multimodal funding.

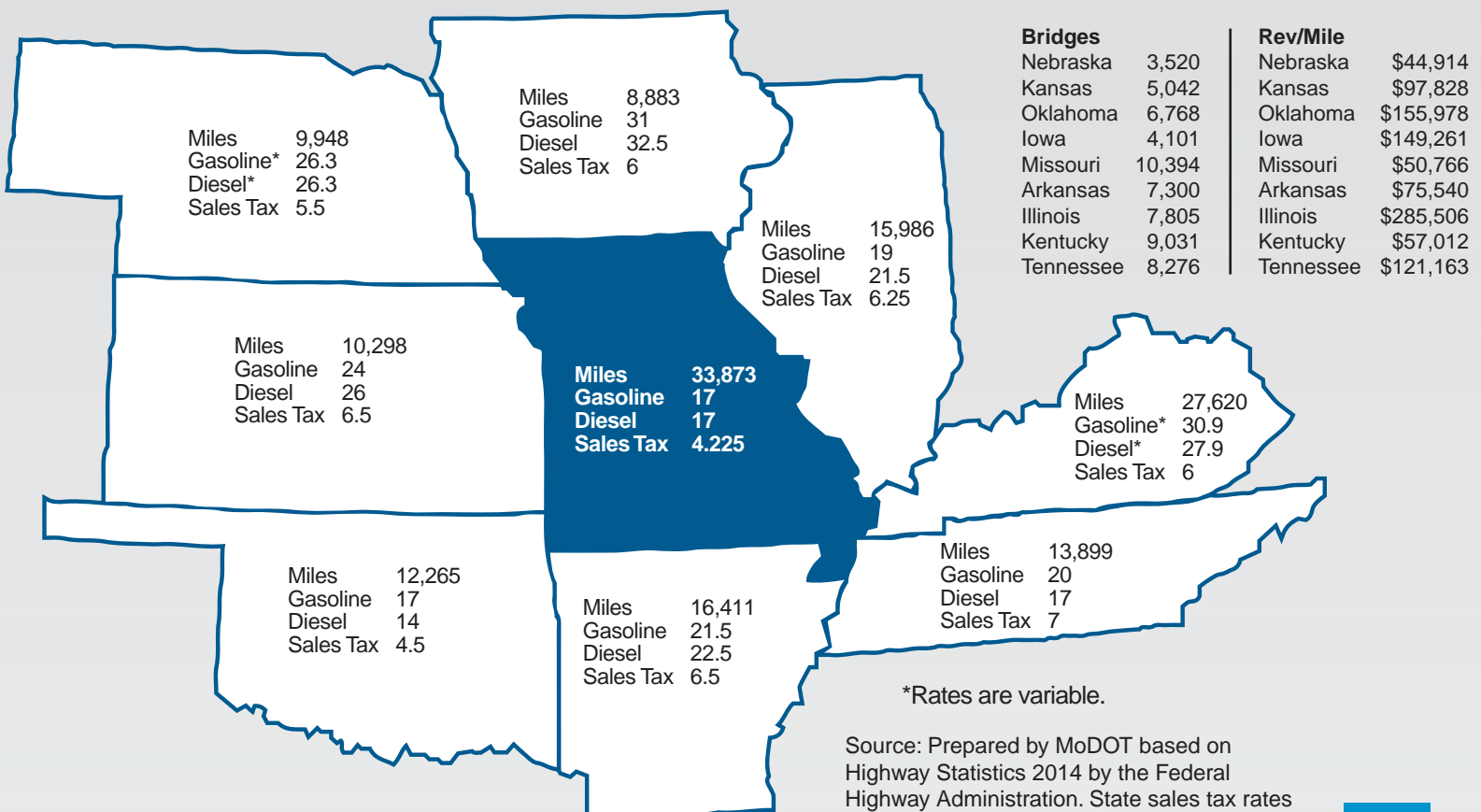
How Does Missouri COMPARE?

How Missouri Compares to the Nation and its Neighboring States

Missouri ranks 47th nationally in revenue per mile, primarily because the state's large system – the nation's seventh largest with 33,873 miles of highways – is funded with one of the lowest fuel taxes in the country: 17 cents per gallon. Missouri also ranks sixth nationally in the number of bridges with 10,394. This does not include the city and county system of roads and bridges, which includes an additional 97,000 miles of county roads and city streets, and nearly 14,000 bridges.

Missouri Lags Behind

Missouri has a lower fuel tax rate than almost any of its neighbors.
Yet it has a larger state-maintained highway system than any of them.



Gasoline and diesel fuel tax rates are shown in cents per gallon.
Miles are shown in center line miles of the state maintained highway system.

How Does Missouri COMPARE?

Over the last 20 years, due to inflation and ever-improving vehicle fuel economy, the purchasing power of Missouri's state fuel tax has effectively dropped from 17 cents to 8 cents during a time when the cost of the primary road and bridge building materials of asphalt, concrete and steel have doubled. Labor costs have also significantly risen during that time frame.

Missouri's revenue per mile is \$50,766, while the national average is \$216,533. By contrast, New Jersey's revenue per mile of \$1,677,657* ranks first, although its state highway system includes only 2,340 miles and 2,423 bridges.

When compared to its eight surrounding states, Missouri has the largest state highway system, yet only Oklahoma can match Missouri's 17-cents-per-gallon fuel tax as the lowest of the nine states. And several of Missouri's surrounding states also benefit from additional revenue sources for transportation like tolling and general sales taxes.

**MISSOURI HAS MORE
MILES OF
STATE
HIGHWAYS**



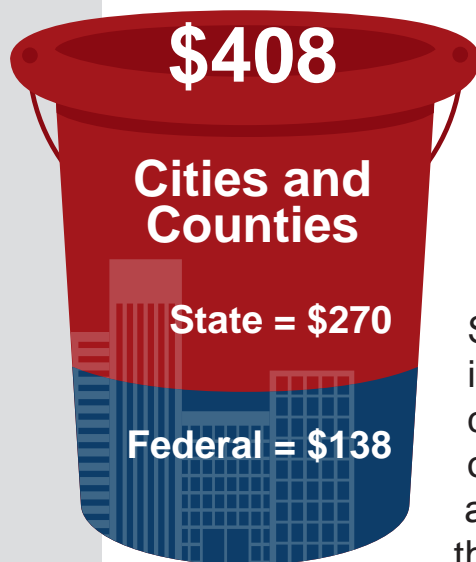
THAN IOWA, NEBRASKA AND KANSAS COMBINED

*Based on 2014 figures. New Jersey's revenue per mile will increase further as a result of passage of a 23-cents-per-gallon fuel increase by the state legislature in 2016.

Where is the money INVESTED?

Where is the Money Invested?

MoDOT does not receive the entire \$2.5 billion of transportation revenue, or the \$30 per month from the average Missouri driver. After allocations to cities, counties, other state agencies and debt payment, MoDOT received \$1.4 billion of transportation revenues in fiscal year 2016 to invest in the state transportation system. That equates to about \$17 of the \$30 per month Missouri drivers are paying.



Cities and counties in Missouri receive a share of state and federal transportation revenues for projects of their choosing. In fiscal year 2016, that totaled **\$408 million** – \$270 million in state funds and \$138 million in federal funds.

State funds are distributed as specified in the state constitution². For fuel taxes, cities and counties receive 4.55 cents of the 17 cents per gallon rate, or about 27 percent. In fiscal year 2016, this totaled **\$186 million**. For vehicle registration and driver's licensing fees, cities and counties received **\$29 million**, or about 9 percent. For motor vehicle sales tax, cities and counties received **\$55 million**, or about 14 percent.

² Missouri Constitution – Article IV, Sections 30(a) and 30(b)

Where is the money INVESTED?

The distribution of federal funds is prescribed by federal law through transportation funding acts. The majority of federal revenue is dedicated to reimburse a share of eligible costs, which is typically 80 percent.

The federal transportation programs for cities and counties include:

- Off-System Bridge,
- Congestion Mitigation and Air Quality,
- Surface Transportation Block Grant Programs and
- Transportation Alternatives Programs – these funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails and other community improvements.

The majority of cities and counties also receive additional local revenues – most often from additional sales and property taxes – to build and maintain city streets and county roads. These amounts are not included in the totals discussed here.

The Missouri Constitution and state and federal laws determine how transportation funds are allocated to states, cities and counties.

Where is the money INVESTED?



Per the Missouri Constitution³, the Missouri Department of Revenue (DOR) and the Missouri State Highway Patrol (MSHP) also receive transportation revenue. In fiscal year 2016, the amount totaled \$250 million.

The Highway Patrol receives funding for administering and enforcing state motor vehicle laws and traffic regulations. The Missouri General Assembly determines the amount available to the MSHP each year – \$230 million was spent in fiscal year 2016.

The Department of Revenue receives funding for the cost to collect transportation taxes and fees. The cost of collection cannot exceed three percent of the particular tax or fee collected. In fiscal year 2016, the DOR received \$20 million.

³ Missouri Constitution – Article IV, Section 30(b)

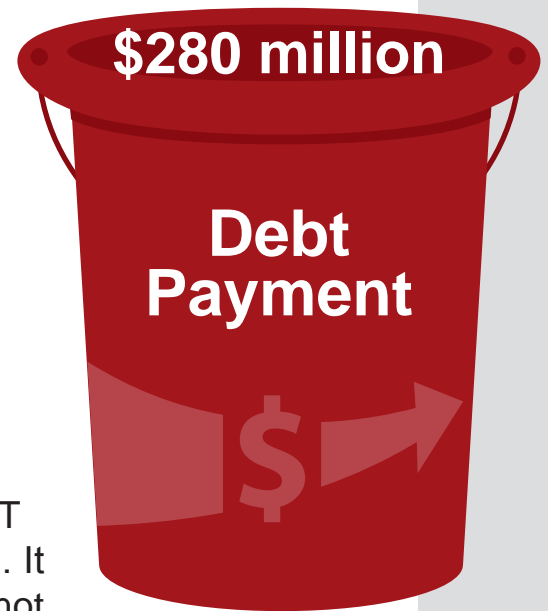
MoDOT, the Highway Patrol and the Department of Revenue are the only state agencies that may receive transportation dollars.

Where is the money INVESTED?

From 2000-2010, MoDOT sold bonds that provided additional resources for highway improvements. Bonds are debt and similar to a home mortgage – this debt must be repaid over time. The total debt payment in fiscal year 2016 totaled \$280 million.

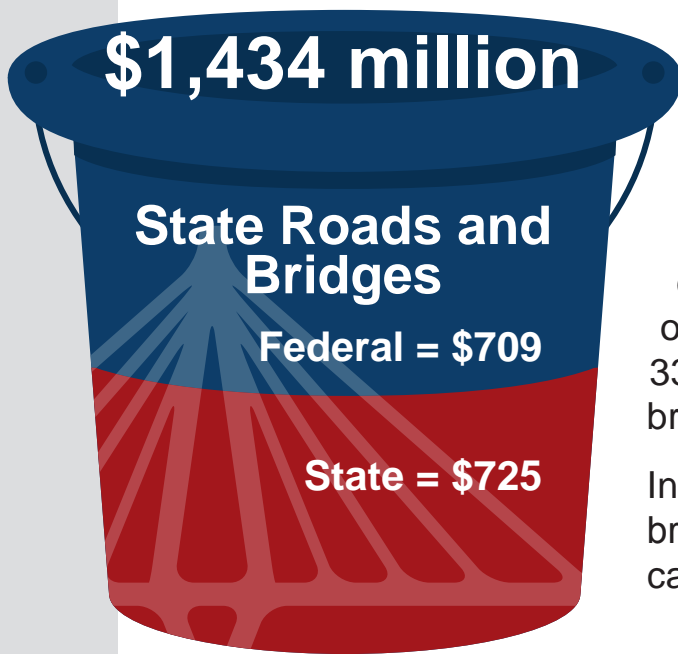
MoDOT has three kinds of bonds: senior bonds that were authorized by the Missouri General Assembly in 2000; Amendment 3 bonds that were authorized by Missouri voters in 2004; and federal GARVEE (Grant Anticipation Revenue Vehicle) bonds that financed specific projects. Borrowing accelerated construction and allowed MoDOT to avoid inflation in labor and materials costs. It gave Missourians improvements that would not have been built for many years with pay-as-you-go funding. Without borrowing, many of those projects still would not be completed.

Senior bonds will be paid off by 2023, Amendment 3 bonds will be paid off by 2029 and GARVEE bonds will be paid off by 2033. The average interest rate on all outstanding debt combined is 2.98 percent.



Bonding delivered critical projects years ahead of schedule and saved the cost of inflation.

Where is the money INVESTED?



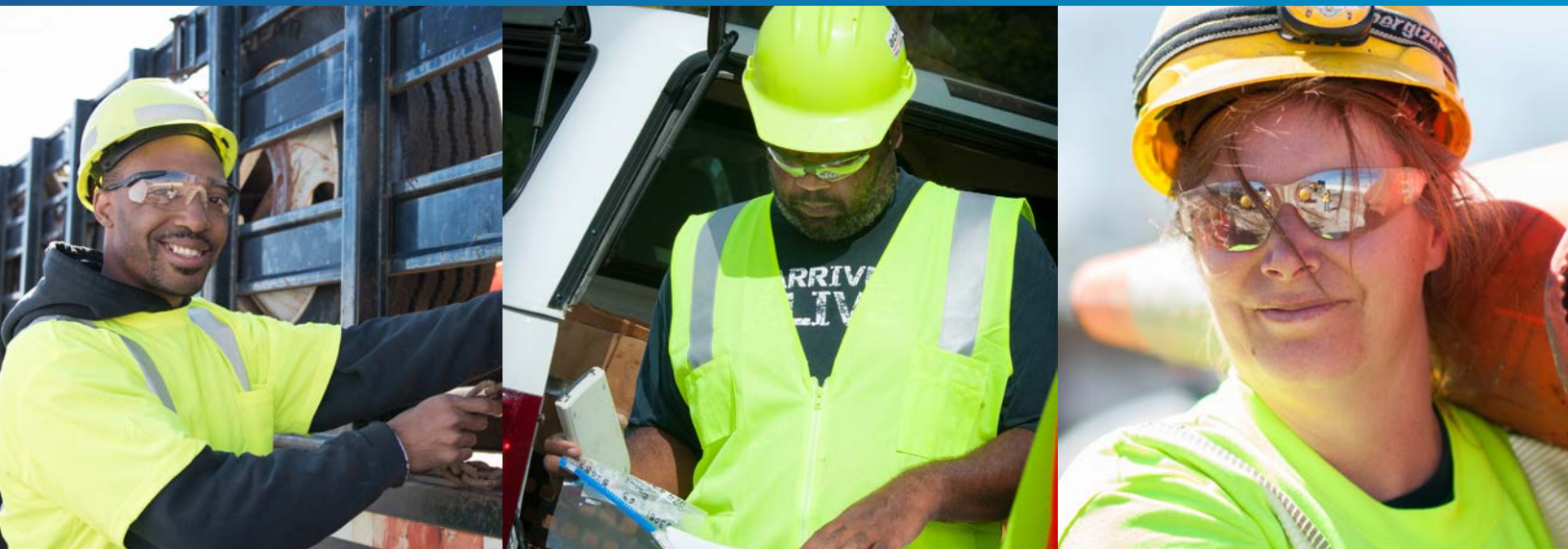
After distributions to cities and counties, other state agencies and the debt payment, just under 60 percent of transportation revenue is available for state roads and bridges. These are the funds that enable MoDOT to design, construct, operate and maintain a network of 33,873 miles of highways and 10,394 bridges.

Investments for state roads and bridges are summarized into five categories:

- Construction Program
- Maintenance
- Fleet, Facilities and Information Systems
- Administration
- Highway Safety Programs

The construction program is the largest area of investment in MoDOT's budget, totaling **\$808 million** in fiscal year 2016. It includes payments to contractors to build projects that maintain and improve the system (\$664 million), MoDOT engineering costs associated with administering and monitoring the construction program – including salaries, wages and fringe benefits (\$127 million), payments to engineering design consultants (\$8 million) and the cost of acquiring right of way (\$9 million).

Where is the money INVESTED?



The **maintenance** expenditures, totaling **\$430 million** in fiscal year 2016, pay for the services performed by MoDOT employees like plowing snow and mowing. But it also includes maintaining the pavements on the state's lower-volume routes, many of which are not eligible for federal reimbursement. It covers utilities, tools and materials needed in maintenance buildings across the state, bridge maintenance, signing, striping, sweeping, rumble stripes, lighting, etc. The maintenance budget also allows for traveler information and incident management services.

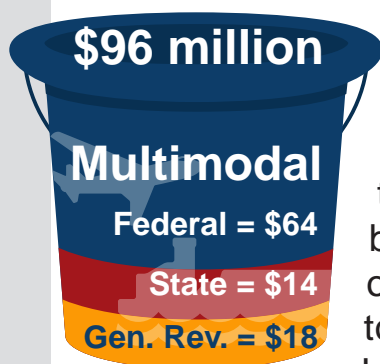
Fleet, facilities and information systems investments, totaling **\$79 million** in fiscal year 2016, cover the costs of purchasing MoDOT's fleet of trucks, constructing and maintaining MoDOT buildings and providing information technology that is needed for MoDOT to perform maintenance and engineering functions.

MoDOT's **administration** costs – the second lowest in the nation – were **\$52 million** in fiscal year 2016. That includes salaries, wages and fringe benefits to provide support services like human resources, accounting, legal, executive management, customer service, etc. Administration also includes medical insurance costs for MoDOT retirees.

Where is the money INVESTED?

Road and bridge investments include **\$19 million** for **highway safety** programs that reduce fatalities and serious injuries, which includes salaries, wages and fringe benefits.

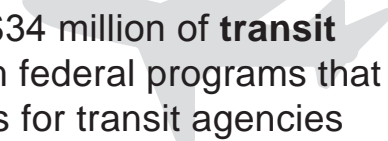
In total, MoDOT invested **\$1.388 billion** on state roads and bridges in fiscal year 2016. The remaining \$46 million of available revenue was committed to future project costs.



Multimodal includes non-highway modes of transportation such as transit, aviation, railroads and waterways. The majority of transportation revenue is legally required to be spent on state roads and bridges, leaving only \$96 million, or about four percent of total revenue, available for multimodal needs. Unlike highways, MoDOT does not own multimodal facilities. Instead, MoDOT's role is to administer funding and provide an oversight role for multimodal improvements. Many of the multimodal entities receive local tax revenue and direct federal funding, which are not included in these amounts.

MoDOT administered \$35 million of **aviation** funds in fiscal year 2016. Missouri has dedicated taxes on aviation fuel to fund improvements to public use airports in Missouri. MoDOT also administers federal funding to improve airfield pavement conditions and lighting systems, eliminate obstructions and for expansion projects.

Where is the money INVESTED?



In fiscal year 2016, MoDOT administered \$34 million of **transit** funds. The majority of these funds are from federal programs that support operating costs and bus purchases for transit agencies across the state. There is a small amount of state and General Revenue funding to support operating costs for transit agencies.

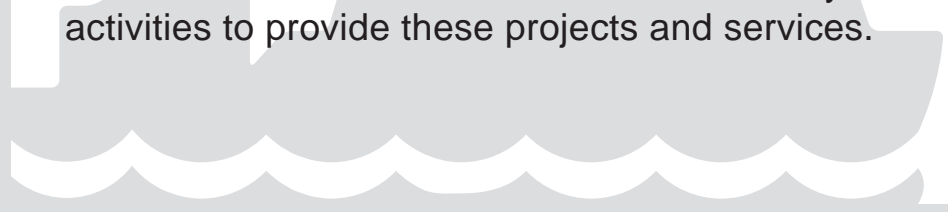
MoDOT administered \$19 million of **rail** funds in fiscal year 2016. These funds are used to support two programs – the Amtrak passenger rail service between St. Louis and Kansas City, and safety improvements at railroad crossings. The Amtrak funding is from General Revenue, and safety improvements at railroad crossings are from state and federal sources.

Waterways funding totaled \$6 million in fiscal year 2016. These funds provided operating and capital assistance to Missouri's river ports and ferry boat operators.

MoDOT also administers a \$1 million **freight** enhancement program that provides assistance to public, private or not-for-profit entities for non-highway capital projects that improve the efficient flow of freight in Missouri.

Internal operating costs to administer the various multimodal programs totaled \$3 million, including salaries, wages and fringe benefits.

In fiscal year 2016, MoDOT administered \$98 million for multimodal needs. Since only \$96 million was available, MoDOT used \$2 million of cash balances dedicated by law to multimodal activities to provide these projects and services.

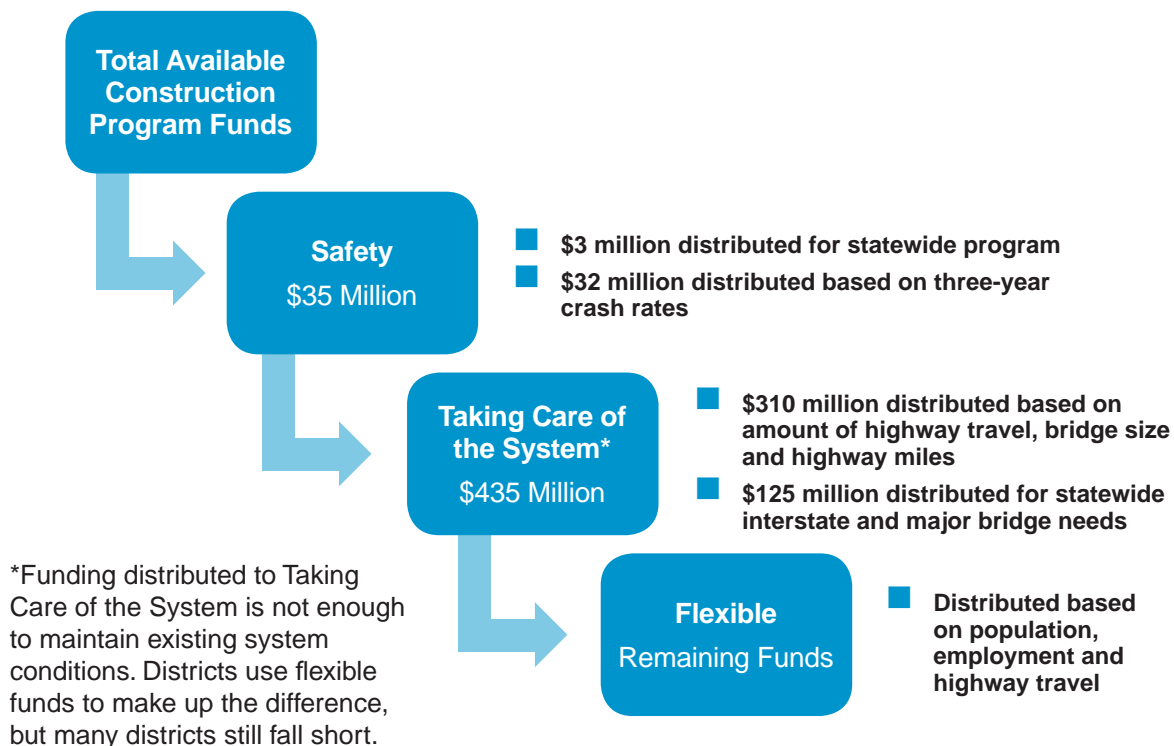


MoDOT Funding DISTRIBUTION

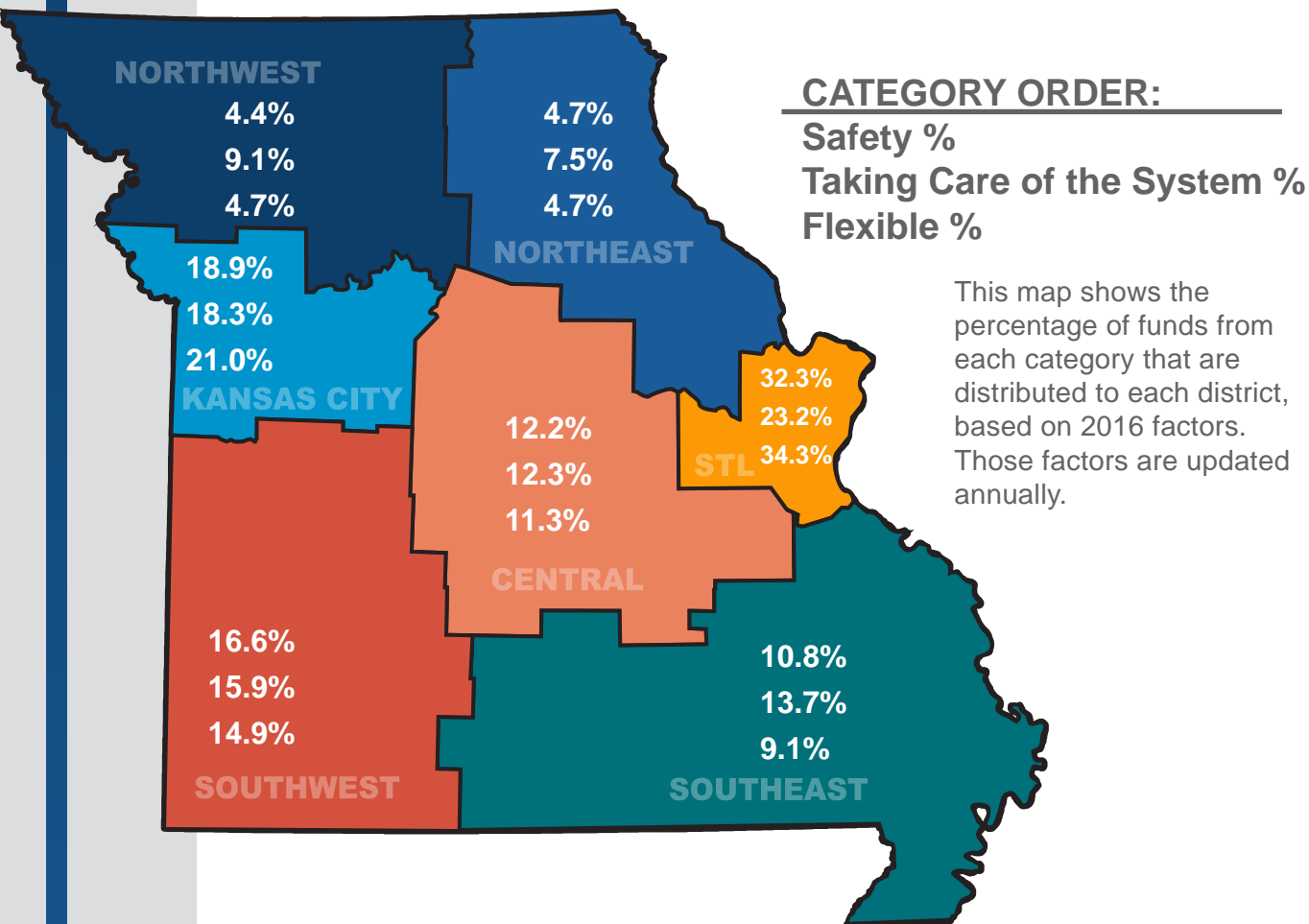
How is MoDOT's Funding Distributed Across the State?

Since 2003, the Missouri Highways and Transportation Commission has used a formula to distribute construction program funds for road and bridge improvements to each of its districts (seven since 2011). This is the largest area of MoDOT's budget that provides funding for safety improvements, taking care of the system and flexible funds that districts can use to take care of the system or invest in major projects that relieve congestion and spur economic growth. In many districts, taking care of the system funds are not sufficient to maintain current system conditions. Districts use flexible funds to make up the difference, but often times still fall short.

Construction program funds are allocated annually to districts using the following formula:



MoDOT Funding DISTRIBUTION



Once construction program funds are distributed to districts, MoDOT collaborates with regional planning groups to identify local priorities based on projected available funding. The regional transportation improvement plans are brought together to form the department's Statewide Transportation Improvement Program, which outlines five years of transportation improvements. As one year of the plan is accomplished, another year is added.

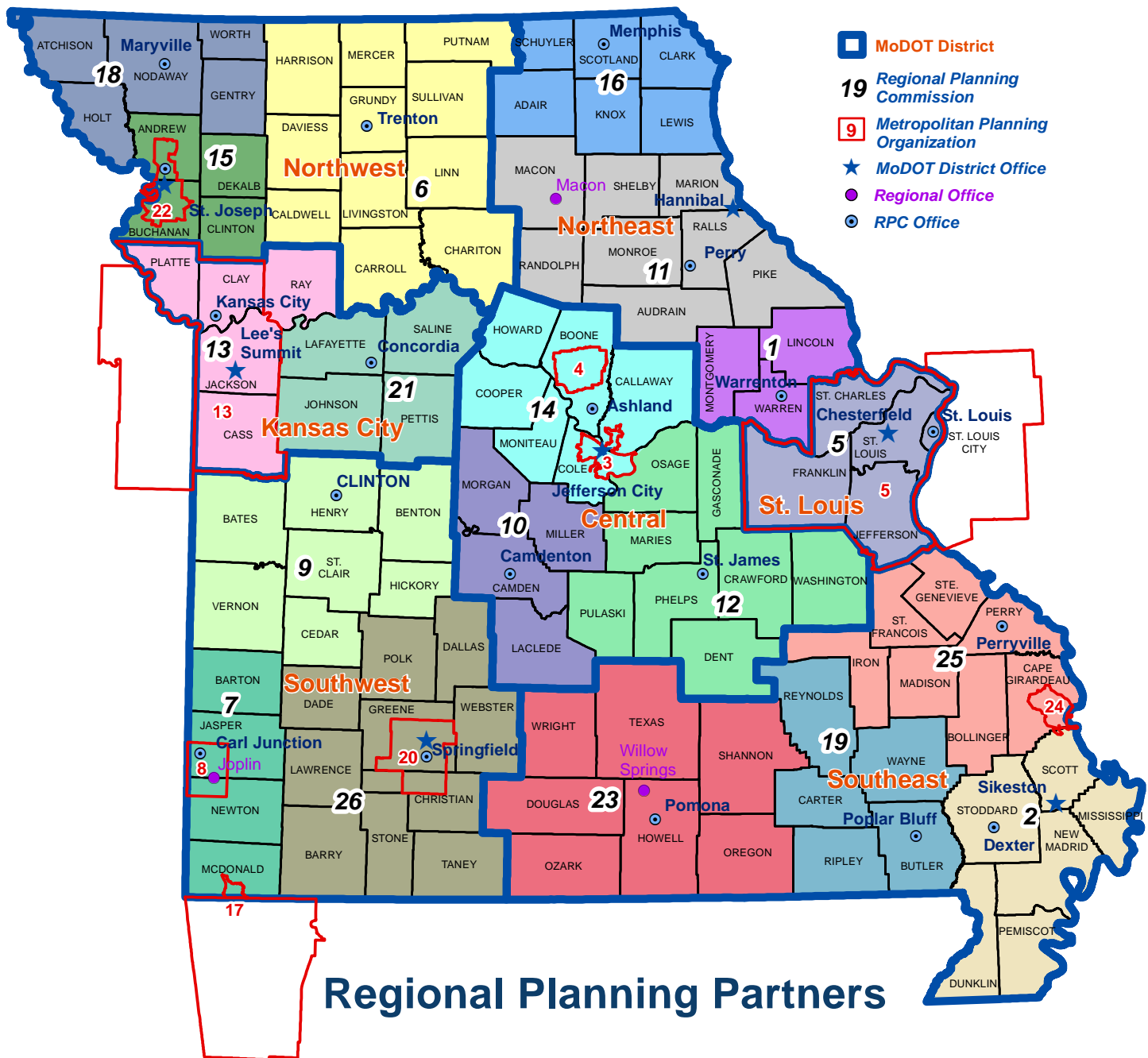
MoDOT Funding DISTRIBUTION

There are two types of regional planning groups in the state: urban areas have Metropolitan Planning Organizations, and rural areas have Regional Planning Commissions. Board members for each of these groups are typically city and county leadership, elected officials and local business owners.

The regional planning groups reach out to local citizens to identify transportation needs. MoDOT staff assists regions to prioritize those needs based on road and bridge conditions, traffic safety data and overall mobility. The prioritization process also includes balancing priorities with available funds.

MoDOT's planning framework involves local citizens from start to finish – an approach that has earned MoDOT recognition as a national leader in public involvement.

Funding for MoDOT operations consists of costs for staff and expenses for maintenance, fleet, facilities and information systems activities. The funding distribution for MoDOT staff costs is based on the number of personnel needed in each district to provide the services to the public, including snow removal, mowing right of way and maintaining roadsides. The budget for expenses, such as salt, paint and fuel, are distributed to districts based on the number of highway miles, highway travel and minor roads that are in poor condition.



MoDOT Funding DISTRIBUTION

When adding the construction program, operations, administration and highway safety programs together, the following amounts were spent in districts for fiscal year 2016:

(\$ Millions)

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Total
Northwest	\$35	\$59	\$3	-	\$97
Northeast	\$42	\$48	\$2	-	\$92
Kansas City	\$193	\$49	\$3	-	\$245
Central	\$77	\$66	\$2	-	\$145
St. Louis	\$190	\$60	\$3	-	\$253
Southwest	\$147	\$79	\$2	-	\$228
Southeast	\$88	\$75	\$2	-	\$165
Statewide***	\$36	\$73	\$35	\$19	\$163
Total	\$808	\$509	\$52	\$19	\$1,388

*Includes \$430 million of maintenance expenditures and \$79 million of fleet, facilities and information system expenditures.

**According to the Reason Foundation, MoDOT's administrative costs are 2nd lowest in the nation for state departments of transportation.

***Statewide administrative costs include \$15 million for medical insurance costs for MoDOT retirees. The district distribution for Highway Safety Programs is not available.

Since spending can fluctuate from year to year, the table below provides the amounts based on the three-year average from fiscal years 2014 through 2016:

(\$ Millions)

District	Construction Program	Operations	Admin	HWY Safety Programs	Total
Northwest	\$46	\$57	\$2	-	\$105
Northeast	\$41	\$50	\$2	-	\$93
Kansas City	\$217	\$52	\$3	-	\$272
Central	\$90	\$65	\$2	-	\$157
St. Louis	\$229	\$62	\$3	-	\$293
Southwest	\$132	\$80	\$2	-	\$214
Southeast	\$84	\$76	\$2	-	\$162
Statewide	\$36	\$67	\$35	\$16	\$154
Total	\$875	\$509	\$51	\$16	\$1,450

The Cost of OPERATIONS

How Much Does It Cost to Operate the Transportation System?

MoDOT employs 3,000+ field employees throughout the state to operate and maintain the transportation system. In fiscal year 2016, MoDOT invested **\$509 million**, or about \$9.88 per month from Missouri drivers, to provide the following services:

- Pavement repairs and sealing
- Winter operations
- Bridge maintenance
- Striping
- Traffic signs and signals
- Mowing
- Flood/road closures
- Ditches/Drainage
- Litter and debris removal
- Incident response
- Customer calls
- Dead animal removal
- Driveway maintenance
- Permits
- Vegetation control

The number one focus of operations is roadway maintenance. In fiscal year 2016, \$160 million of MoDOT's operating budget was spent on roadways for repairs, sealing and striping. Each year, MoDOT crews place enough asphalt to do a 1-inch overlay and sealing from Los Angeles to Washington D.C. – about 2,300 miles. The repair work from MoDOT operations is focused on roads that do not carry a lot of traffic. Funding from the construction program pays for pavement improvements for heavily traveled roads, like interstates and U.S. highways.



The Cost of OPERATIONS

Another focus area is winter operations. In an average winter, MoDOT employees plow about 6 million miles of snow and ice, which is enough to go to the moon and back 13 times. The fiscal year 2016 cost for winter operations was \$25 million, which was a mild winter season. This amount can vary drastically from year to year due to weather conditions. Over the last five years, the annual cost of winter operations ranged from \$18 million to \$75 million.

Maintaining roadsides costs about \$71 million each year for crews to mow grass and remove litter, debris and dead animals. MoDOT mows about 400,000 acres of grass each year, which is equivalent to 300,000 football fields.



The Cost of OPERATIONS

Operating funds do more than just maintain the system. They also provide funds to operate the system so people get where they want to go. MoDOT manages over 2,500 traffic signals, 250 dynamic message signs, 600 traffic cameras and traffic management centers in Kansas City, St. Louis and Springfield.

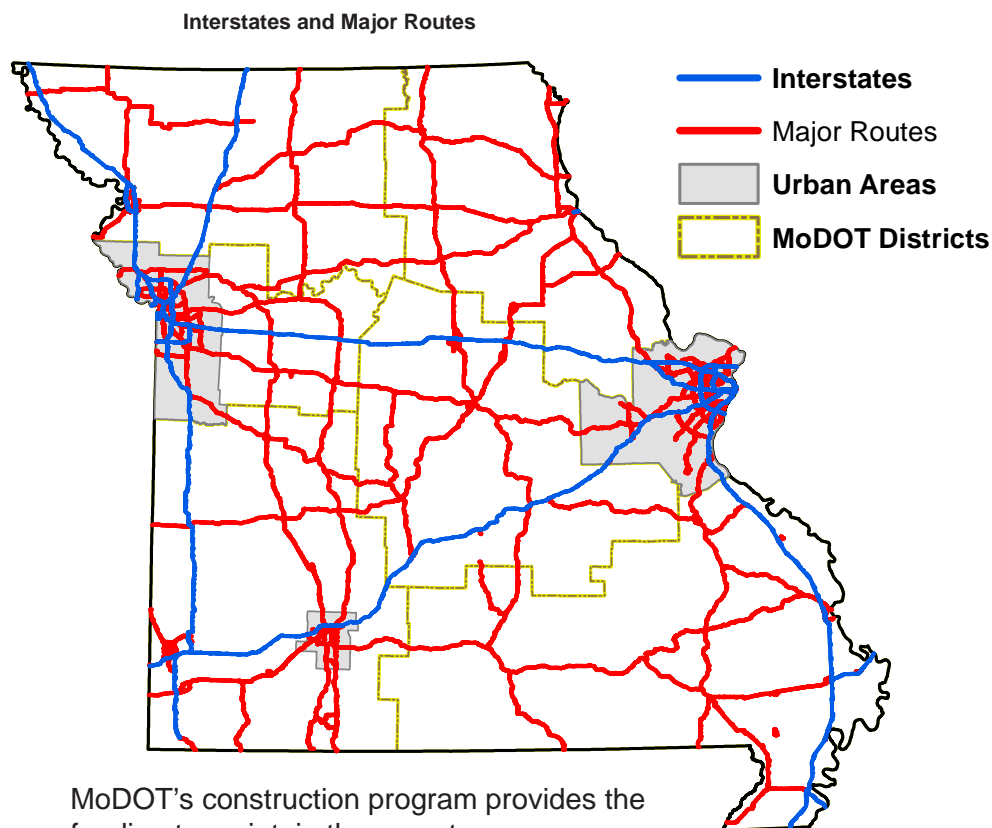
In addition, MoDOT crews are able to respond quickly to incidents ranging from traffic crashes to flooding to make sure Missourians arrive safely at their destination.



The Current Condition of MISSOURI TRANSPORTATION

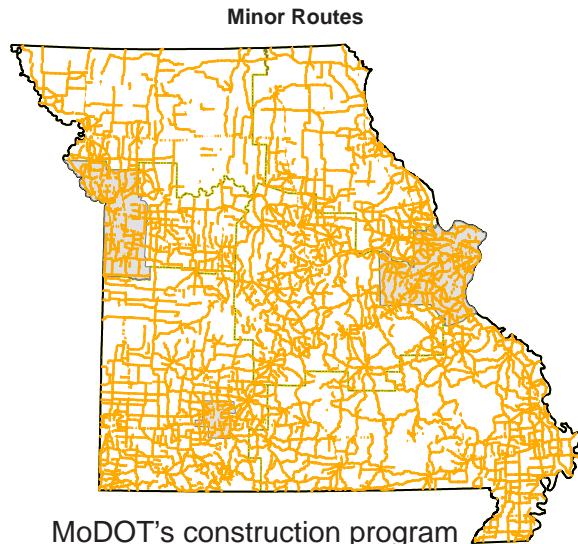
What is the Current Condition of Missouri Transportation?

Each year, about 50 billion miles are traveled on the state highway system. The majority of travel occurs on interstates and major routes. Interstates and major routes include just 5,494 miles of the 33,873 miles of highway in Missouri, but account for 77 percent of the travel. Currently, 90 percent of these routes are in good condition as MoDOT has focused on improving and maintaining these routes over the last decade.



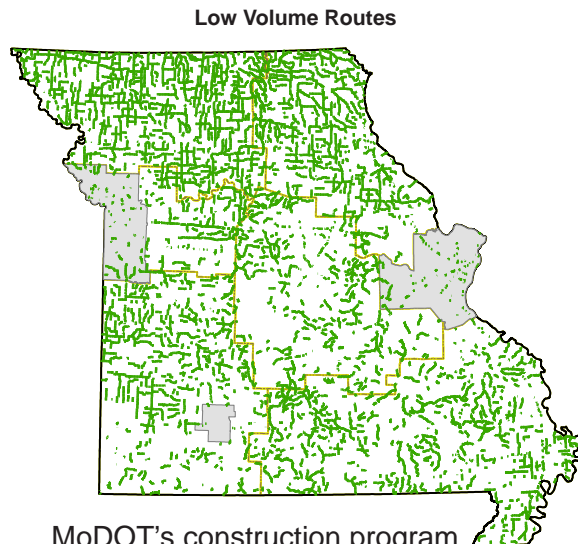
The Current Condition of MISSOURI TRANSPORTATION

Missouri's minor routes make up the largest group of state highways, accounting for 17,298 miles – just over one-half of the entire state highway system. About 21 percent of all state travel occurs on these routes. Currently, 81 percent of these routes are in good condition.



MoDOT's construction program provides the funding to maintain these routes.

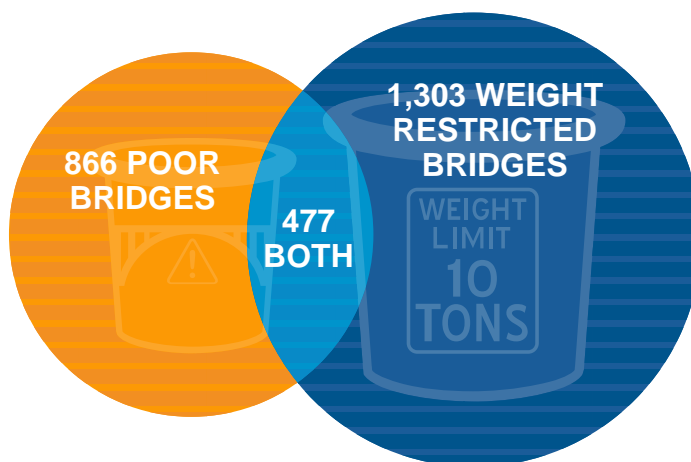
The final tier of Missouri highways is low volume routes. Each of these routes carry less than 400 vehicles per day and primarily serve local transportation needs. Missouri has 11,080 miles of low volume routes, accounting for about one-third of the state system. Travel on these routes is only two percent of all state highway travel. Currently, 73 percent of these routes are in good condition.



MoDOT's construction program funds are used to maintain the bridges on these routes; however, the pavements on these routes are maintained using MoDOT's maintenance funds.

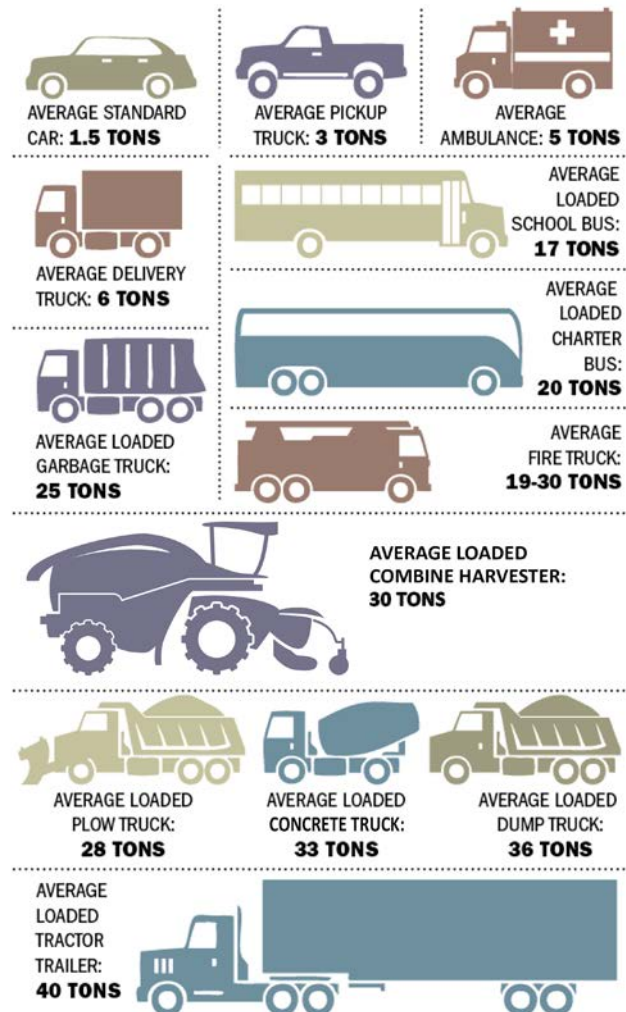
The Current Condition of MISSOURI TRANSPORTATION

In addition to the huge network of highways, Missouri has 10,394 bridges of varying sizes, including 206 major bridges that are longer than 1,000 feet, or about the length of three football fields. Currently, 866 bridges are in poor condition. MoDOT inspects these bridges on a regular basis to ensure they are safe for travelers. If a bridge is unsafe, it is closed until repairs can be made. Missouri also has 1,303 weight-restricted bridges, with 477 of them also in poor condition.



Approximate vehicle weights

Lower weight limits for about 1,300 load-posted state bridges:



Source: PennDOT

James Hilston/Post-Gazette

What is THE COST?

How Much Do Current Roadway Conditions Cost Missourians?

Missourians pay a relatively small amount per month to use the state system of roads and bridges. The average Missouri driver pays about \$30 per month in state and federal transportation taxes and fees. That's far less than what the average Missourian pays for cell phone service, cable television or internet service.

But there are also hidden transportation costs that Missourians may not realize they are absorbing when they sit on congested highways, drive on rough roads or experience vehicle crashes.

Monthly Cost Per Driver



What is THE COST?

System condition costs Missouri drivers about \$169 per month.

According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, Missourians who commute to work by car spend many hours in congestion, ranging from 10 hours per year in Cape Girardeau and St. Joseph, to 39 hours per year in Kansas City and 43 hours in St. Louis. That means gallons of fuel wasted, a loss of productivity and hours lost that have an adverse effect on a person's quality of life. The associated cost of congestion translates to an average of \$43 per month for Missouri drivers.

There are also hidden costs in operating and maintaining a vehicle on rough roads due to:

- Accelerated vehicle depreciation,
- Additional vehicle repair costs,
- Increased fuel consumption, and
- Increased tire wear.

The Road Information Program's 2015 "Missouri Transportation by the Numbers" report calculated those costs to be \$33 per month for Missouri drivers, or a total of \$1.7 billion each year to the state of Missouri.

What is THE COST?

Motor vehicle crashes cost Missourians \$4.8 billion each year⁴. This equates to \$93 per month for each Missouri driver. This amount includes medical costs, lost workplace and household productivity, property damage, congestion costs and legal costs.

When combined, congestion, additional vehicle operating costs and roadway crashes cost each Missouri driver about \$169 per month. Additional investments in congestion relief, improving system conditions and safety can reduce these costs for Missourians.

⁴ The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised 2015), National Highway Traffic Safety Administration



High-Priority Unfunded TRANSPORTATION NEEDS

What are Missouri's Transportation Needs?

When MoDOT completed its long-range transportation plan in 2014, extensive input from Missourians resulted in four goals for the state's transportation system over the next 20 years:

1. Take care of the transportation system and services we enjoy today.
2. Keep all travelers safe – no matter the mode of transportation.
3. Invest in projects that spur economic growth and create jobs.
4. Give Missourians better transportation choices.

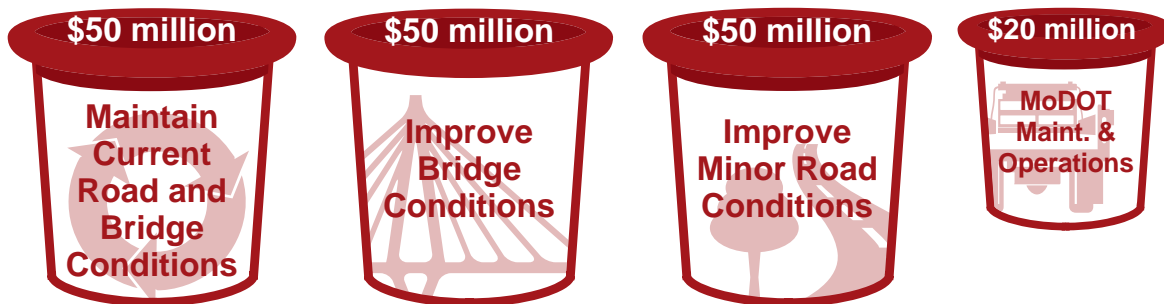
HIGH-PRIORITY UNFUNDED ANNUAL TRANSPORTATION NEEDS

Improve Road and Bridge Conditions \$170 million



High-Priority Unfunded TRANSPORTATION NEEDS

With MoDOT's current available resources, the reality is that the department must focus its attention on keeping the existing system in the condition that it is in today. To do that, some MoDOT districts must devote every available dollar to maintaining the condition of their roads and bridges, and they are still going to lose ground over time. That leaves a number of unfunded transportation needs.

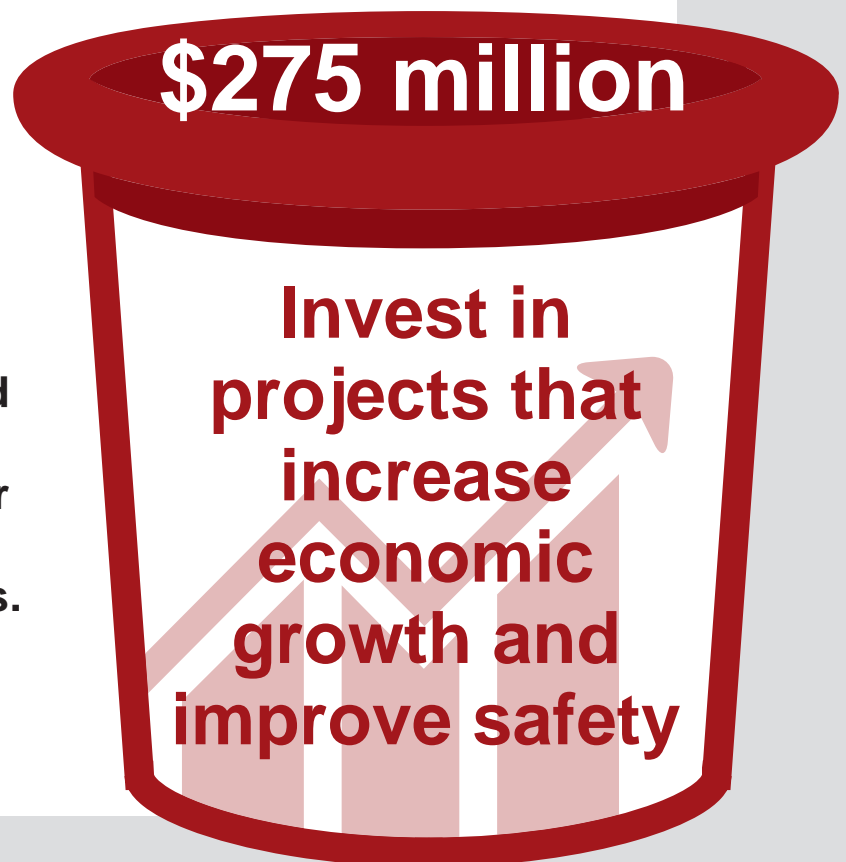


Improve road and bridge conditions – Investing an additional \$170 million per year would enable all of MoDOT's districts to adequately maintain their existing system, begin driving down the state's number of poor bridges, improve the condition of the state's minor roads and stabilize the level of MoDOT's maintenance and operations efforts to keep pace with inflationary cost increases. **The required investment equates to an average of \$3.30 per month by each of the state's licensed drivers.**

High-Priority Unfunded TRANSPORTATION NEEDS

Invest in projects that increase economic growth and improve safety – These are the projects that local communities across the state are clamoring for but which are unaffordable in today's financial environment. Projects include new interchanges, adding shoulders with rumble stripes and adding lanes to the current system. In addition to the economic growth benefits, all of these projects would improve safety so fewer fatalities and serious injuries occur.

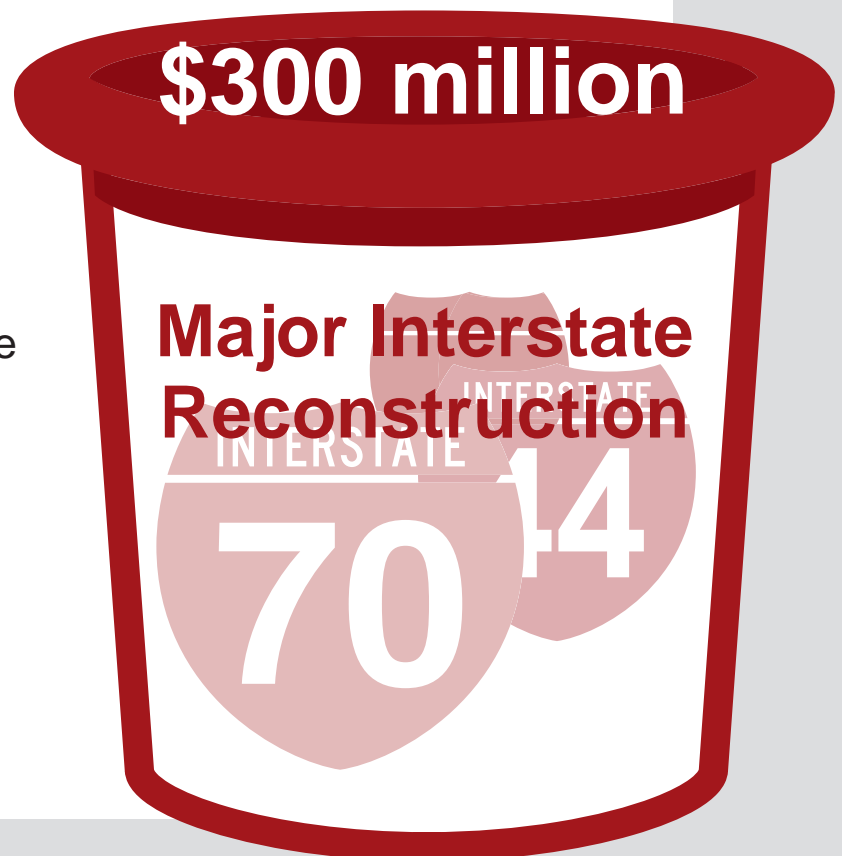
An additional investment of \$275 million per year would allow MoDOT to begin meeting those needs. MoDOT would work with its regional planning partners to ensure the highest priorities would be funded. **The required investment equates to an average of \$5.34 per month by each of the state's licensed drivers.**



High-Priority Unfunded TRANSPORTATION NEEDS

Major interstate highway reconstruction – The nation's interstate system is now 60 years old, and Missouri's interstates were built with a 20-year life expectancy. They need attention. The poster child for Missouri's interstate needs is Interstate 70 – the nation's oldest interstate. MoDOT has known for years that it needs to be reconstructed with added capacity to handle mounting levels of traffic, especially long-haul trucks. The project, though, has been and continues to be unaffordable.

The state's other six interstates will also be facing improvement/preservation needs in the coming years. An additional \$300 million per year would allow MoDOT to begin tackling this long overdue improvement. **The required investment equates to an average of \$5.82 per month by each of the state's licensed drivers.**



High-Priority Unfunded TRANSPORTATION NEEDS

\$80 million

**Improve
Multimodal
Transportation
Options**

Many Missourians depend on non-highway modes of transportation; however, the state currently invests very little money towards those needs.

Improve multimodal transportation options – Missouri's transit systems, railroads, ports, waterways, airports and bicycle/pedestrian facilities could begin to see much needed improvements with an

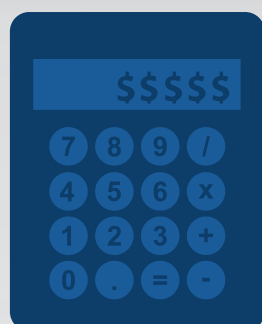
annual investment of \$80 million. MoDOT would work with the owners and stakeholders of these transportation systems, along with our regional planning partners, to identify and fund the highest priority needs. **The required investment equates to an average of \$1.55 per month by each of the state's licensed drivers.**



CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

In summary, Missourians enjoy access to a large transportation system that keeps us connected. Maintaining and improving the transportation system is expensive, but is a worthwhile investment. The average Missouri driver contributes about \$30 per month to fund their access to the transportation system and the services MoDOT provides.

Incremental increases in funding for improving road and bridge conditions, investing in projects that increase economic growth and safety, reconstructing major interstates and improving multimodal transportation options can offset the \$169 of hidden costs drivers are paying each month due to congestion, rough roads and traffic crashes.

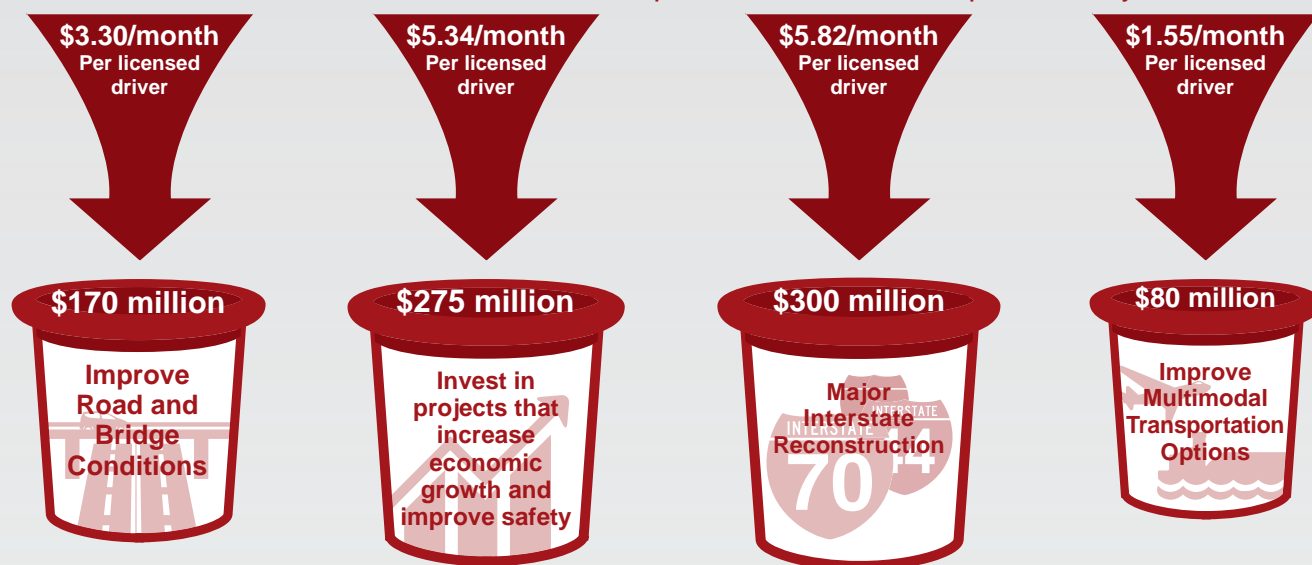


MONTHLY COSTS OF ADDITIONAL BENEFITS

The average driver in Missouri pays \$29.91 per month in federal and state taxes/fees to support Missouri's system of roads and bridges.

Based on 13,476 miles driven per year at 21.4 mpg, plus the average motor vehicle sales tax per driver.

Additional Investments Needed to Improve Missouri's Transportation System



CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI



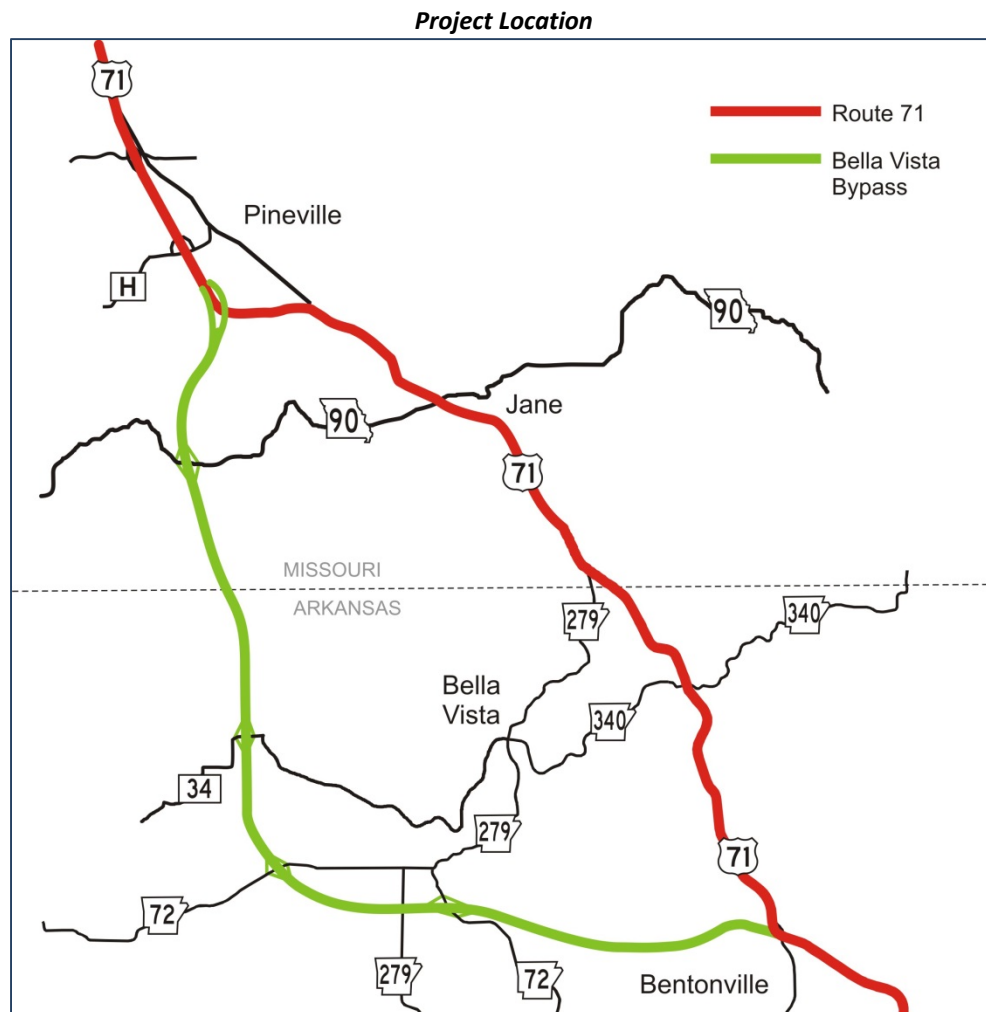
Missouri Department of Transportation
1-888-ASK-MoDOT
modot.org



Bella Vista Bypass/I-49 Corridor Summary

The Bella Vista Bypass corridor connects the current terminus of I-49 in Pineville, Missouri with the current terminus of I-49 in Bentonville, Arkansas.

Missouri has partial funding programmed for the Bella Vista Bypass in 2020, but needs additional funding to construct the project. When additional funding can be identified for the Bella Vista Bypass, Missouri will need a year to prepare the project for construction. Arkansas has portions of the Bella Vista Bypass completed and under construction, plus additional projects programmed in 2020, but these additional Arkansas projects are contingent upon Missouri funding its piece of the corridor.



Project Status

- Missouri's project number is 7P0601.
- Right-of-way has been acquired.
- A project to demolish structures on the acquired right-of-way is needed.
- Environmental (National Environmental Policy Act) documents are completed, but have expired. It will take up to one year to update the environmental documents and renew environmental approvals.
- Design is complete, but the roadway plans need to be imported to new software. This will take one year to complete.

Missouri Funding Status

The table below shows the current estimate of funds needed to complete the Missouri section of the Bella Vista Bypass (I-49):

Project 7P0601	Total Funds Needed	Programmed in STIP	Remaining Funds Needed
Demolition of Structures	\$214,000	\$0	\$214,000
Preliminary Engineering	\$975,000	\$6,000 (2018-2020)	\$969,000
Construction Engineering	\$2,764,000	\$0	\$2,764,000
Project Construction and Utility Relocations	\$46,854,000	\$18,437,000 (2020)	\$28,417,000
Total	\$50,807,000	\$18,443,000	\$32,364,000

Of the \$18,443,000 programmed in 2020, \$6,196,000 is Amendment 3 funding left over from the conversion of U.S. 71 to I-49 between Kansas City and Joplin, and \$12,247,000 is Southwest District distributed funding. Missouri will continue delaying the partial funds project to the fourth year of the Statewide Transportation Improvement Program and Metropolitan Transportation Improvement Program until the project can be fully funded.

Project Prioritization

- The Harry S. Truman Coordinating Council, the regional planning commission that includes McDonald County, has identified the project as the third highest regional road and bridge transportation priority.
- Both the Missouri and Arkansas segments of the Bella Vista Bypass are located in the Northwest Arkansas Metropolitan Planning Area boundary, and the Northwest Arkansas Regional Planning Commission, serving as the Northwest Arkansas Transportation Study (NARTS) organization the Northwest Arkansas Transportation Study (NARTS) Organization has also identified the project as a priority. The project is included in the NARTS Metropolitan Transportation Plan.
- I-49 is a Tier 1 Corridor in the Missouri Freight Plan. Collectively, MoDOT's Southwest District planning partners recommended the corridor as a high priority for the entire district at the 2017 Southwest District Planning Partners Workshop.

Status of the Bella Vista Bypass Project in Arkansas

Arkansas has been constructing two lanes of the Bella Vista Bypass from County Road 34 in Bella Vista to the I-49 terminus in Bentonville, Arkansas.

- 5 miles of two-lane roadway from Rocky Dell Hollow Road in Bella Vista to Route 72 East Jct. near Hiwassee, Arkansas is complete.
- 6 miles of two-lane roadway from Route 72 East Jct. to I-49 in Bentonville is under construction.
- A temporary interchange improvement is under construction at the Bella Vista Bypass (Route 549) connection with US 71/I-49 in Bentonville. A directional interchange is programmed, but won't be constructed until the Bella Vista Bypass is complete and through-traffic shifts to the new roadway connection from Pineville to Bentonville.

The Arkansas 2016-2019 Statewide Transportation Improvement Program has the following projects programmed with the caveat "*Contingent upon MoDOT funding their portion of the bypass*":

- Project CA0905: 2.3 miles of two-lane roadway from the Missouri state line to County Road 34 in Bella Vista is programmed for 2020. Estimated cost is \$26,000,000. Funded by Connecting Arkansas program (transportation sales tax).
- Project CA0903: Directional Interchange improvements at US 71/I-49/RT 549 in Bentonville is programmed 2020. Estimated cost is \$43,100,000. Funded by Connecting Arkansas program (transportation sales tax).
- Project 09X001: Additional lanes along the length of the Bella Vista Bypass for upgrading to four-lane freeway is programmed for 2020. Estimated cost is \$50,000,000.

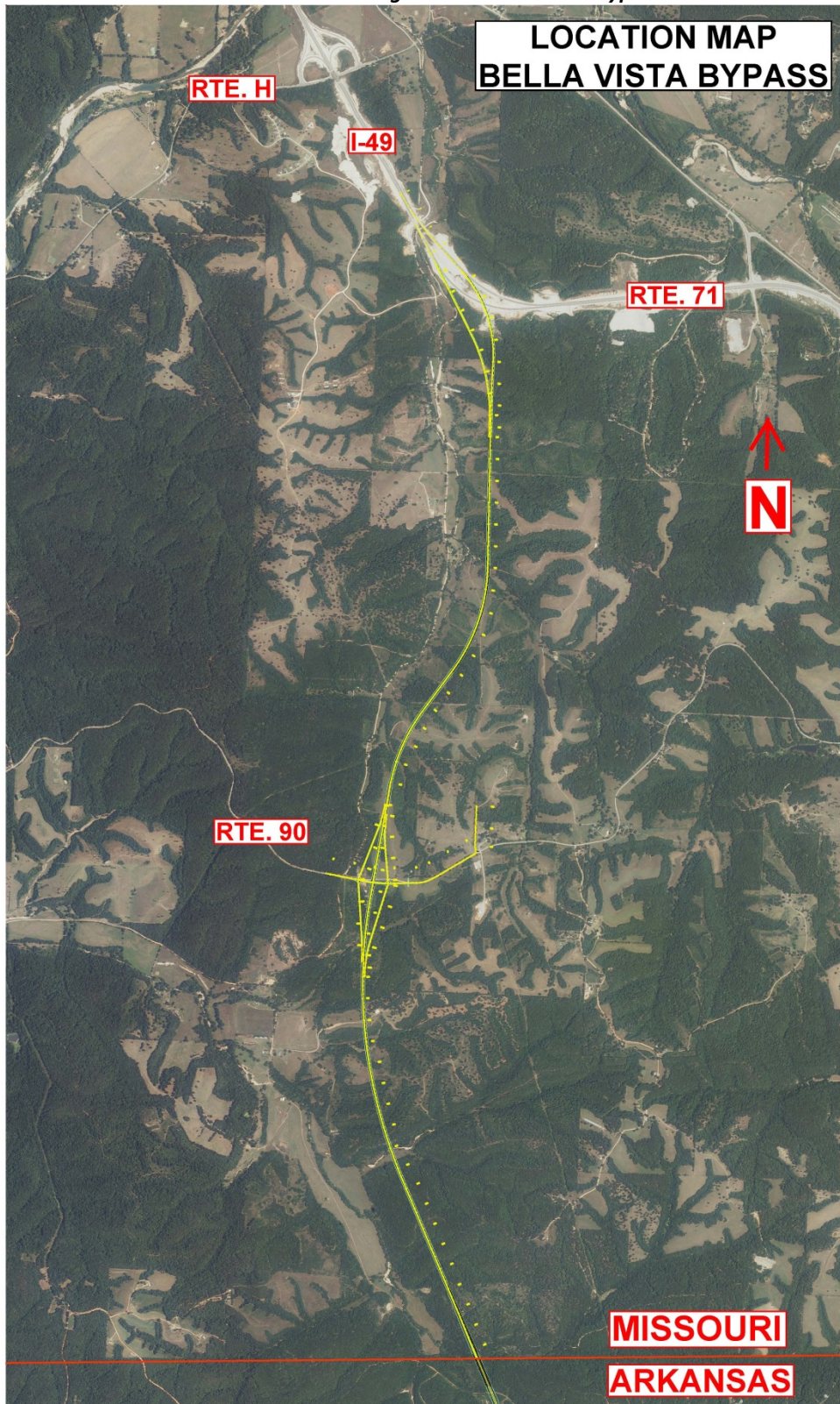
The Arkansas projects completed, under construction and programmed (future) in the Arkansas STIP would complete the Bella Vista Bypass, but completion of the future projects is contingent on Missouri completing its portion of the Bella Vista Bypass.

Interstate 49 Completion

An additional \$34.7 million in the Missouri STIP would allow Missouri to complete the Bella Vista Bypass and allow Arkansas to proceed with its projects to connect the Bella Vista Bypass to Missouri and upgrade the roadway to interstate standards.

Construction of the Bella Vista Bypass as an interstate would complete the I-49 corridor between I-435 in Kansas City, Missouri and I-40 in Fort Smith, Arkansas.

Missouri Alignment – Bella Vista Bypass



From AHTD's Chad Adams' update to the Fayetteville Chamber of Commerce, 11/16/2016:



Interstate 49 Corridor New Location



Bella Vista Bypass

- | Completed | ✓ Scheduled |
|----------------|----------------|
| • 5.4 Miles | • 5.4 Miles |
| • \$34 Million | • \$69 Million |
- Under Construction
- 6.4 Miles
 - \$53 Million

- ✓ Draft STIP
- \$50 Million
 - Ultimate Interstate
 - Contingent Upon Missouri



AGENDA

Transportation Advisory Committee (TAC)

Thursday, February 23rd, 2016, 3:00 p.m. – 4:30 p.m.

Wildcat Glades Audubon Center

201 Riviera Dr., Joplin, MO

- 1) Call to order
 - a) Jim Swatsenbarg, CC Chainmen
 - 2) Approval of minutes from December's meeting.
 - 3) Introduction to the TAC policy.
 - a) HSTCC staff
 - 4) Vote appoint chair of the TAC
 - 5) Vote to appoint vice-chair of the TAC
 - 6) Introductions
 - a) Laurel McKean, MoDOT district engineer
 - 7) Regional needs list update
 - a) Any new projects?
 - i) Survey for new projects in the region
 - ii) Process of identifying a location of a regional need
 - (1) Laurel McKean, MoDOT
 - 8) Bella Vista By-Pass
 - a) Frank Miller, MoDOT District Planner
 - 9) Public Transit Human Services Coordinated Plan update
 - a) Surveys
 - b) Public Meetings
 - i) Nikki Hill
 - 10) Citizen's Guide to MoDOT
 - a) Lauren McKean, MoDOT
 - b) Frank Miller, MoDOT
 - 11) Buckle Up/Phone Down campaign
 - a) Frank Miller, MoDOT
 - 12) New TAC logo
 - a) Vote
-
- 1) JATSO Update

2) Other business

3) Adjourn

This meeting is conducted in accordance with Missouri's Sunshine Law and is open to the public. HSTCC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a copy of HSTCC's Title VI Non-Discrimination and Fair Practice Policy and learn how to file a complaint, please visit www.HSTCC.org or call 417-649-6400.



TEAP (Traffic Engineering Assistance Program)

Application period in mid-summer through fall.

The Traffic Engineering Assistance Program (TEAP) allows local public agencies (LPA) to receive engineering assistance for studying traffic engineering problems. LPAs facing a traffic safety or operational problem can utilize the LPA On-Call Consultant List to perform a traffic study. The LPA On-Call Consultant List is available. This year's TEAP funding will be 2 years' worth of funding. Typical studies may include:

Importance of the TEAP, if your community applies for the TAP, extra bonus points are given on the application for TEAP studies.

Eligibility and Project Selection

Engineering Resources

Refers to the local agency's own staffing resources. Agencies with little or no traffic engineering resources will be rated higher than agencies with their own traffic engineering resources.

Safety

Refers to the degree to which traffic safety is addressed via the project.

Congestion

Refers to the degree to which traffic congestion is addressed via the project.

Innovation

Refers to countermeasures being considered (roundabouts, flashing yellow arrow, j-turns, prismatic sheeting, etc.).

Implementation

Refers to the feasibility of the local agency following through with changes as a result of the project.

Value

Refers to the overall gain the project could offer compared to the total cost.

- Corridor safety and/or operational analysis,
- Intersection(s) safety and/or operational analysis,
- Speed limit review,
- Sign inventory,
- Pedestrian/bike route analysis,
- Parking issues and other traffic studies.
- TEAP funds are available for the ADA Transition Plan.

LPA

Responsibilities

- Identify problem
- Initiate request for TEAP assistance
- Choose a prequalified consultant from the Traffic Category in the LPA On-call Consultant List
- Provide assistance to consultant during the course of the project (examples are traffic control, traffic counts, assisting in any physical measurements needed.)





Local Agency	Funded Amounts	Type of Project
City of St Robert	\$8,000.00	Missouri Ave Corridor Study – St Robert Outer Road to Gateway Circle
City of Pleasant Hill	\$8,000.00	Pleasant Hill Bikeway Plan
City of Parkville	\$8,000.00	Lewis Street Traffic Study
City of Louisiana	\$8,000.00	Georgia Street Improvement Project
City of Moberly	\$8,000.00	Fisk Ave Corridor Study for Bike/Ped safety and Connectivity
City of Jackson	\$8,000.00	East Main St Intersection Evaluation
City of Des Peres	\$8,000.00	Traffic Calming Study – Old Des Peres Rd to Dougherty Ferry Road
University City	\$8,000.00	Speed Control Study for School Zones within City limits
City of Ballwin	\$8,000.00	Intersection Operational & Safety Study – Holloway Rd at Kehrs Mill Rd
City of Republic	\$8,000.00	Hines and Lynn Intersection Analysis
City of Warsaw	\$8,000.00	Warsaw Livable Community Transportation Expansion Study

Please contact Nikki Hill at nhill@hstcc.org







MoDOT and the TAC Relationship

MoDOT recognizes the need for coordinated planning efforts outside the metropolitan areas. To achieve this goal, MoDOT will work with the regional planning commissions throughout the state. The RPCs were established as a result of the State and Regional Planning Community Development Act of 1965.

- Harry S Truman Coordinating Council (HSTCC) is a regional planning commission and the Transportation Advisory Committee (TAC) is a consortium of local governments.
- Federal law requires that states consult local officials in the transportation planning process.
- The TAC integrates local communities into the statewide transportation process by accepting responsibilities such as attending and participating in scheduled meetings.
- The TAC's primary responsibility is to act as a public conduit for directly participating with regional transportation planning.
- Including prioritizing transportation needs in the region and shaping the Regional Transportation Plan (RTP) and the Statewide Transportation Improvement Plan (STIP).
- HSTCC and the TAC coordinate local issues related to regional planning and development with MoDOT.
- The TAC should have an understanding of the planning framework process, the scope of work, and how the TAC's involvement is incorporated into the process.
- The TAC provides input on transportation needs in our counties and communities.
- The TAC maintains an active working relationship with MoDOT.
- The TAC develops regional consensus and address transportation issues and are the most logical entities to help MoDOT fulfill federal requirements and capture local perspectives.

800 E Pennell Street, Carl Junction, MO
64834
Website: hstcc.com



Phone: 417-649-6400
Fax: 417-649-6409

- MoDOT relies on HSTCC and the TAC to provide uniform planning services that reflect local needs and priorities.
- The TAC distributes information to communities and residents.
- The TAC continuously provides ideas to the HSTCC staff on ways to develop the planning process and TAC meetings.



TAC MEETING MINUTES

From Thursday, April, 2017, 3:00 p.m. – 4:30 p.m.

Wildcat Glades/Audubon Center 201 Riviera Dr., Joplin, MO

PRESENT:

Tom Short, City of Carthage – CHAIR

Tom Short called the meeting to order. There was no quorum present at 3:00 p.m.

In the absence of a quorum, Nikki took some time to talk about the TAC policy, which is currently in draft form, ready for final approval. Currently, the TAC Advisory Committee is a sub-committee of the HSTCC Board. The TAC cannot make any final decisions on funding allocations. They shall make recommendations for funding and prioritization to the HSTCC Board, who will review those recommendations for final approval.

At 3:15 Cyndi Hutchings, Seneca City Clerk arrived, and there was a quorum.

Tom then asked for a motion to approve the minutes from the Feb. 23, 2017 meeting. Jim Jackson moved; Shawn Cooper seconded. All approved.

Taylor Cunningham, City of Joplin Transportation Planner, pointed out to the TAC committee that as the TAC policy was written, Joplin did not have a vote on the committee. She pointed out that HSTCC (JILL) has a voting role on the JATSO board. She asked the TAC to consider amending the policies to include Joplin. Jim Jackson asked about the small towns of Webb City, Carl Junction and Seneca. Webb City and Carl Junction are represented on the JATSO board. Seneca is represented on the TAC.

Short asked how big the committee should be? And mentioned that as small as it was, there was no quorum at the beginning of the meeting. Nikki suggested the TAC board consider its options and vote on changes to the draft policy in June.

MODOT and the Regional Planning Commissions and TACs:

Nikki and Frank Miller presented a handout to the group that explained how funding to the RPCs works. In Missouri, MODOT funds the Regional Planning Commissions to serve as the local planning body for prioritizing transportation needs in their regions. Those needs are sent to the district offices for evaluation. Finally, the prioritization that comes from the districts is elevated to the state level to create the State Transportation Infrastructure Plan. Nikki reiterated the importance in participation in the TAC, because that is how the state ultimately decides where to fund projects.

The TAC is requested to provide the top 10 road/bridge projects in the region, and the top 5 bike/ped projects. One of the strongest criteria for funding is the number of crashes or fatalities that have occurred as a result of unmet transportation needs.

Mo. Coalition for Roadway Safety:



Nikki and Laurel McKean discuss the Blueprint for Safety Handbook produced by MODOT for use in the local jurisdictions. They discussed the “Blueprint for Safety” Grant that MODOT awards for small projects related to enhancing the work of local police and sheriff’s departments, i.e., car cameras, flashlights, educational events.

The grant information and application are available online at: www.savemolives.com. There is \$204,000 available for distribution in southwest Missouri. The applications are due May 12, 2017. No match is required.

Transportation Engineering Assessment Program:

The TEAP is another source of funding available from MODOT. This funding allows communities to hire an engineer to assess the need, viability and cost of a transportation construction project.

Cost-Share Intersection Program:

MODOT will accept applications from local governments who wish to make improvements to an intersection that includes a Missouri State Highway. MODOT will fund 50% of the project, and the community must fund the other %50. Applications for this program are due June 30. Preliminary applications are due June 1.

Public Transit Plan:

MODOT funds the cost of having RPCs conduct a five-year Public Transportation and Human Service Transportation Plan. This project allows citizens and local governments an opportunity to learn what transit programs are in place at this time. It also allows the providers to ensure they are on the list of providers region-wide, which is a requirement for any future federal funding to the providers.

MODOT map:

Nikki also showed the attendees the travel map that MODOT provides on its website. The app can be downloaded to cell phones and tablets, and enables users to see where construction or road closures are that might inhibit travel.

Logo:

Nikki displayed the new logo.

JATSO:

Taylor Cunningham from JATSO described recent activities from that organization, most notable the bike/ped transportation planning effort.

No new business was introduced. Next meeting set for June 22 at Geo. Washington Carver Park.

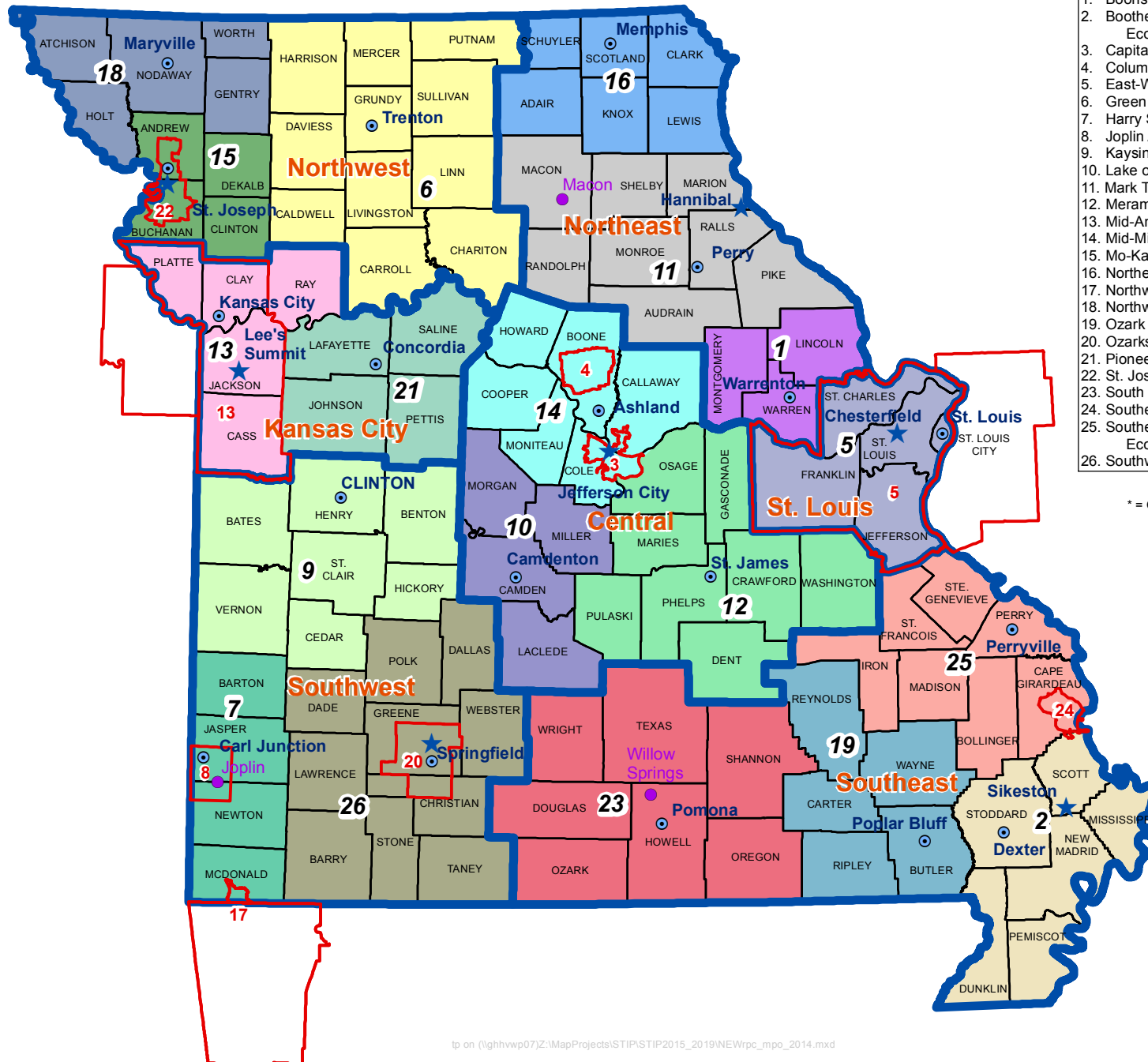
Meeting adjourned.

800 E Pennell St, Carl Junction, MO
64834



Phone: 417-649-6400
Fax 417-649-6409

Missouri Regional Planning Commissions and Metropolitan Planning Organizations



1. Boonslick Regional Planning Commission	636-456-3473
2. Bootheel Regional Planning & Economic Development Commission	573-614-5178
3. Capital Area Metropolitan Planning Organization	573-634-6410
4. Columbia Area Transportation Study Organization	573-874-7239
5. East-West Gateway Council of Governments*	314-421-4220
6. Green Hills Regional Planning Commission	660-359-5636
7. Harry S Truman Coordinating Council	417-649-6400
8. Joplin Area Transportation Study Organization	417-624-0820
9. Kaysinger Basin Regional Planning Commission	660-885-3393
10. Lake of the Ozarks Council of Local Governments	573-346-5692
11. Mark Twain Regional Council of Governments	573-565-2203
12. Meramec Regional Planning Commission	573-265-2993
13. Mid-America Regional Council*	816-474-4240
14. Mid-Missouri Regional Planning Commission	573-657-9779
15. Mo-Kan Regional Council	816-233-3144
16. Northeast Missouri Regional Planning Commission	660-465-7281
17. Northwest Arkansas Regional Planning Commission	479-751-7125
18. Northwest Missouri Regional Council of Governments	660-582-5121
19. Ozark Foothills Regional Planning Commission	573-785-6402
20. Ozarks Transportation Organization	417-865-3042
21. Pioneer Trails Regional Planning Commission	660-463-7934
22. St. Joseph Area Transportation Study Organization	816-271-4653
23. South Central Ozark Council of Governments	417-256-4226
24. Southeast Metropolitan Planning Organization	573-339-6327
25. Southeast Missouri Regional Planning & Economic Development Commission	573-547-8357
26. Southwest Missouri Council of Governments	417-836-6900

* = Organizations functioning as both RPC and MPO
(Boundaries for the Mid-America Regional Council RPC and MPO vary)

MoDOT District

19 Regional Planning Commission

9 Metropolitan Planning Organization

MoDOT District Office

Regional Office

RPC Office

MoDOT Districts 1-888-ASK-MODOT (275-6636)

Prepared by
Missouri Department of Transportation
Transportation Planning
www.modot.org

November 24, 2014





Transportation Advisory Committee

April 20th, 2017

At

Wildcat Glades and
Audubon Center





TAC Policy

- Adoption of the TAC policy
 - Please voice any comments or concerns at this time.





TAC/MoDOT's Role In The Region

- MoDOT recognizes the need for coordinated planning efforts outside the metropolitan areas. To achieve this goal, MoDOT will work with the regional planning commissions throughout the state.
- The TAC's primary responsibility is to act as a public conduit for directly participating with regional transportation planning.
- The TAC should have an understanding of the planning framework process, the scope of work, and how the TAC's involvement is incorporated into the process





Regional Needs List

- Handouts
- Any projects missing?





Missouri Coalition For Roadway Safety

- Blueprint For Safety Handbook
 - *“The Missouri Coalition for Roadway Safety is a partnership of safety advocates who have banded together to attack the problem of traffic crashes and deaths. Missouri’s Blueprint – A Partnership Toward Zero Deaths serves as a guide to reach the coalition’s continued goal of reducing traffic crashes to 700 or less by 2020. Zero fatalities is our ultimate goal – how can we accept anything else... ZERO.”*



Missouri Coalition For Roadway Safety

- Blueprint For Safety Grant
- Awards from last year:
 - Joplin P.D., 2 - Evolis Speed Sign.
 - City of Sparta PD, Two (2) PBTs and Five (5) Traffic Safety Vests.
 - Greene County Sheriff Dept., 5 - Mounted Radar Units-Stalker Radar.
 - McDonald County, Buckle Buddy Presentations & Car Seat Inspections/Seats.
 - Osceola PD, 2 - LED Mag Flash Lights.
 - St Clair County SD, Buckle Buddy at schools within the county.





Traffic Engineering Assistance Program(TEAP)

- "Engineering Resources" refers to the local agency's own staffing resources. Agencies with little or no traffic engineering resources will be rated higher than agencies with their own traffic engineering resources.
- "Safety" refers to the degree to which traffic safety is addressed via the project.
- "Congestion" refers to the degree to which traffic congestion is addressed via the project.
- "Innovation" refers to countermeasures being considered (roundabouts, flashing yellow arrow, j-turns, prismatic sheeting, etc.).
- "Implementation" refers to the feasibility of the local agency following through with changes as a result of the project.
- "Value" refers to the overall gain the project could offer compared to the total cost.



Traffic Engineering Assistance Program(TEAP)

- “Implementation” refers to the feasibility of the local agency following through with changes as a result of the project. **\$8,000**, whichever is less. The local agency can however submit applications for projects that are in excess of the funding cap but the local agency must fund the excess dollar amount
 - Traffic Accident Analysis
 - Traffic Control Devices Inventory Application and Layout
 - Traffic Signal Progression Analysis and Design
 - Speed Surveys
 - Minor Origin and Destination Studies
 - Traffic Counts
 - Parking Supply and Demand
 - Capacity Analysis
 - Lighting Analysis
 - Transit Studies





Cost-Share Intersection Program

The Cost Share Program provides financial assistance to public and private applicants for state highway and bridge projects satisfying a transportation need.

- MoDOT participates up to 50 percent of the total project costs on the state highway system. While contributions are expected on economic development projects, the Cost Share Committee may increase MoDOT's participation up to 100 percent for economic development projects that create new jobs.





Cost-Share Intersection Program

- The project is on the state highway system.
- The total project costs are in excess of \$200,000.
- The total project costs include preliminary engineering, right of way acquisition and incidentals, utilities, construction and construction inspection.
- The applicant agrees to provide their share of the total project costs.
- Retail development projects do not qualify as economic development.





PT-HST Update

- Over 25 completed surveys so far.
- Survey closes May 1st
 - Data collection and new demographics put into the 2017 Plan.
- Plan update will be completed by the end of August.
- Please take the survey on homepage of hstcc.org if you haven't already

Next public meeting for the PT-HST Plan is May 11th at 6pm in Joplin City Hall, fifth floor.





MoDOT Traveler's Information Map App.



- Road conditions
- Work zones
- Flooding
- Incidents
- iPhones, Androids, iPads and tablets.

New Logo!!!





JATSO Update and New Business





Next TAC will be held
at the George
Washington Carver
Monument on June
22nd at 3pm.





AGENDA

Transportation Advisory Committee (TAC)

Thursday, April, 20th 3:00 p.m. – 4:30 p.m.

Wildcat Glades Audubon Center

201 Riviera Dr., Joplin, MO

1. Call to order
 - a. Tom Short, Chair
2. Approval of minutes
3. Adoption of TAC policy
 - a. Tom Short, Chair
4. TAC and MoDOT's role in the region
 - a. Frank Miller
5. Regional Needs list
 - a. Subjective Scoring, Nikki Hill and Frank Miller, MoDOT
6. Missouri Coalition for Roadway Safety
 - a. Blueprint for Safety Handbook
 - b. Blueprint for Safety grant
 - c. Awards from last year
 - Frank Miller and Laurel McKean, MoDOT
7. TEAP grant
 - a. Awards from last year
 - Laurel McKean, MoDOT
8. Cost-Share Intersection Program grant
 - a. Frank Miller
9. Update on the PT-HST Coordinated Plan
 - a. Nikki Hill
10. MoDOT Traveler Information Map App
 - a. Nikki Hill
11. New logo
 - a. Nikki Hill



800 E Pennell St, Carl Junction, MO 64834
Website: hstcc.org

Phone: 417-649-6400
Fax: 417-649-6409

12. JATSO update
13. New Business
14. Adjourn

This meeting is conducted in accordance with Missouri's Sunshine Law and is open to the public. HSTCC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a copy of HSTCC's Title VI Non-Discrimination and Fair Practice Policy and learn how to file a complaint, please visit www.HSTCC.org or call 417-649-6400.



TAC MEETING MINUTES

Thursday, June 22, 2017, 3:00 p.m. – 4:30 p.m.
George Washington Carver National Monument
5646 Carver Rd, Diamond, MO 64840

CALL TO ORDER: Jim Jackson, TAC Vice-Chair, called meeting to order. Requested those present make self-introductions.

APPROVAL OF AGENDA AND MINUTES: Jim requested approval of Agenda and Minutes: Dana Daniels motioned; John Bunch seconded. All approved.

TAC POLICY: Jill Cornett and Nikki Hill described the efforts to date on establishing a formal TAC Policy. Outstanding questions revolve around whether the City of Joplin, City of Pineville, and any others who wish to be on the committee may join.

Pineville City Clerk Melissa Ziemianin told the Committee that her City would like to serve on the Committee if either Anderson or Noel did not. Further conversation focused on how to include the smaller towns in all counties.

Jim asked if having more Committee members would present a challenge to having a quorum present. There was a recommendation that the Policy set term limits so that older members could rotate out, and new members come in.

Jane Village Trustee Bill Martin mentioned that the current policy leaves towns like Jane, with a population of 350, out of the conversation. He reminded the group that he has been an active member of the HSTCC and TAC meetings for many years.

Joplin Transit Coordinator Robert Lolley suggested performance measures be written into the policy, that would hold members accountable for attendance.

Joplin Trails Coalition Enthusiast John Bowlin suggested webinars, rather than in-person meetings.

Nikki reminded the group that the County Commissioners should be representing the small towns that have no direct representation on the Committee. Melissa Ziemianin pointed out that Pineville would like a set time to revisit the policy. Shawn Cooper suggested 60 days, the next TAC on August 24th. John Bunch said he would take the next 60 days and speak to each of the towns in Mac County.

Bunch then moved to accept the Policy as written; Calton seconded. All approved.

NEEDS LIST: Nikki described the "Needs List." This is the list that prioritizes the transportation needs of our four-county region. This list was developed through interaction and conversation with



the County Commissioners, City and Village leaders. The list is prioritized with the most urgent need listed at the top. Currently, the “Bella Vista Bypass” is Item #1. Dana Daniel moved to approve Needs List; Bunch seconded. All approved.

MODOT PRESENTATION: Frank Miller, from MODOT spoke about the State Transportation Improvement Plan (“STIP”). He described how far along the Bella Vista Bypass was as far as land acquisition and building demolition were concerned. He described MODOT’s budget and the priorities regarding improving the transportation infrastructure in Missouri.

Miller said there is an expectation by the US Dept. of Justice, and, in turn, MODOT, that all communities will have a transition plan to reach ADA compliance in the next decade or so.

Nikki and Jill talked about how the other RPC Transportation Planners benefitted from Peer-to-peer exchange and workshops.

Nikki discussed the Public Transit-Human Service Transportation Plan she has been working on. This is a document that is required by MODOT and the Federal Transportation Administration in order for entities in our region to apply for federal funding to improve transportation services such as buses, shuttles, bus stops, etc. Nikki received a 31% response rate from all of her survey outreach. The plan should be complete by the end of August 2017.

JATSO: City of Joplin Transportation Planner/Assistant to the City Manager Taylor Cunningham told the group that the Joplin Area Transportation Study Organization (“JATSO”) meeting would be held July 20. That meeting would include information about the upcoming bike-ped trail planning efforts, the JATSO STIP and information from the Missouri Bide/Ped Federation. JATSO meetings are open to the public.

NEW BUSINESS: There will be a meeting in Pineville on July 18 to present the Pineville City Trail Plan. This meeting is open to the public.

Nikki will host a training workshop for entities who wish to apply for Transportation Alternative Projects (“TAP”) or MDNR Trail Grants. The workshop is scheduled for Sept. 5, 2017.

Nikki also reminded the group that Gard Wayt, Director of the I-49 Coalition, will be presenting at the next TAC meeting scheduled for Aug. 24, 2017.

No further new business.

Bunch motioned to adjourn/Lewis Davis seconded. All approved. Meeting adjourned at 4:15 p.m.



Transportation Advisory Committee



TAC

June 22nd, 2017

At

George Washington Carver National Monument



TAC Policy



- ❧ The most populous cities or cities over 1,000 included on the TAC.
- ❧ Barton, Jasper, Newton, and McDonald County Commissioners to represent the cities that are not on the committee.
- ❧ JATSO and Pineville are not eligible for voting rights as the draft policy stands.
- ❧ Each voting member shall have an ex officio with a vested interest in transportation.
- ❧ The ex officio provide information and input in the TAC, and provide information on implementation of the TAC's recommendations



Open Floor



Comments or concerns from anyone?



Regional Needs List



☞ Bella Vista By-Pass averaged out to be number one.



STIP Jasper County



STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021

County:	Jasper	ADA Transition Plan improvements from North 17th Street to ClarenceStreet in					Engineering:	6	114	0	0	0	0						
Route:	MO 37	Sarcoux. \$206,000 Statewide Transportation Alternatives funds.					R/W:	0	2	0	0	0	0						
Job No.:	7P2193I						Construction:	0	256	0	0	0	0						
Length:	0.51	MPO: N			Fed:	298	State:	74	Local:	0	FFOS:	0	206	0	0	0	0		
Fund Cat:	Taking Care Of System				Anticipated Fed Cat:		S.T.P.							Payments:	0	0	0	0	0
Sec Cat:	N- Ada Trans	Awd Date:	Winter 17			Future Cost:	0	Estimate Total:		378									
TIP #:																			



STIP Jasper County



STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021
Engineering:	6	114	0	0	0
R/W:	0	2	0	0	0
Construction:	0	256	0	0	0
FFOS:	0	206	0	0	0
Payments:	0	0	0	0	0

County: Jasper	ADA Transition Plan improvements from North 17th Street to Clarence Street in Sarcoxie. \$206,000 Statewide Transportation Alternatives funds.	Engineering:	6	114	0	0	0	0
Route: MO 37		R/W:	0	2	0	0	0	0
Job No.: 7P2193I		Construction:	0	256	0	0	0	0
Length: 0.51	MPO: N	FFOS:	0	206	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 298 State: 74 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: Winter 17 Anticipated Fed Cat: S.T.P.							
TIP #:	Future Cost: 0 Estimate Total: 378							
County: Jasper	ADA Transition Plan improvements from North 17th Street to Clarence Street in Sarcoxie. \$206,000 Statewide Transportation Alternatives funds.	Engineering:	6	114	0	0	0	0
Route: MO 37		R/W:	0	2	0	0	0	0
Job No.: 7P2193I		Construction:	0	256	0	0	0	0
Length: 0.51	MPO: N	FFOS:	0	206	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 298 State: 74 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: Winter 17 Anticipated Fed Cat: S.T.P.							
TIP #:	Future Cost: 0 Estimate Total: 378							
County: Jasper	Pavement and safety improvements from Rte. 96 to south of Joplin Avenue in Sarcoxie. \$421,000 Open Container Funds.	Engineering:	20	217	0	0	0	0
Route: MO 37		R/W:	0	0	0	0	0	0
Job No.: 7P3093		Construction:	0	1,538	0	0	0	0
Length: 11.84	MPO: N	FFOS:	0	421	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,404 State: 351 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Fall 16 Anticipated Fed Cat: S.T.P.							
TIP #:	Future Cost: 0 Estimate Total: 1,775							
County: Jasper	Bridge improvements over Center Creek. Project involves bridge L0580.	Engineering:	0	2	187	136	0	0
Route: MO 37		R/W:	0	0	0	0	0	0
Job No.: 7P3157		Construction:	0	0	0	2,070	0	0
Length: 0.07	MPO: N	FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,917 State: 478 Local: 0	Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2019 Anticipated Fed Cat: NHPP							
TIP #:	Future Cost: 0 Estimate Total: 2,395							



STIP Jasper County



STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021

County: Jasper	Pavement improvements on various sections from 1.25 miles east of Rte. 37 to 0.5 mile east of the Jasper County line and from 1 mile west of Rte. 97 to 1.15 miles east of Rtes. Z and O near Halltown.	Engineering:	20	85	888	0	0	(
Route: IS 44		R/W:	0	0	0	0	0	(
Job No.: 7I3073		Construction:	0	0	12,877	0	0	(
Length: 27.72	MPO: N	FFOS:	0	0	0	0	0	(
Fund Cat: Statewide Interstate And Major Bridge	AC-State: 12,464 State: 1,386 Local: 0	Payments:	0	0	0	0	0	(
Sec Cat: Preventive Maint	Awd Date: Fall 17 Anticipated Fed Cat: NHPP							
TIP #:	Future Cost: 0 Estimate Total: 13,870							
County: Jasper	Bridge improvements over the BNSF Railroad and Spring River. Project involves bridges A3556 and A3557.	Engineering:	100	200	418	0	0	(
Route: IS 49		R/W:	0	0	0	0	0	(
Job No.: 7P3000		Construction:	0	0	3,677	0	0	(
Length: 0.29	MPO: N	FFOS:	0	0	0	0	0	(
Fund Cat: Statewide Interstate And Major Bridge	Fed: 3,865 State: 430 Local: 0	Payments:	0	0	0	0	0	(
Sec Cat: Rehab And Reconst	Awd Date: 2018 Anticipated Fed Cat: NHPP							
TIP #:	Future Cost: 0 Estimate Total: 4,395							
County: Jasper	Bridge improvements over BNSF and MNA railroads. Project involves bridge K0428.	Engineering:	25	783	0	0	0	(
Route: MO 96		R/W:	0	48	0	0	0	(
Job No.: 7P2228F		Construction:	0	2,436	0	0	0	(
Length: 0.11	MPO: N	FFOS:	0	0	0	0	0	(
Fund Cat: Taking Care Of System	Fed: 2,614 State: 653 Local: 0	Payments:	0	0	0	0	0	(
Sec Cat: Rehab And Reconst	Awd Date: Winter 17 Anticipated Fed Cat: NHPP							
TIP #:	Future Cost: 0 Estimate Total: 3,292							



STIP Jasper County



STATE FISCAL YEAR PROJECT BUDGETING						
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	
Engineering:	25	783	0	0	0	(
R/W:	0	48	0	0	0	(
Construction:	0	2,436	0	0	0	(
FFOS:	0	0	0	0	0	(
Payments:	0	0	0	0	0	(
Engineering:	11	144	0	0	0	(
R/W:	0	0	0	0	0	(
Construction:	0	2,674	0	0	0	(
FFOS:	0	0	0	0	0	(
Payments:	0	0	0	0	0	(
Engineering:	0	17	19	0	0	(
R/W:	0	2	0	0	0	(
Construction:	Transportation Planning			0	0	(
FFOS:	P.O. Box 270 Jefferson City, MO 65102			0	0	(
Payments:				0	0	(

County: **Jasper** Bridge improvements over BNSF and MNA railroads. Project involves bridge K0428.
 Route: **MO 96**
 Job No.: **7P2228F**
 Length: **0.11** MPO: **N**
 Fund Cat: **Taking Care Of System** Fed: **2,614** State: **653** Local: **0**
 Sec Cat: **Rehab And Reconst** Awd Date: **Winter 17** Anticipated Fed Cat: **NHPP**
 TIP #: Future Cost: **0** Estimate Total: **3,292**

County: **Jasper** Pavement and safety improvements from Rte. 571 to Rte. YY in Lawrence County.
 Route: **MO 96**
 Job No.: **7S3095**
 Length: **16.84** MPO: **N**
 Fund Cat: **Taking Care Of System** Fed: **2,255** State: **563** Local: **0**
 Sec Cat: **Thin Lift Overlay** Awd Date: **Fall 16** Anticipated Fed Cat: **NHPP**
 TIP #: Future Cost: **0** Estimate Total: **2,829**

County: **Jasper** ADA Transition Plan improvements on Rte. HH (Fir Road) at Rte. 571 (Grand Avenue) in
 Route: **RT HH** Carthage and on Rte. P (Schifferdecker Avenue) from Perkins Street to Rte. 66 (7th
 Job No.: **7S3143** Street) in Joplin.
 Length: **0.76** MPO: **N**
 Fund Cat: **Taking Care Of System** AC-State: **97** State: **22** Local: **0**
 Sec Cat: **N- Ada Trans** Awd Date: **2018** Anticipated Fed Cat: **S.T.P.**
 TIP #: Future Cost: **0** Estimate Total: **119**



STIP McDonald County



						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2016-6/2017	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	7/2020-6/2021
County:	McDonald	Job Order Contracting for pavement repair from Rte. 59 to 0.7 mile south of Rte. H.				Engineering:	0	4	0	0	0
Route:	IS 49					R/W:	0	0	0	0	0
Job No.:	0I3003Y					Construction:	0	60	0	0	0
Length:	10.74	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	AC-State:	58	State:	6	Local:	0				
Sec Cat:	Preventive Maint	Awd Date:	Winter 17	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	64						
County:	McDonald	Pavement improvements from Rte. 59 near Goodman to near Bus. 71 south of Rte. 76.				Engineering:	22	200	0	0	0
Route:	IS 49					R/W:	0	0	0	0	0
Job No.:	7I3072					Construction:	0	2,563	0	0	0
Length:	7.16	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Statewide Interstate And Major Bridge	AC-State:	2,487	State:	276	Local:	0				
Sec Cat:	Preventive Maint	Awd Date:	Fall 16	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	2,785						
County:	McDonald	Roadway improvements from Pineville to the Arkansas State line (Bella Vista). Construction funding from 7P2157. \$12,017,701 SAFETEA-LU earmark DEMO ID MO118. Amendment 3 new major project.				Engineering:	10,701	2	2	2	2,766
Route:	US 71					R/W:	4,610	0	0	0	0
Job No.:	7P0601					Construction:	0	0	0	0	20,147
Length:	4.93	MPO:	N			FFOS:	0	0	0	0	0
Fund Cat:	Amendment 3	Fed:	18,337	State:	4,582	Local:	0				
Sec Cat:	System Expansion	Awd Date:	2020	Anticipated Fed Cat:	NHPP	Federal Oversight	0	0	0	0	0
TIP #:		Future Cost:	25,001 - 50,000	Estimate Total:	38,230	Payments:	0	0	0	0	0



County: McDonald Pavement and safety improvements from 1 mile east of I-49 to Rte. U.										Engineering:	0	164	0	0	0	0
Route: MO 76										R/W:	0	0	0	0	0	0
Job No.: 7S3176										Construction:	0	2,347	0	0	0	0
Length: 20.80 MPO: N											FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System AC-State: 2,009 State: 502 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay Awd Date: Fall 16 Anticipated Fed Cat: S.T.P.											0	0	0	0	0	0
TIP #: Future Cost: 0 Estimate Total: 2,511										0	0	0	0	0	0	
County: McDonald Bridge improvements over Big Sugar Creek. Project involves bridge T0929.										Engineering:	181	236	0	0	0	0
Route: RT E										R/W:	0	12	0	0	0	0
Job No.: 7S0534										Construction:	0	1,882	0	0	0	0
Length: 0.41 MPO: N											FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System Fed: 1,705 State: 425 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst Awd Date: Spring 17 Anticipated Fed Cat: NHPP											0	0	0	0	0	0
TIP #: Future Cost: 0 Estimate Total: 2,311										0	0	0	0	0	0	
County: McDonald Bridge improvements over Pine Creek. Project involves bridge R0251.										Engineering:	0	2	78	60	0	0
Route: RT KK										R/W:	0	0	0	0	0	0
Job No.: 7S3158										Construction:	0	0	0	895	0	0
Length: 0.02 MPO: N											FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System Fed: 828 State: 207 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst Awd Date: 2019 Anticipated Fed Cat: NHPP											0	0	0	0	0	0
TIP #: Future Cost: 0 Estimate Total: 1,035										0	0	0	0	0	0	



STIP McDonald County



STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021
Engineering:	0	2	60	47	0
R/W:	0	0	0	0	0
Construction:	0	0	0	689	0
FFOS:	0	0	0	0	0
Payments:	0	0	0	0	0

County:	McDonald	Bridge improvements over Star Hollow Creek. Project involves bridge N0897.			
Route:	RT U				
Job No.:	7S3159				
Length:	0.03	MPO:	N		
Fund Cat:	Taking Care Of System	Fed:	639	State:	159
Sec Cat:	Rehab And Reconst	Awd Date:	2019	Anticipated Fed Cat:	NHPP
TIP #:		Future Cost:	0	Estimate Total:	798

Local:	0				
Engineering:	0	2	60	47	0
R/W:	0	0	0	0	0
Construction:	0	0	0	689	0
FFOS:	0	0	0	0	0
Payments:	0	0	0	0	0

STIP Newton County



STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021

County: Newton	Bridge improvements over Roark Creek. Project involves bridge K0990.					Engineering:	60	348	0	0	0	0
Route: MO 43						R/W:	0	2	0	0	0	0
Job No.: 7P2228K						Construction:	0	575	0	0	0	0
Length: 0.04	MPO: N					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 741	State: 184	Local: 0					
Sec Cat: Rehab And Reconst	Awd Date: Winter 17	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0				Estimate Total: 985							
County: Newton	Pavement and safety improvements from I-44 to Rte. 60.					Engineering:	0	21	139	0	0	0
Route: MO 43						R/W:	0	0	0	0	0	0
Job No.: 7S3177						Construction:	0	0	2,361	0	0	0
Length: 13.84	MPO: Y					FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System					Fed: 2,018	State: 503	Local: 0					
Sec Cat: Thin Lift Overlay	Awd Date: Fall 17	Anticipated Fed Cat: S.T.P.				Payments:	0	0	0	0	0	0
TIP #:	Future Cost: 0				Estimate Total: 2,521							

STIP Newton County



STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2016- 6/2017	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021

County:	Newton	ADA Transition Plan improvements from Osage Street to Oneida Street in Seneca.				Engineering:	0	3	3	0	0	0
Route:	MO 43					R/W:	0	2	0	0	0	0
Job No.:	7S3179					Construction:	0	0	22	0	0	0
Length:	0.45	MPO: N				FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System		AC-State:	26	State:	4	Local:	0				
Sec Cat:	N- Ada Trans		Awd Date:	2018	Anticipated Fed Cat:		S.T.P.					
TIP #:			Future Cost:	0	Estimate Total:	30	Payments:	0	0	0	0	0

County:	Newton	Pavement improvements from 0.1 mile east of Kodiak Road to Neosho Boulevard (Bus. 60) and from College Street (Bus. 60) to Rte. 60.				Engineering:	0	13	86	0	0	0
Route:	MO 86					R/W:	0	0	0	0	0	0
Job No.:	7S2227C					Construction:	0	0	1,676	0	0	0
Length:	5.49	MPO: N					FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State:	1,420	State:	355	Local:	0					
Sec Cat:	Low Type Resurfacing	Awd Date:	Fall 17	Anticipated Fed Cat:	S.T.P.			Payments:	0	0	0	0
TIP #:		Future Cost:	0	Estimate Total:	1,775							

County:	Newton	Pavement, safety and ADA Transition Plan improvements on Rte. D from Doniphan Drive to the Neosho city limits and on Rte. K from Rte. 43 to Rte. 86.				Engineering:	0	3	59	0	0	0
Route:	RT D					R/W:	0	2	0	0	0	0
Job No.:	7S3138					Construction:	0	0	1,042	0	0	0
Length:	8.32	MPO: N					FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System		AC-State:	887	State:	219	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	Fall 17	Anticipated Fed Cat:	S.T.P.			Payments:	0	0	0	0
TIP #:			Future Cost:	0	Estimate Total:	1,106						



Transportation/MACOG



❧ The Missouri Association of Councils of Governments (MACOG) is the statewide organization representing Missouri's 19 regional planning commissions and councils of governments. These professional organizations represent the entire State of Missouri and are committed to enhancing the state's regions. Regional councils are engaged in a myriad of activities, including:

- ❧ Economic and community development
- ❧ Housing initiatives
- ❧ Safety and security
- ❧ Transportation planning
- ❧ Environmental issues
- ❧ Quality-of-life issues



Transportation/MACOG



- ❧ Elected officers
- ❧ PT-HST Plan, 5310 and 5311
- ❧ MoDOT mapping
- ❧ Draft STIP
- ❧ Missouri LTAP



PT-HST



- ❧ Done at the end of August
- ❧ Survey is closed
- ❧ 31% response rate
- ❧ Over 88 surveys were sent out to the HSTCC region.
- ❧ Other RPC's are getting a 3% response rate



JATSO Update





PINEVILLE BICYCLE AND PEDESTRIAN CITY PLAN

Public Hearing



The Northwest Arkansas Regional Planning Commission and the Harry S. Truman Coordinating Council will be holding a public hearing to begin the process of a bicycle and pedestrian plan in the Pineville Missouri area. The adopted NWA Regional Bicycle and Pedestrian Master Plan can be viewed at: <http://www.nwabikepedplan.com/>. The existing NWA trail system can be viewed utilizing an interactive map at <https://trails.cast.uark.edu/> or by scanning the QR Code.

Please join us at the

Pineville Bicycle and Pedestrian City Plan Public Hearing

When: July 18th, 2017 6 p.m. to 7:30 pm.

Where: Pineville, Mo Community Center

205 Jesse James Rd, Pineville, MO 64856

For more information please call Melissa

Ziemianin at 417.223.4368



T: 479-751-7125

Email: comments@nwarpc.org.



T: 417.649.6400

Email: nhill@hstcc.org

The Northwest Arkansas Regional Planning Commission (NWARPC) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: cscott-silkwood@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

If information is needed in another language, contact Celia Scott-Silkwood. Si se necesita informacion en otro idioma, comuníquese Celia Scott-Silkwood, cscott-silkwood@nwarpc.org.



❧ TAP and RTP Workshop

❧ It will be at Crowder College in Neosho

❧ So far we are looking at September 5th at 1 pm.



Sidewalk Assessments



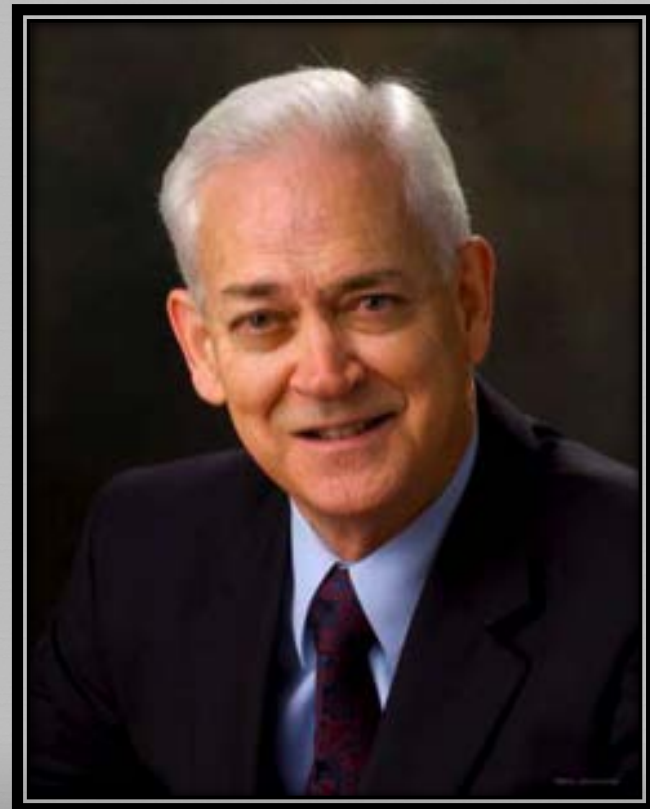
- ❧ Liberal
- ❧ Stella
- ❧ Goodman
- ❧ Anderson
- ❧ Noel
- ❧ Lanagan/Ginger Blue
- ❧ Southwest City
- ❧ Pineville
- ❧ Carthage
- ❧ Seneca



Guest Speaker



⌘ Gard Wayt of the International I-49 Coalition





Next Meeting



❧ Thank you all for coming and will see on August 24th at the usual spot at Wildcat Glades in Joplin, MO at 3pm.

❧ I will not be back in the office till July 6th.



Special Use Permit (SUP) Procedures and Conditions

Special events, public assemblies, meetings, and other activities considered non-traditional, i.e., not a customary park visit or not related to the legislatively mandated purpose of the park, and special park uses which require a Special Use Permit (SUP) are subject to certain restrictions. These restrictions are set forth in 36 CFR 1.6, 2.50, and 2.51, National Park Service Management Policies 2006, and other specific requirements imposed by the Superintendent.

Activities requiring a Special Use Permit, include, but are not limited to:

- First amendment rights-related activities
- Commercial filming/photographic activities
- Public meetings
- Non-NPS special events
- Weddings
- Receptions
- Training using park facilities
- Religious services or assemblies
- Organized vehicle displays
- Walk-A-Thons or equivalent
- Commemorative ceremonies

The National Park Service encourages park uses that draw meaning from their association with, and have a direct relationship to, park resources. Conversely, the National Park Service discourages uses not consistent with the preservation and/or protection of park resources, visitors, and/or values.

The National Park Service may permit a Special Park Use if the proposed activity will not:

- Interfere with normal park usage
- Constitute a consumptive form of use
- Have undesirable impacts on park resources
- Compromise the historic scene or landscape including historic buildings
- Present a danger to public welfare and safety, including safety of the participants

The time, location, and conditions for such activities shall be regulated by permit to avoid:

- Infringement upon the enjoyment and rights of other park visitors
- Traffic congestion
- Injury to non-participants and damage to park property
- Disruption of normal park operations
- Unwarranted risk to participants due to inadequate equipment, lack of qualifications or supervision, weather, or other factors

Reservations: We accept reservations for up to one year in advance.

Special Use Permit Fees: **A non-refundable application fee of \$50.00 is required** to reserve a date on the park calendar and must be enclosed with your Special Use Permit Application Form. **A cashiers check, money order, or personal check should be made payable to the National Park Service with your Social Security Number or Tax Identification Number noted on your check.** Application Fees are not refundable.

The National Park Service will charge a fee and recover costs for special park use permits unless prohibited by law or executive order, or when the proposed use is protected by the First Amendment or involves another right and not a privilege. If administration of an SUP requires the park to incur additional costs, the Permittee will be assessed those costs in addition to application fee. Additional charges may be incurred for administrative services, overtime, repairing/restoring/cleaning resources, security, or similar costs associated with the event. Any additional costs will be required to be paid at the time of the issuance of the Special Use Permit. The Permittee shall pay the United States for any damage resulting from this use which would not reasonably be inherent in the use which the Permittee is authorized to make of the land described in this permit. Such damages would be billed to the Permittee after the event.

Applications: Complete the *Application for Special Use Permit (Form 10-930)*. Please review and sign the **Terms & Conditions** below and submit them with your permit application. These terms & conditions outline the specific requirements and restrictions of the permit. The permit application requires that you include either a tax ID number or social security number. This number is required by Federal Code 31 USC 7701c from a person or organization doing business with the Federal government and can be used to collect and/or report delinquent debt. Mail the completed application as well as the signed terms and conditions document and the application fee of \$50.00 to: George Washington Carver National Monument, Attn: Special Park Uses Coordinator, 5646 Carver Road, Diamond, MO 64840. Applications must be received at least two weeks prior to your requested date.

Permits: If your application is approved, a Special Use Permit will be prepared and mailed to you for signature. Upon receipt, please review, sign and return the permit along with any additional cost recovery fees to our office for the Superintendent's signature. After the Superintendent signs the permit, a copy of the permit as well as the signed procedures and conditions packet will be forwarded to you. *The approved, signed permit copy must be in your possession at the time of your event.*

Terms & Conditions: To maintain park natural and cultural resources and quality visitor experiences the following restrictions and requirements apply to Special Use Permits:

1. The Federal Government, its agents and employees, cannot be held liable for claims for damages or suits for any injury or deaths from any cause occasioned by the Permittee's occupancy and use of the land and facilities included within the permit.
2. This permit may not be transferred or assigned without the consent of the Superintendent, in writing.
3. The Permittee is prohibited from giving false information; to do so will be considered a breach of conditions and be grounds for revocation [Re: 36 CFR 2.32(4)].
4. The area will remain open to the public.
5. If required, all liability insurance policies are to name the U.S. Government, National Park Service, George Washington Carver National Monument as a co-insured and shall specify that the insurance company shall have no right to subrogation against the United States and shall have no recourse against the Government for payment of any premium or assessment. A certificate of insurance indicating that the required insurance is in effect shall be provided by the Permittee to the Special Park Uses Coordinator prior to the commencement of any activities authorized under this permit.
6. No personal monetary gains will be derived from the use of special use permits. The sale or free distribution of food to the public or participants is prohibited unless approved in the permit and all U.S. Public Health Service Standards are met.
7. Those conducting and participating in events shall maintain good order and proper decorum. Public safety and general welfare will not be endangered.
8. Special care must be taken not to damage any historic object or structure or natural feature.
9. Permits are issued only for the use of approved areas and during the designated times as outlined in the permit.
10. Park areas will be left in the same condition as before the event. All litter, trash, and equipment will be removed from park property by the Permittee upon completion of the event.
11. Activities will be conducted to minimize conflict with other park uses.
12. The Permittee and participants will comply with any instructions from an official representative of the park.
13. All traffic direction and crowd control will be the responsibility of the National Park Service. Reimbursement of any expenses incurred by the National Park Service in relation to the event may be required if so determined by the Superintendent.
14. All emergency vehicles and operations will be under the direction of National Park Service staff.

15. The Permittee and participants will not disturb, adversely effect, alter, damage or remove any natural/cultural resources, archeological or historic artifacts. Digging, scraping, chiseling or defacing natural features is prohibited.
16. Structures, including tents and portable pavilions may not be erected.
17. All vehicles (including motorcycles) must be parked in designated parking areas. Carpooling is recommended; parking may be limited in some areas. Handicapped parking restrictions will be enforced.
18. Erecting of banners, signs, etc. is prohibited.
19. In respect of other park visitors, amplified music is prohibited. Acoustic music will be considered. Exceptions may be made for portable tape decks, CD players, etc., if discussed in advance with the Special Park Uses Coordinator. Standing speakers, disc jockeys, public address systems or any other type of amplified device is prohibited.
20. To protect park lands and wildlife, throwing or scattering of rice, bird seed, flowers (to include flower petals, fresh or dried), confetti, streamers or other similar materials is prohibited. The release of animals including birds, butterflies, or other living things is prohibited. In addition, the use of bubble machines is prohibited.
21. Helium balloons may not be released within the park nor is the Permittee allowed using helium balloons as adornments to any park sign, structure, natural or cultural resource.
22. Serving of alcohol or any type of bar service is prohibited as a condition of the Special Use Permit conditions.
23. Fires, candles, tiki torches, and charcoal grills are prohibited. Sterno or gas grills are allowed.
24. No kitchen facility is available for use.
25. In accordance with Department of the Interior security policies, no internet access is available.
26. Violation of the terms and conditions of the permit may result in the immediate revocation of the permit.

Other stipulations may be added depending on the specific nature of your request.



SPECIAL USE PERMIT

George Washington Carver National Monument
5646 Carver Rd.
Diamond, MO 64840
417-325-4151



Name			
Company/Organization			
Street Address			
City	State	Zip Code	Country
Telephone Number	Cell Phone Number		
Fax Number			
Email Address			

Park Alpha Code

Type of Use

Permit #

is hereby authorized to use the following described land or facilities in **[name of park]**:

The area must be restored to its original condition at the end of the permit.

The permit begins at ☐ am / ☐ pm on (mm/dd/yyyy). The permit expires at ☐ am / ☐ pm on (mm/dd/yyyy).

SUMMARY OF PERMITTED ACTIVITY: (see attached sheets for additional information and conditions)

Person on site responsible for adherence to the terms and conditions of the permit (include contact information)

Authorizing legislation or other authority

APPLICATION FEE

PERFORMANCE BOND

LIABILITY INSURANCE

COST RECOVERY

LOCATION FEE

<input type="checkbox"/> Received	Amount
<input type="checkbox"/> Not Required	\$
<input type="checkbox"/> Required	Amount
<input type="checkbox"/> Not Required	\$
<input type="checkbox"/> Required	Amount
<input type="checkbox"/> Not Required	\$
<input type="checkbox"/> Required	Amount
<input type="checkbox"/> Not Required	\$
<input type="checkbox"/> Required	Amount
<input type="checkbox"/> Not Required	\$

ISSUANCE of this permit is subject to the attached conditions. The undersigned hereby accepts this permit subject to the terms, covenants, obligations, and reservations, expressed or implied herein.

PERMITTEE Signature

Title:

Date:

Authorizing NPS Official

Title: Superintendent

Date:

Authorizing NPS Official (additional, if required)

Title:

Date:

CONDITIONS OF THIS PERMIT

Failure to comply with any of the terms and conditions of this permit may result in the immediate suspension or revocation of the permit. [36 CFR 1.6(h)]

1. The permittee is prohibited from giving false information; to do so will be considered a breach of conditions and be grounds for revocation: [36 CFR 2.32(a)(3)].
2. This permit may not be transferred or assigned without the prior written consent of the Superintendent.
3. The permittee shall exercise this privilege subject to the supervision of the Superintendent or designee, and shall comply with all applicable Federal, State, county and municipal laws, ordinances, regulations, codes, and the terms and conditions of this permit. Failure to do so may result in the immediate suspension of the permitted activity or the revocation of the permit. All costs associated with clean up or damage repairs in conjunction with a revoked permit will be the responsibility of the permittee.
4. The permittee is responsible for making all necessary contacts and arrangements with other Federal, State, and local agencies to secure required inspections, permits, licenses, etc.
5. The park area associated with this permit will remain open and available to the public during park visiting hours. This permit does not guarantee exclusive use of an area. Permit activities will not unduly interfere with other park visitors' use and enjoyment of the area.
6. This permit may be revoked at the discretion of the Superintendent upon 24 hours notice.
7. This permit may be revoked without notice if damage to resources or facilities occurs or is threatened, notwithstanding any other term or condition of the permit to the contrary.
8. This permit is made upon the express condition that the United States, its agents and employees shall be free from all liabilities and claims for damages and/or suits for or by reason of any injury, injuries, or death to any person or persons or property of any kind whatsoever, whether to the person or property of the Permittee, its agents or employees, or third parties, from any cause or causes whatsoever while in or upon said premises or any part thereof during the term of this permit or occasioned by any occupancy or use of said premises or any activity carried on by the Permittee in connection herewith, and the Permittee hereby covenants and agrees to indemnify, defend, save and hold harmless the United States, its agents, and employees from all liabilities, charges, expenses and costs on account of or by reason of any such injuries, deaths, liabilities, claims, suits or losses however occurring or damages growing out of the same.
9. Permittee agrees to carry general liability insurance against claims occasioned by the action or omissions of the permittee, its agents and employees in carrying out the activities and operations authorized by this permit. The policy shall be in the amount of \$ [redacted] per Occurrence, \$ [redacted] Aggregate and underwritten by a United States company naming the United States of America as **additional insured**. The permittee agrees to provide the Superintendent with a Certificate of Insurance with the proper endorsements prior to the effective date of the permit.
10. Permittee agrees to deposit with the park a bond in the amount of \$ [redacted] from an authorized bonding company or in the form of cash or cash equivalent, to guarantee that all financial obligations to the park will be met.
11. Costs incurred by the park as a result of accepting and processing the application and managing and monitoring the permitted activity will be reimbursed by the permittee. Administrative costs and estimated costs for activities on site must be paid when the permit is approved. If any additional costs are incurred by the park, the permittee will be billed at the conclusion of the permit. Should the estimated costs paid exceed the actual costs incurred; the difference will be returned to the permittee.
12. The person(s) named on the permit as in charge of the permitted activity on-site must have full authority to make any decisions about the activity and must remain available at all times. He/she shall be responsible for all individuals, groups, vendors, etc. involved with the permit
13. Nothing herein contained shall be construed as binding the Service to expend in any one fiscal year any sum in excess of appropriations made by Congress or administratively allocated for the purpose of this permit for the fiscal year, or to involve the Service in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.
14. If any provision of this permit shall be found to be invalid or unenforceable, the remainder of this permit shall not be affected and the other provisions of this permit shall be valid and be enforced to the fullest extent permitted by law.

Add additional park specific conditions sequentially.

800 E Pennell St, Carl Junction, MO 64834
Website: hstcc.org



Phone: 417-649-6400
Fax: 417-649-6409

AGENDA

Transportation Advisory Committee (TAC)

Thursday, June 22nd

3:00 p.m.–4:30 p.m.

**George Washington Carver National Monument
5646 Caver Rd, Diamond, MO 64840**

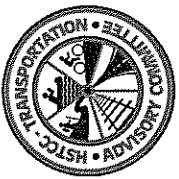
1. Call to order
 - a. Jim Jackson, Vice Chair
2. Approval of minutes
3. Adoption of TAC policy
 - a. Questions, comments, and concerns from the community
 - b. Jim Jackson, Vice Chair
4. Regional Needs list
 - a. Final lists will be presented
5. Statewide Transportation Improvement Program
 - a. Frank Miller and Laurel McKean
6. MoDOT Transportation Quarterly meeting/MACOG
 - a. Nikki and Jill
7. Update on the PT-HST Coordinated Plan
 - a. Nikki Hill
8. JATSO update
9. New Business
 - a. Regional Trails
 - b. Guest speaker
10. Adjourn


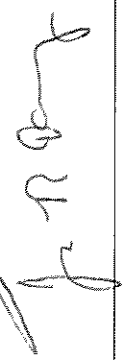


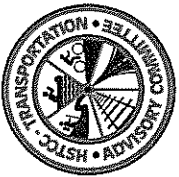
800 E Pennell St, Carl Junction, MO 64834
Website: hstcc.org

Phone: 417-649-6400
Fax: 417-649-6409

This meeting is conducted in accordance with Missouri's Sunshine Law and is open to the public. HSTCC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a copy of HSTCC's Title VI Non-Discrimination and Fair Practice Policy and learn how to file a complaint, please visit www.HSTCC.org or call 417-649-6400.



Name	Organization	Phone #	Email Address (please print clearly)
Kevin Wehl	Trip Report Partnership		
Bill Martin	Jane	417-499-7528	
Quoy Hutches	City of Seneca	417-496-2733	CITYSENECA@GMAIL.COM
	CRATE	417-540-7182	jbowling@earthlink.net
	Carver NM	417-325-4151	james_henry@nps.gov



Name	Organization	Phone #	Email Address (please print clearly)
Tyler Overstreet	CCJ	(417) 624-0820 x. 539	toverstreet@joplinmo.org
Todd Karpker	Bartlett + West	573-659-6754	todd.karpker@bartlett.com
Megandavis	Monrovia County Press		mdavis@nwadg.com
JD Reiting	Bartlett & West		jd.reiting@bartwest.com
John Burch	McDonald Co		
Patricia Tuttle	Spin and	417 625 4899	
Mike Grimes	Grummett	451-2945	
Gymn Carter	Lamar	682-5554	

Name	Organization	Phone #	Email Address (please print clearly)
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Name	Organization	Phone #	Email Address (please print clearly)
Mark Elliff	Carthage Chamber of Commerce	417-358-2373	melliff@carthagechamber.com
Tom Short	City of Carthage	417-237-7603	
Dene Deneil	City of Neosho	417 451 8050	deneil@gmail.com
Alan Cook	Newton County	451-8201	
Melissa Ziemianin	City of Pineville	223-4368	mziemianin@pinevillemo.us
Missy Zinn	City of Southwest City	762-3767	sweckerk@gmail.com
Jim Jackson	Newton co	451-8222	JJACKSON2@GMAIL.COM
Braden Horst	Joplin Trails	417 525 4898	braden525@hotmail.com



Harry S Truman Coordinating Council (HSTCC)

in coordination with
the Missouri Department of Transportation (MoDOT),
the Missouri Association of Councils of Government (MACOG),
and the U.S. Department of Transportation (DOT)

Transportation Advisory Committee (TAC)

Public Forum, August 24th, 2017-George Washington Carver National Monument.
Diamond, MO.

In attendance:

Name	Organization	Phone #	Email Address (please print clearly)
Troy M. Dean	Jasper Co. Health	417 358 0080	
Teresa Ezell	City of Kanagan	417-436-2226	
Chris Creekmore	City of Kanagan	417-439-0062	
Jim Cornett	HSTCC		
Tom Flaug	Jasper Co. Community 417.		
Ben Otero	City of Canthage		
Robert Colley	COJ	417-625-4793	

TRANSPORTATION ADVISORY COMMITTEE

George Washington Carver National
Monument

August 24th, 2017

3pm



Guest Speaker: Gard Wayt





TAC Policy

- Letters of requests to be on the TAC Board
- Open floor for the community to speak about the TAC draft Policy
- Adoption?

Adoption of the Public Transit Human Services Transportation Coordinated Plan

This should be attached to the "Request for Payment/Reimbursement" form for documentation



SW District Needs Prioritization

- September 25th
- All of the TAC projects are already scored.
- Next year HSTCC will ask that the TAC bring their projects to the Board.



SW District Prioritization Workshop

- Last year the workshop was in January.
- This year on October 27th, a Friday.
- In Springfield MoDOT SW District office. Conference Rm. 2
- 9 am -2 pm
- Up to six participants, INCLUDING HSTCC staff.
- More people are welcomed to attend, however there will be audience section that over flow will be asked to sit in.



Complete Street Policy Awards

- Brent Hugh of the Missouri Bike/Ped Federation gave out awards to cities in the state that adopted a complete streets policy in 2016.
- Yay!!!!!! Go Pineville, Anderson, and Southwest City!

You guys rock!!!!!!



Trail Planning

- 50 people at the Pineville public hearing
- HSTCC will kick off the regional trail plan with Southwest City.
- First public meeting in the fall. TBA.



Facilitated By:

The Harry S Truman Coordinating
Council and the Transportation
Advisory Committee



In Cooperation with the
Missouri Department of
Transportation (MoDOT)
And the
Missouri Department of
Natural Resources (MDNR)



HSTCC will be facilitating a Transportation Alternative Program (MoDOT) and Recreation Trail Program (MDNR) workshop. This is an opportunity to learn about grant programs that are focused on alternative transportation such as trails, bike lanes, sidewalks, and many other projects. Please bring ideas for future projects your city or organization would be interested in applying for grant funding.

Where: Crowder College in Neosho, Farber Building, 2nd Floor


When: September 5th, 1pm.

HSTCC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a copy of HSTCC's Title VI Non-Discrimination and Fair Practice Policy and learn how to file a complaint, please visit www.HSTCC.org or call 417-649-6400.



Sidewalk Assessments

- Anderson
- Carthage
- Diamond
- Goodman
- Lanagan
- Liberal
- Noel
- Pineville
- Seneca
- Stella
- Southwest City



Carthage Senior Healthcare Alliance and
Area Local Businesses

Present

Everything Chocolate Through the Decades

Proceeds benefit
Carthage Senior Citizen Center
& Local Meals on Wheels

\$10 per person

\$5 Seniors and Military

Located at Fair Acres Family YMCA

2600 S. Grand Avenue



\$10

Saturday September 30th
4-7pm

Corporate Booth Space Available

For more information call: Beth Brooks 417-529-2384
or e-mail @ caseniorcenter@gmail.com





AGENDA

Transportation Advisory Committee (TAC)

Thursday, August 24th

3:00 p.m.–4:30 p.m.

**George Washington Carver National Monument
5646 Caver Rd, Diamond, MO 64840**

1. Call to order
 - a. Tom Short, Chair
2. Approval of minutes
3. Guest Speaker
 - a. Gard Wayt, International I-49 Coalition
 - i. 3-3:40
4. TAC Policy
 - a. Questions, Comments, Concerns
5. Adoption of the TAC Policy
6. In-Kind Match for the Public Transit Human Service Transportation Plan
 - a. Nikki
7. Adoption of the PT-HST Plan
8. MoDOT SW District Needs Prioritization
 - a. Nikki
9. MoDOT SW Prioritization Workshop
 - a. Nikki
10. JATSO Update
11. New Business
 - a. Complete Street Policy Awards
12. Trail Plan
 - a. TAP/RTP Workshop
13. Sidewalk Assessments
14. Adjourn



800 E Pennell St, Carl Junction, MO 64834

Website: hstcc.org

Phone: 417-649-6400

Fax: 417-649-6409

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