

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



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

AGENDA

Transportation Advisory Committee (TAC)

Wednesday, February 14th, 2018

3:00 p.m.–4:30 p.m.

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

1. Call to order
 - a. Tom Short, Chair
2. Approval of minutes
3. 21st Century Task Force Recommendations
 - a. Frank Miller, MoDOT
4. Funding Scenario
 - a. Nikki and Frank
5. Statewide Planning Partner Workshop
 - a. Nikki
6. Trail Planning, Southwest City, Jane, Anderson, and Noel
 - a. Nikki
7. Vote on HSTCC Vision Statement for Regional Trail Plan
 - a. Nikki
8. Steering Committee
 - a. Nikki
9. County Trail Plans

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a. Jill Cornett

12. Other Business

- a. Neosho project
- b. INFRA Grant
- c. 2018 Needs Survey
- d. Policy
- e. TAP Funding year

13. 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

Wednesday, Feb. 14, 2018, 3:00 p.m. – 4:30 p.m.
George Washington Carver National Monument
5646 Carver Rd, Diamond, MO 64840

MEMBERS IN ATTENDANCE:

Tom Short, Chairperson – City of Carthage
Cyndy Hutchings – City of Seneca
Mercedese Cutbirth – City of Sarcoxie
Lewis Davis – Cities of McDonald County
Dana Daniel – City of Neosho
Jim Jackson – Newton County Commission
John Bunch – McDonald County Commission

GUESTS:

Frank Miller, District Planner – MoDOT
Travis Koestner, District Engineer – MoDOT
Edward Whitmore - JATSO

CALL TO ORDER: Tom Short, TAC Chair, called meeting to order.

APPROVAL OF AGENDA AND MINUTES: Tom requested approval of Minutes: Jim Jackson moved to approve; John Bunch seconded. All approved.

21st CENTURY TASK FORCE RECOMMENDATIONS: Nikki Hill introduced two representatives from MoDOT; Frank Miller, District Planner and Travis Koester, District Engineer. They spoke thoroughly about the 21st Century Task Force. In Jefferson City, MO a group of Missouri lawmakers is recommending a 10 cent raise to the state's gas tax for each gallon in order to maintain the Show-Me State's more than 3,000 miles of highway. In an 87-page report issued, the 21st Century Missouri Transportation System Task Force outlined a number of legislative remedies they say would address issues and concerns about the highway system and funding for it. This document is available for download and review at <https://www.hstcc.org/transportation-advisory-committee>. Or may be requested from Nikki Hill at nhill@hstcc.org.

FUNDING SCENARIO: Nikki Hill, Frank Miller and Travis Koestner discussed a funding scenario which includes the following -

- MoDOT and HSTCC undertook an exercise to determine an example list of projects that could be delivered with additional funding. The scenario to be considered is an additional \$300 million per year for transportation infrastructure over a 10 year time period. Funding will be distributed using the Flexible Funds formula.

- The road and bridge list, which accounted for about \$21 million per year for Southwest Rural and a multimodal list which will include about \$4.6 million per year.
- The multimodal funding will be used for transit, rail-freight, port, aviation and bicycle/pedestrian improvements
- HSTCC took the top five road and bridge projects and the top 5 bike and pedestrian projects from the 2017 needs list.

STATEWIDE PLANNING PARTNER WORKSHOP: Nikki Hill was asked to deliver a presentation because of HSTCC's success regarding the public participation with the HSTCC trail plans. Nikki briefly touched on social media efforts and noted the number of "likes" on Facebook increased from 107 (2016) to 263 (2018), which is a 146 increase, greatly increasing the online presence.

TRAIL PLANNING – SOUTHWEST CITY, JANE, ANDERSON AND NOEL: Nikki Hill discussed the Southwest City public hearing, where the plan was approved. Jane's plan is pending approval. Anderson has a public meeting scheduled for some time in March.

VOTE ON HSTCC VISION STATEMENT FOR REGIONAL TRAIL PLAN: A vision statement for the regional trail plan was presented by Nikki Hill. John Bunch mentioned he would gladly stand behind and vote in favor if equestrian trails were included. Tom Short moved to approve; Dana Daniels seconded. All approved. The vision statement is as follows: *The Harry S Truman Coordinating Council's vision is to create a network of linked paths that are used throughout the McDonald, Newton, Jasper, and Barton County region. We will assist in the development of a viable multi-use plan that will feature local heritage, scenic landscapes, and stimulate the economic and social vitality of the region. The multi-use trails will be utilized for exercise, recreation, transportation, equestrian, and tourism to promote safe and healthier lifestyles for the community and the generations to come.*

STEERING COMMITTEE: Nikki Hill introduced TAC to the possibility of a steering committee for regional trails planning. A steering or advisory committee would be formed to help manage and coordinate the Trail planning process. The committee would provide a focal point for the key individuals who are keen for the trail project to proceed.

COUNTY TRAILS PLANS: Nikki Hill and Jill Cornett discussed having a plan in place before moving on to Newton County. McDonald County has been mapped out since March 6, 2017. At every Public Meeting HSTCC holds, more and more of the county is incorporated into the trail planning process. Maps and plans may be viewed at <https://www.hstcc.org/hstccregionaltrails>.

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Blueprint for Safety Grant – Nikki Hill discussed this will be due in May this year. Southwest City received \$500.00 for an installation of radar unit in police vehicle and purchase of Trauma O2 bag with supplies for emergency vehicle. This is a reimbursement program and may not be used at checkpoints.

Neosho Project on Highway 86 – Nikki Hill and Dana Daniel discussed the project at Hammer Rd and also Gateway Drive on Highway 86 in Neosho. This would impact the flow of traffic from Interstate 49 going into Neosho. The two intersections will be located in front of the Loves' Truck Stop and would help with the heavy freight congestion. A potential facility is looking in the area for

their next location. The two traffic lights will drastically reduce the congestion that the area experiences. The average annual daily traffic count for the area is 4,400 and the average heavy freight traffic is 1,246 daily.

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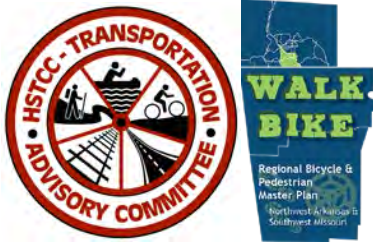
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Recreational Trails Program Grant – Nikki Hill discussed the annual RTP grant that is due in the beginning of each year. This is funded by MDNR and not available for sidewalks and trails of any kind. The Regional Planning agency must write the grant. There is a 20/80 match required for this grant. The match may be in-kind hours/fundraising/donations.

Title VI – Nikki Hill touched on having an updated version. Title VI of the Civil Rights Act of 1964 states that no person in the United States shall on the basis of race, color, or national origin, be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination in any program, service, or activity receiving federal financial assistance.

Next meeting tentatively set for April 18, 2018.

Tom motioned to adjourn. John Bunch seconded. All adjourned at 4:19 p.m.

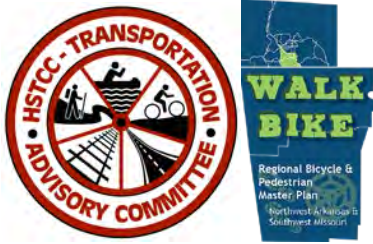


HSTCC Regional Trails Steering Committee

Introduction

What is a Steering Committee?

- ❖ A steering or advisory committee should be formed to help manage and coordinate the Trail planning process.
- ❖ The committee should provide a focal point for the key individuals who are keen for the trail project to proceed.
- ❖ It should represent a wide spectrum of community interests, including
 - land managers, trail user groups,
 - local cultural groups
 - local businesses and service groups, city officials
- ❖ This committee will be a voting group and should have a Chair and Vice Chair.
- ❖ Separation of bike paths from roadways
- ❖ Trails being a means of healthy activity for all age groups within the community
- ❖ Improved connectivity of back-roads
- ❖ Establish a designated trail authority or conservancy for the HSTCC region or identify an entity that could apply for/receive grant funds and possibly acquire & hold easements
- ❖ Encourage bike-friendly improvements to make biking convenient for all ages
- ❖ Recognition of the importance of trail networks including economic impact
- ❖ Identifying ways to blend funds in an effort to maximize access to grants
- ❖ Creating all-day riding
- ❖ When possible, utilize the lakefront, natural areas, and other assets unique to the area when planning for trails
- ❖ Address safe routes to cross the highways.
- ❖ Explore opportunities for building recreational bridges
- ❖ Create more natural surface biking opportunities



- ❖ Prioritize gaps in trail systems and provide cost estimates of trail development & maintenance
- ❖ Look towards areas that have been successful in their trail planning such as Joplin or Northwest Arkansas
- ❖ Create opportunities to encourage trail use (noted potential of bike rides)
- ❖ Consider possibility of Rails-to-Trails program, and utilizing existing rail beds
- ❖ Develop and maintain a XX-year Master Plan for the region for creation, use, and maintenance of fields and facilities to be used for recreational purposes
- ❖ Oversee the implementation of the Master Plan, working with staff, including requests for funding and coordination with HSTCC.
- ❖ Communicate the prioritized Master Plan schedule to the community, including potential funding sources and special interest groups



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, January 25th 2018—George Washington Carver National Monument,
Diamond, MO.

In attendance:

Name	Organization	Phone #	Email Address (please print clearly)
Tom Nofka	Jasper Co Health	350.6480	Tom.Nofka@japha.mo.gov
Cheryl Harrison	City of Seneca	417-776-2723	CITYSEN@GMAIL.COM
Gabe Lett	Olsson Associates	417-529-2943	glett@olssonassociates.com
Bill Martin	Jane MO	417-499-7528	
Mercedes Cutbirth	Seneca MO	417 793 7736	mercedes.biss@yahoo.com
James R Kearney	Carver NM	417-529-6727	James_Kearney@NPS.gov
Dence Murphy	Noel Housing Auth. Noel Bottomment	417-312-5770	dence@noelhousing-gsm
Allie Peck	NOEL MO	417-456-0588	alexandria.peck26@gmail.com



Name	Organization	Phone #	Email Address (please print clearly)
TRAVIS KOESTNER	MoDOT	417-895-7605	travis.koestner@mo.gov
Frank Miller	MoDOT	417-895-7727	frank.miller@mo.gov
Lewis Davis	Artich		
Don D.D.	McDonald County	417-737-0345	SARGE1978@gmail.com
Tom Short	Neosho	417 451 8050	daniel@neoshomoc.org
Jim Jackson	City of Carthage		
John Bennett	Newton County Commissioner	451-8223	JJACKSONC2@gmail.com
Edward Whitmore	Madison County Commissioner		
	JATSO	80	ewhitmor@joplinmo.org

T RANSPORATAION A DVISORY C OMMITTEE

George Washington Carver
National Monument

Feb. 14th

3pm



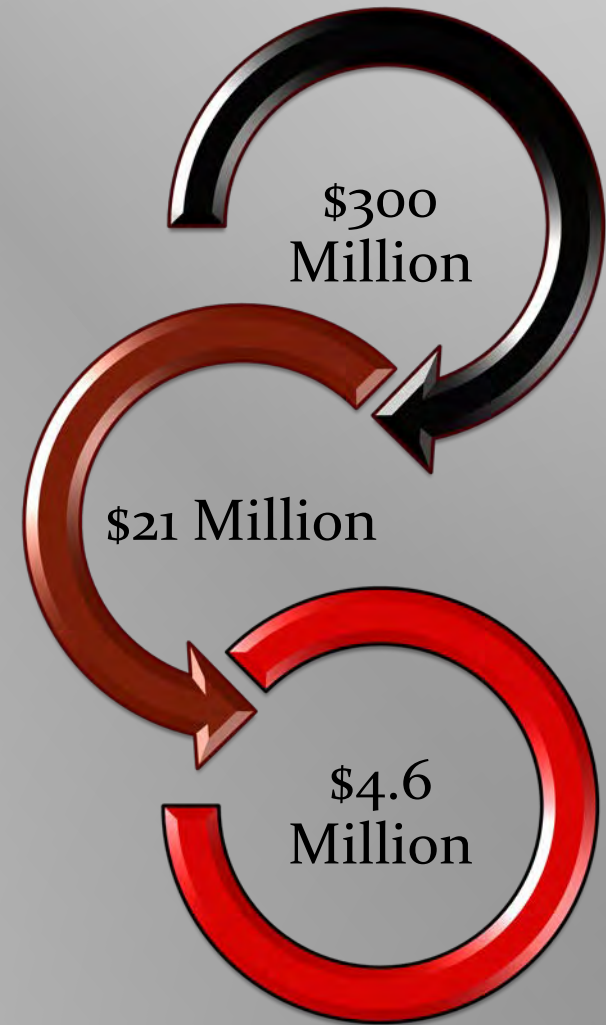


21st CENTURY TASK FORCE

- Frank Miller
- JEFFERSON CITY, Mo. – A group of Missouri lawmakers is recommending a 10 cent raise to the state's gas tax for each gallon in order to maintain the Show-Me State's more than 3,000 miles of highway.
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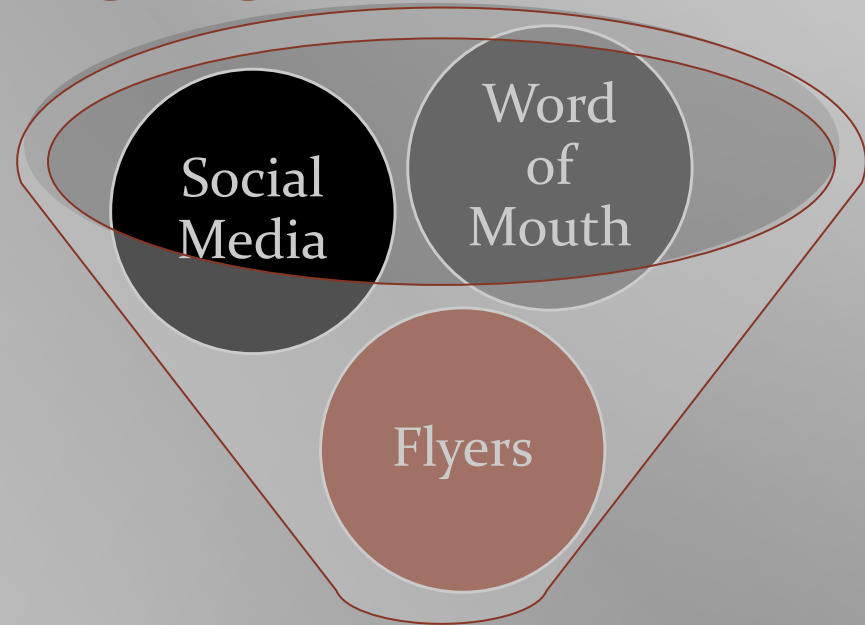
FUNDING SCENARIO

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- The road and bridge list, which accounted for about \$21 million per year for Southwest Rural and a multimodal list which will include about \$4.6 million per year.
- The multimodal funding will be used for transit, rail-freight, port, aviation and bicycle/pedestrian improvements
- HSTCC took the top five road and bridge projects and the top 5 bike and pedestrian projects from the 2017 needs list.
- Missouri-Arkansas Connect is at the top of the list.



STATEWIDE PLANNING PARTNER WORKSHOP

- Jefferson City
- February 8th
- Spoke about public participation with the HSTCC trail plans.



More Connections/
Involvement

STATEWIDE PLANNING PARTNER WORKSHOP

Likes
in 2016
107



Likes
in 2018
263



146% increase in a year and a half!



SW DISTRICT PRIORITIZATION WORKSHOP

RANK out of 40	LOCATION	NEED	TYPE
#1	MO-AR Connect	New Roadway	Road and Bridge
# 5	Interstate 171 Intersection , Carthage	Update Intersection to Interstate Standards	Road and Bridge
#15	US 71 at Raines Rd. McDonald	Intersection Improvements	Road and Bridge
# 20	Carver Rd from I-49 to Monument , Newton	Shoulder and Safety Improvements	Road and Bridge
#25	Intersection at V & J in Diamond.	Intersection and Alignment Improvements	Road and Bridge
#26	On MO-86 at Gateway Dr. in Neosho	Intersection Improvements	Road and Bridge
# 29	On MO-76 from Rte. 59 to Rte. 43, McDonald	Intersection and Safety Improvements	Road and Bridge
#31	MO-59 at Ester Rd. , Noel	Riverbank and Roadbed Stabilization	Road and Bridge
#32	US-71 at Wolfden Rd., McDonald	Intersection Improvements	Road and Bridge

SW DISTRICT PRIORITIZATION WORKSHOP

RANK out of 23	LOCATION	NEED	TYPE
#6	MO-90 from Main St. to Cliffside Dr., Noel	Bicycle and Pedestrian Improvements	Bicycle and Pedestrian
#10	Bridge Over Indian Creek on BU 71, Anderson	Pedestrian and Bicycle Accommodations on Bridge	Bicycle and Pedestrian
#15	On MO-37 from Gallagher to High St. in Golden City	Sidewalk Improvements	Bicycle and Pedestrian
#19	RT. HH from Hwy. 86 to South St. Neosho	Sidewalk Improvements	Bicycle and Pedestrian
#20	On Rt. E from River St. To Fairview Elementary, Carthage	Sidewalk Improvements	Bicycle and Pedestrian

TRAIL PLANNING

- Southwest City Public Hearing.
- Plan was approved.
- Jane plan pending approval
- Anderson Public Meeting sometime in March.



VISION STATEMENT

- *The Harry S Truman Coordinating Council's vision is to create a network of linked paths that are used throughout the McDonald, Newton, Jasper, and Barton County region. We will assist in the development of a viable multi-use plan that will feature local heritage, scenic landscapes, and stimulate the economic and social vitality of the region. The multi-use trails will be utilized for exercise, recreation, transportation, and tourism to promote safe and healthier lifestyles for the community and the generations to come.*



REGIONAL TRAILS STEERING COMMITTEE

- Please refer to the handout.

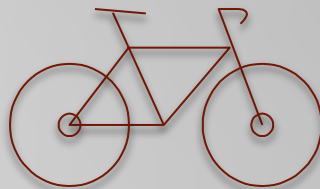
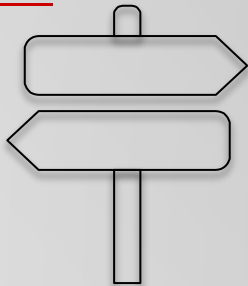


COUNTY TRAIL PLAN

- McDonald County has been mapped out since March 6th, 2017.
- At every Public Meeting HSTCC holds, more and more of the county is incorporated into the trail planning process.
- Please visit our website to view maps and plans at

[https://www.hstcc.org/hstccregional](https://www.hstcc.org/hstccregionaltrails)

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JATSO UPDATE

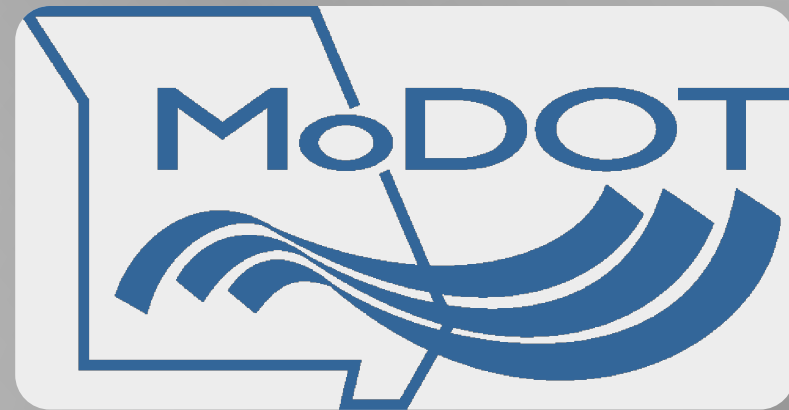
Ed Whitmor, new Transportation Planner for City of Joplin.



BLUEPRINT FOR SAFETY GRANT

- Will be due in May this year.
- SWC received 500\$ for an installation of radar unit in police vehicle and purchase of Trauma O2 bag with supplies for emergency vehicle.
- This is a reimbursement program.
- Can not be used on checkpoints.
- If you need an application, please let me know and I will email it.

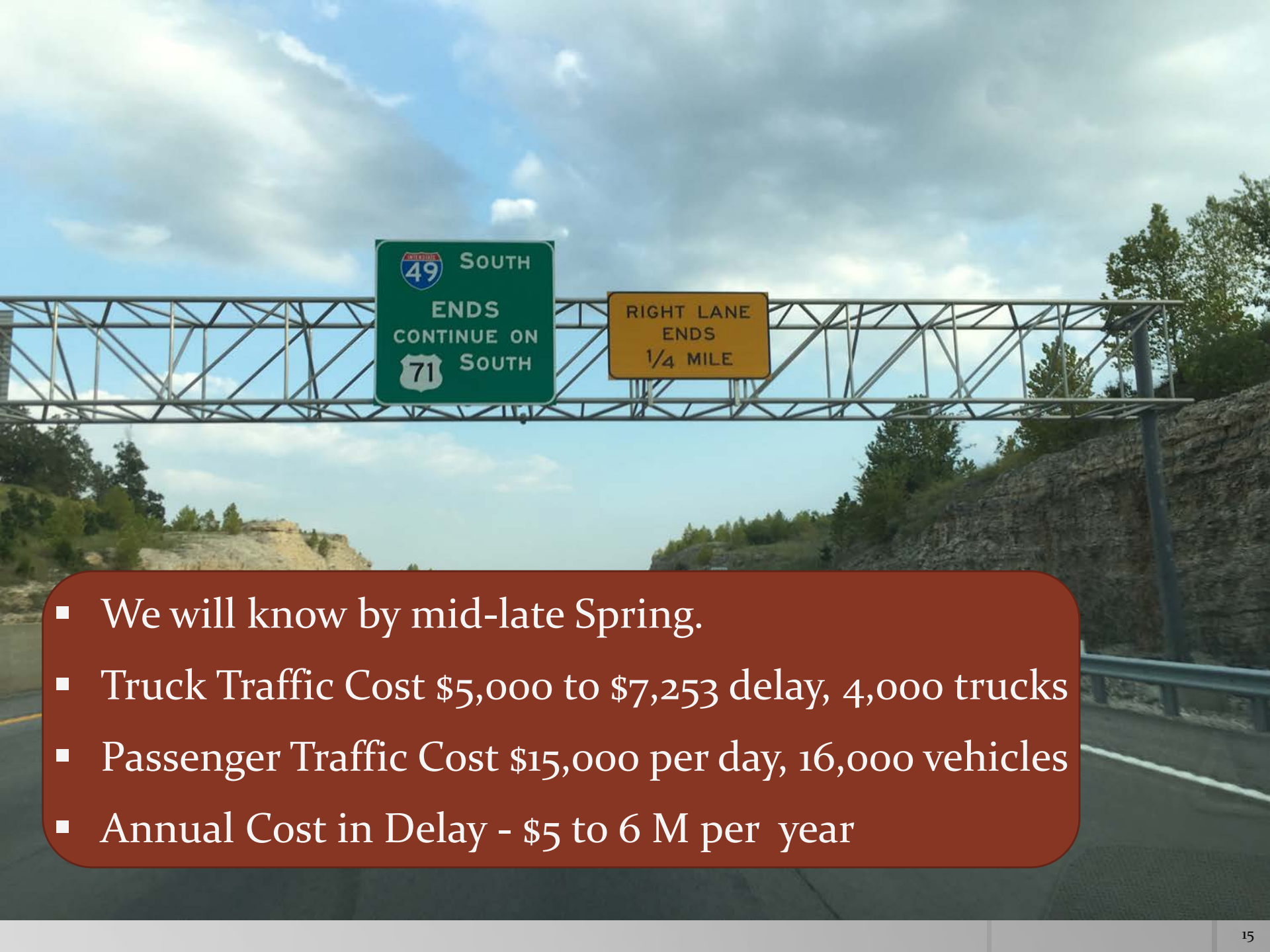
*Missouri Coalition
for **Roadway Safety***





NEOSHO PROJECT

- On Hwy. 86 at Hammer
- On Hwy. 86 at Gateway Dr.
- This would impact the traffic flow from I-49 into Neosho.
- The two intersections will be located in front of the Loves' Truck stop and would help with the heavy freight congestion.
- A potential facility is looking in the area for their next location.
- The two traffic lights will drastically reduce the congestion that the area experiences.
- Average Annual Daily Traffic count for the area is 4,400.
- Average Heavy freight traffic daily is 1,246.



- We will know by mid-late Spring.
- Truck Traffic Cost \$5,000 to \$7,253 delay, 4,000 trucks
- Passenger Traffic Cost \$15,000 per day, 16,000 vehicles
- Annual Cost in Delay - \$5 to 6 M per year

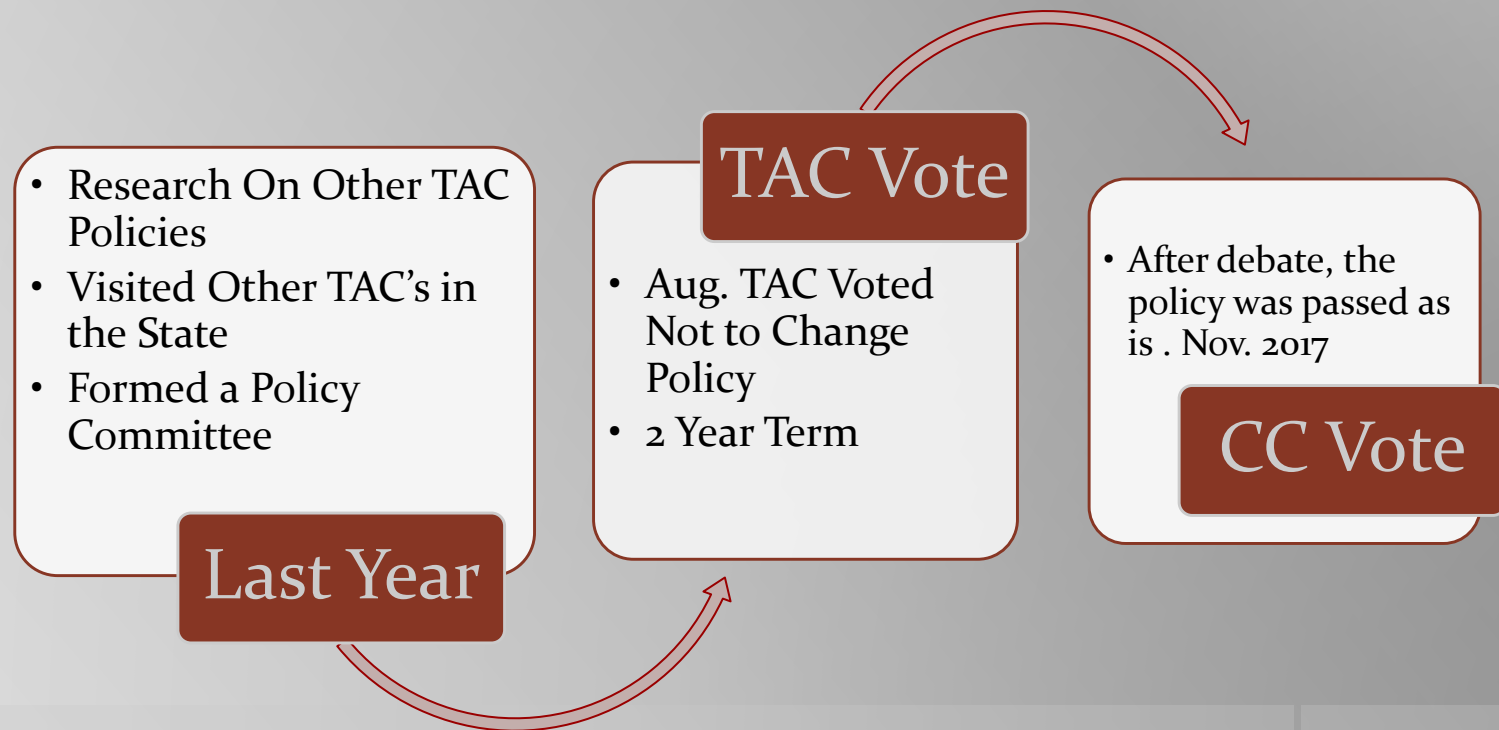


2018 NEEDS SURVEY

- If your city or county has any new or old needs, please fill out the electronic survey at hstcc.org/surveys
- 2018 TAC Needs
- HSTCC is asking everyone to fill this survey out to have an ongoing database of needs each year that can be easily edited.
- We will close the survey on April 1st as to begin the 2018 needs process.
- We ask that you provide any background or significance to your project.
- Cities I have needs from: Carthage, Neosho, Lamar, and one resident from Seneca. A few residents in Newton County .

TAC POLICY

- The HSTCC approved of the current policy.
- Representatives will sit for a two-year term.
- As population fluctuates, so will representatives.
- **Please remember you can elect a representative of your choosing if you are unable to participate.**



TAP FUNDING YEAR

- The TAP is every two years on even years.
- In 201, the applications are due in the Fall.
- A city official must fill the application out, however HSTCC will provide feedback and assistance if need be.
- MoDOT requires the applicant to be LPA certified.
 - It is an online course that is free on the MoDOT website.



RECREATIONAL TRAILS PROGRAM

- The RTP is an annual grant.
- Due in the beginning of each year.
- MODNR, not for sidewalks.
 - Trails of any kind.
- The Regional Planning agency must write the grant.
- Matching 20/80 grant. The match can be In-Kind hours/fundraising/ donations.

RECREATIONAL TRAILS PROGRAM

What does this program do?



-Restoration of existing recreational trails.

-Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails.

-Purchase or lease of recreational trail construction and maintenance equipment.

-Construction of new recreational trails (with restriction for new trails on Federal lands).

-Acquisition of easements and property for recreational trails or recreational trail corridors.

-Assessment of trail conditions for accessibility and maintenance.

Applications are due at the end of every calendar year.

Please contact Nikki Hill at 417.649.6400 or nhill@hstcc.org for more info!



MISSOURI
DEPARTMENT OF
NATURAL RESOURCES



TRUMAN
COORDINATING COUNCIL



TITLE VI

- Because Truman receives federal funding, we are obligated to have an updated version.
- Title VI of the Civil Rights Act of 1964 states that no person in the United States shall on the basis of race, color, or national origin, be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination in any program, service, or activity receiving federal financial assistance.

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TAP FUNDING YEAR

Next meeting will be April 18th at 3 pm at the George Washington Carver National Monument.

Thank you all for coming!!





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- 1) Call to order
 - i) Tom Short, Chair
- 2) Approval of minutes
- 3) New MoDOT Area Engineer
 - i) Dave Taylor
 - ii) Andrew Seiler
- 4) Regional Needs List
- 5) Update on Trail Planning
 - i) Anderson Plan
 - ii) Noel Plan
- 6) Grants
 - i) Blueprint For safety
 - ii) Recreational Trails
 - iii) Land & Water Conservation Fund
- 7) MDC and MoDOT's Annual Trash Bash starts April 15
- 8) Next Meeting is June 13th.

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Transportation Advisory Committee Policy – Nikki Hill mentioned HSTCC approved the current policy that states representatives will sit for a two-year term. As population fluctuates, so will representatives.

Transportation Alternatives Program Grant – Nikki Hill discussed TAP Funding. The TAP is every two years on even years. In 2018, applications are due in the fall. A city official must fill the application out, however HSTCC will provide feedback and assistance if need be. MoDOT requires the applicant to be LPA certified. There is an online course that is free of charge and on the MoDOT website.

Recreational Trails Program Grant – Nikki Hill discussed the annual RTP grant that is due in the beginning of each year. This is funded by MDNR and not available for sidewalks and trails of any kind. The Regional Planning agency must write the grant. There is a 20/80 match required for this grant. The match may be in-kind hours/fundraising/donations.

Title VI – Nikki Hill touched on having an updated version. Title VI of the Civil Rights Act of 1964 states that no person in the United States shall on the basis of race, color, or national origin, be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination in any program, service, or activity receiving federal financial assistance.

Next meeting tentatively set for April 18, 2018.

Tom motioned to adjourn. John Bunch seconded. All adjourned at 4:19 p.m.



MoDOT Draft 2018 Long Range Transportation Plan

Over the past eight months, MoDOT has worked on updating its Long Range Transportation Plan (LRTP), which sets the 25-year vision for the state's transportation system and establishes goals, objectives and performance management metrics. Three of the most important aspects of the update include:

- MoDOT utilized online outreach methods to gather a significant amount of public input in a cost effective way.
- MoDOT confirmed its previous goals are accurate and added a new goal to the LRTP based on public input.
- Staff worked to ask the hard questions about what the future of technology holds for transportation in Missouri.



Our Goals



- Take care of the transportation system and services we enjoy today



- Keep all travelers safe, no matter the mode of transportation



- Give Missourians better transportation choices



- Invest in projects that spur economic growth and create jobs

NEW

- Improve reliability and reduce congestion on Missouri's transportation system

Stakeholder Engagement

To ensure the LRTP is a stakeholder-driven document, MoDOT utilized a highly effective engagement process to gain input from stakeholders across the state. MoDOT worked with planning partners, including metropolitan planning organizations and regional planning commissions, and focused on social media outreach to promote an online survey where stakeholders could provide feedback on the LRTP. More than 7,700 stakeholders participated in the stakeholder engagement process, providing more than 5,300 comments on the LRTP.

Missouri's Trends

The LRTP was developed by analysis of emerging and existing trends, both nationally and in Missouri. The analysis includes an examination of existing technology, such as autonomous and connected vehicles (AV/CV), and their potential impact.

Emerging Trends

Emerging trends include an aging population, increasing urbanization, a younger population that isn't as interested in driving, and advanced technology. These trends may significantly alter Missouri's future transportation needs. Other trends that could impact investment priorities include changing highway capacity needs, the expanding desire or need for a more robust multimodal transportation system and the development of infrastructure required to sufficiently adapt to advancing technologies.

Emerging Technologies

AV/CV technologies are likely to change how people and goods move throughout the nation. To prepare for changing technologies, MoDOT analyzed both national trends and internal MoDOT efforts currently in place. It is important Missouri begins to consider these technologies and how they may impact investments in areas such as highways, shoulders and equipment in the future. MoDOT hosted a workshop to discuss the future of AV/CV on Dec. 7, 2017. During the workshop, participants explored current and emerging technologies, provided input on the actions required to facilitate implementation, and discussed the responsibilities of state and local officials in developing policies and regulations to facilitate a smooth transition. While MoDOT may not lead the charge to promote AV/CV technology, workshop participants saw MoDOT as a leader in promoting and facilitating future conversations.

LRTP Next Steps

The draft LRTP document will be available for public comment April 4th - May 3rd, 2018. The plan will be finalized in late spring/early summer 2018. The documents can be found at <http://www.modot.org/LRTP/>. Please send comments to LRTPcomments@modot.mo.gov.

System Needs and Revenue

Missouri's highway system is the 7th largest in the nation. MoDOT is responsible for maintaining a network of 33,856 miles of highway and 10,403 bridges. The state also has multimodal responsibilities for non-highway modes of transportation including transit, aviation, railroads, waterway, bicycle and pedestrian. The state does not own most multimodal facilities, but instead primarily administers the funding and provides oversight for multimodal investments.

Nearly two-thirds of the state's transportation funding comes from state user fees and one-third from federal revenue. A small fraction comes from Missouri's General Revenue Fund, which receives revenue from the state's income tax and general sales tax.

Given the current funding resources, most of the revenue will address maintaining and preserving the existing system in the current condition. Many high-priority unfunded needs still exist. The total transportation need from 2018 to 2045 is nearly \$64 billion (2017 dollars).

FUNDED AND UNFUNDED NEEDS (ANNUAL)

\$1,434_M
Total Funded Needs

\$1,370_M
Highway and Bridge

\$63_M
Multimodal

\$825_M
High-Priority Unfunded Needs

\$2,259_M
Total Needs

County	City	Location	Need/Issue	Score
Barton	County	Need shoulders and bicycle accommodations	From Golden City to Mindenmines	
Barton	Liberal	Sidewalk connecting to elementary school	South side of Maple St from Main St to Payne St	
Barton	Lamar	Need streetscaping, complete streets, ADA	On Gulf St from Hwy 160 to 19th, City Park	
Barton	Liberal	Sidewalk connecting to elementary school	On Yale from Denton to Payne St	
Barton	Lamar	Need streetscaping, sidewalks, antique lighting, ADA	On 11th St from Gulf St to HST Birthplace	
Jasper	Sarcoxie	Historic Square	Need sidewalk and bike path around square	
Jasper	Sarcoxie	Historic Square, school & abandoned railway	Need ped/bike paths connecting and improving community	
Jasper	Carthage	Need ADA sidewalk connecting the city to school	From River St to 1201 E Fairview Ave (Fairview Elementary)	
Jasper	Carthage	Connect west community to city, greenspace, complete streets	On Outer trail - Ruby Jack Park/Kellogg Lake/Carter Park/HighSchool, Fair Acres Park, Mercy Hospital	
Jasper	Carthage	Complete streets, bike/ped facilities, linear greenways	Inner trail - Municipal park, YMCA, churches, park system, schools	
McDonald	Noel	Need pedestrian and bicycle accommodations to Tysons	From Main St to N Cliffside Dr	
McDonald	Anderson	Need pedestrian and bicycle accommodations across bridge	Bridge over Indian Creek in Anderson MO	
Newton	Neosho	Need ADA sidewalk connecting the city to school	From 86 Hwy to South St	
Newton	Neosho	Need ADA sidewalk connecting the city to high school	On Bus 86 from W Harmony St to N High St	
Newton	Stella	Need ADA sidewalk connecting the city to Indian Creek	On Ozark St from A Hwy to Indian Creek	



2017 Lamar, MO Regional Bike and Ped Needs

11th St from Broadway to the Harry S Truman Birthplace Site:

Even with the most modest of starts, true greatness shines through. In the rural Missouri town of Lamar, the 33rd President of the United States was born. Harry S Truman endeared himself to the citizens of the state through his honest country manners and his down-to-earth sensibility. His character and will to fight the odds were instilled in Harry at a young age in the "Show Me State."

Harry S Truman is the only president from Missouri. Lamar has attempted for years to streetscape the historic area. Adding sidewalks, antique street lighting, antique benches, and antique trashcans would create an ambience and truly show a nod to the late Truman. Adding streetscaping would also separate bike traffic from vehicular traffic. The historic state site needs more attention to detail and a streetscaping to attract more tourists to the area. The site draws local, state, and national attraction from tourists.



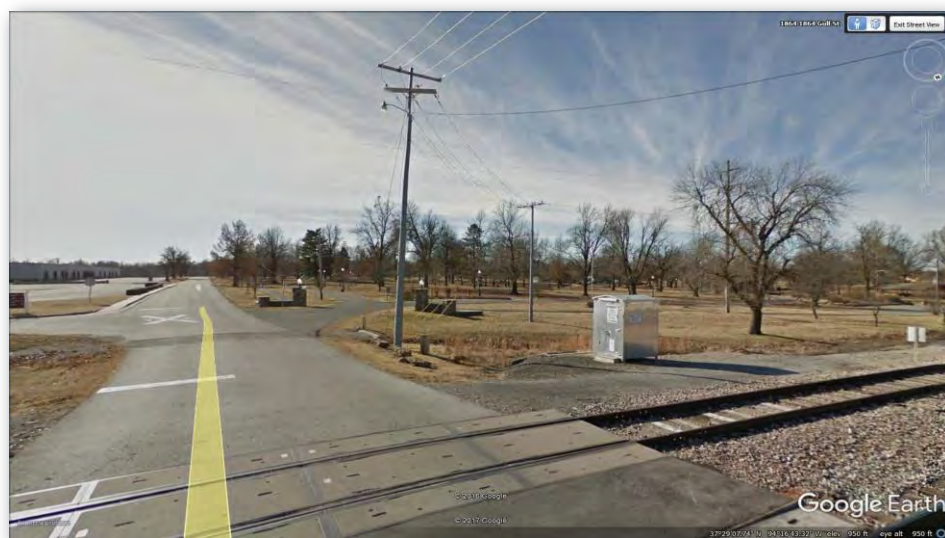
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Website: hstcc.org



Phone: 417-649-6400
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Gulf St. from 160 Hwy to 19th at Lamar City Park:

This section of road is heavily traveled by bicyclists and pedestrians going to enjoy the City Park. Seniors and children would benefit from complete streets traveling from the center of town and the south end of Lamar to Lamar City Park. By installing sidewalk the community would have easier access to the Lamar Water Park as well. This project encompasses a complete street by involving an attraction, such as the water park. The project also crosses an active rail crossing. It is a high traffic area, vehicular and alternative traffic travel the road everyday due to Lamar attractions as a destination.





Carthage Network System (Outer Loop, Trail Project 1):

Carthage's Network System is comprised of two interconnected trail systems: the Inner Trail Network and Outer Trail Network. Each will have to address the different challenges of their respective contexts. The complete network will be comprised of on-street and off-street bike lanes, improved city sidewalks, greenway pedestrian and cyclist trails, and linear parks. This lace work of pedestrian and cycling trails within the city will allow the residents of Carthage to have a safe, convenient multimodal transportation system that is not car dependent. This lace work of sidewalks, trails, and linear greenways will link the city's parks, schools, churches, hospital, governmental center, and residential neighborhoods. The Inner and Outer Trail Networks will serve as both recreational and utilitarian purpose for the city of Carthage and effectively extend the city's park system throughout the city's incorporated infrastructure. The Outer Trail Network will become a major recreational and conservative feature of the Carthage community. This Outer Trail Network establishes a green buffer around the entire community to serve as the limit to incorporated city growth and serves as "lungs for the community" to purify the air and water.

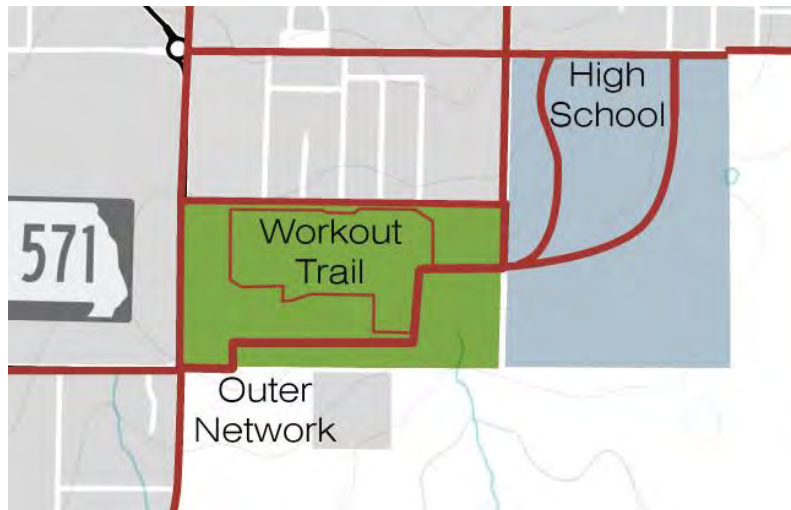
This Outer Trail Network incorporates the Spring River Conservation area and Conservation Nature Center at Kellogg Lake Park to create a strong community educational program of preservation, conservation and sustainability. This network will connect to the trailhead at the Ruby Jack Trail and allow cyclist to move into and around the community with ease, making Carthage a key starting or stopping point for recreational bikers in southwestern Missouri. With the addition trail such amenities as trailheads with informational signage and toilet facilities, bike racks, designated way stops and points of interest both avid and occasional cyclist will be drawn to this trail network. Connecting to the Outer Trail Network is the lace work of trails that stitch the community together via the Inner Trail Network. This lace work of trails utilizes designated street bike lanes and bike lanes that run through alleyways and along greenway trails. This network provides the residents of Carthage with safe, convenient and accessible pedestrian, jogging and cycling routes throughout the community. The goal of the inner network is to reduce the focus of vehicular travel within Carthage and promote the social, environmental, physical and economical benefits of walking and riding. It must be remember that research has shown that the property value, of homes adjacent to pedestrian and biking trails, increases approximately 15% after the trails are constructed.



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Outer Trails Network:

The outer trail network surrounds the city and established connections between the community members who live outside the network and those that live within. At various points along the outer trail network, interior greenway trails connect forming a lace work of trails around and throughout the community. For example, the outer loop can be seen to be comprised of and link the following activity nodes and destinations around the city of Carthage: Ruby Jack Trail, Municipal Park, conservation area, nature center, Kellogg Lake, Carter Park, the eastern neighborhoods, Carthage High School, Fair Acres Park, and Mercy Hospital. These trail connections are made using trails next to or along roads and bridges, within the floodplain area, and along drainage and electrical easements. The connection of the outer trail network to the Ruby Jack Trail is important because of the connection that the Ruby Jack Trail provides to the communities to the west of Carthage.

The Outer Trail Network that surrounds the city functions as a connector into Carthage by citizens who live outside the city limits. This Outer Trails Network also connects to the communities to the west of Carthage through its integration with the Ruby Jack Trail. The Ruby Jack Trail is a 16 mile trail that extends from Carthage to the Kansas State Line, which traverses farmland, woodland, wetland, and numerous small towns along the way. This connection to the Ruby Jack Trail has the positive potential to bring cyclist into the Carthage community and conservation area to the north of town. The Outer Trails Network's primary function is to connect the surrounding communities to Carthage. These connections are made by linking larger outlying parks and areas that appeal to the community as a whole, instead of focusing on inner city neighborhoods and parks. The Outer Trails Network offers its users an escape from the city environment and immerses them in the pastoral experience of the countryside.



Large Connections:

The Outer Trails Network seeks to connect the larger parks and conservation areas in the city together to create a green buffer which defines the city's growth boundary and expresses the city's commitment to becoming a community built upon and practicing environmentally friendly principles. The Outer Trails Network seeks to connect all of the city's major amenities within its network of trails. The connection of the city as a whole to the conservations land to the north is a driving factor in this design proposal.

Inner Trails Network:

The inner trail network is comprised of a lace work of greenway trails, sidewalks, bike lanes, paths, and streets within the city of Carthage. These multimodal connections form the framework within which the community is stitched together. These connections are particularly important where they link schools, churches, parks, and neighborhoods together. These trails must be conceived of as linear greenways or parks and be operated and maintained just like any other city park. As expressed previously, this multimodal network of linear greenways and streets should be seen as the city's attempt to promote more accessible, flexible, and healthier options for movement within the city and an effort to promote a healthier, Active Living lifestyle and culture within the community. The number one factor in promoting Active Living lifestyles in a community is to "plan and design the city" so that it can accommodate such a lifestyle and culture. The city must provide the infrastructure to support the Active Living initiative. That is what the inner trail network is proposed to be; the Active Living infrastructure.

Large Connections:

An important aspect of the Carthage Network System is its linkage to Municipal Park. By linking the combined inner and outer trail system to the park, the many large community events that occur here can be enhanced because the visitor will now have additional multimodal transportation options available to them. This should reduce the traffic and parking congestion caused by the park's location and its lack of safe and convenient pedestrian and cyclist access. Additionally, the integration of Municipal Park into the trail network helps to make its many community assets more readily available to the full population of Carthage. A wonderful asset of this park is its large extent of open park land that can be utilized by the user as they define it from trip to trip and moment to moment. Such open free space provides a great respite location along the trail network. Another important connection along the Carthage Network System is the linkage at Mercy Hospital. The 80 acres adjacent to the hospital should be developed into a park that can be used by the public and patients and visitors from the hospital. Such a restful, healing environment with water features, gardens, and places for private reflection would become an important destination and rest stop along the trails. The Carthage Network System should also link directly into Fair Acres Park. The existing exercise trail at the park would be a stopping off point along the trail. Similarly, the adjacent location of the YMCA



provides a great trailhead for the Carthage Network System from which members of the YMCA can access the trail network. The linkage of the Carthage Network System to the Carthage High School improves the accessibility of the school by making it easier for students to walk or bike to school.

Inner Trail Network:

The Inner Trail Network is a physical and psychological intervention in the built environment; its purpose is to change the way people think about the way, and how, they move around the city. The Inner Trail Network consists of sidewalk, bike lanes, rest stops, wayfinding signage, and streets that seek to connect the people to the city at a physically, socially, and economically meaningful and personal level. Currently in Carthage, vehicular traffic is the dominant form of transportation. The Inner Trail Network seeks to counteract this through the addition of and improvements to the sidewalks and the introduction of bike lanes. The bike lanes provide a space for cyclist to safely and conveniently ride in the city with a sense of equability of public street use. The network is laid out so as to connect the churches, workplaces, shopping, governmental, schools, residences, conservation areas, and, most importantly, park system. The connection of these city areas and resources through the Carthage Network System further supports the ideas promoted by the Active Living initiative and Smart Growth principles.

Inner City Connections:

During the community research phase, connecting the parks within the city was a concern mentioned frequently by the citizens of Carthage. Therefore, the design team recommends the development of the Carthage Network System, which is composed of the Outer Trails Network and the Inner Trails Network. The resulting Carthage Network System should be envisioned of as a multimodal lace work of trails, paths, lanes and sidewalks that stitch the community. The Inner Trails Network connects to the Outer Trails Network at specific important nodal points around the city. These connecting nodes are generally located in or near residential areas to encourage the residents to use the full extent of the Carthage Network System. We believe that it is important for the trail network to be conveniently accessible, promoted by the city government and educational institutions, and accommodating to as many people, ages and needs as possible if they are to be successful. The Inner Trails Network has been designed to connect the schools to the parks. This is very important because we wish to promote greater use of the park system by children and their families. Furthermore, we also believe that the schools would utilize the parks as part of their educational programs if they were more conveniently accessible. It is our hope that in time, the citizens of Carthage would find this Network of Trails so convenient and safe that they would start using them for everyday excursions around the community. The Inner Trails Network would make it easy for people to commute to work. We believe that through a community wide initiative to promote a more Active Living lifestyle and the future pressures of fuel cost upon household budgets that the community, will in time, use these trails for short trips around town as a common occurrence.



2018 Sarcoxie, MO Regional Needs List

Bike and Pedestrian Trails at the Historic Square:

The square is the most traveled on roadways in Sarcoxie. This brings up several concerns regarding safety, land use, connectivity and general economic development for the area. This project would include constructing sidewalks, bike and pedestrian trails from:

- Cross Street to Center along 6th St
- From 6th St to 5th St along Center St
- From Center St to Cross St along 5th St
- From 5th St to 6th St along Cross St.



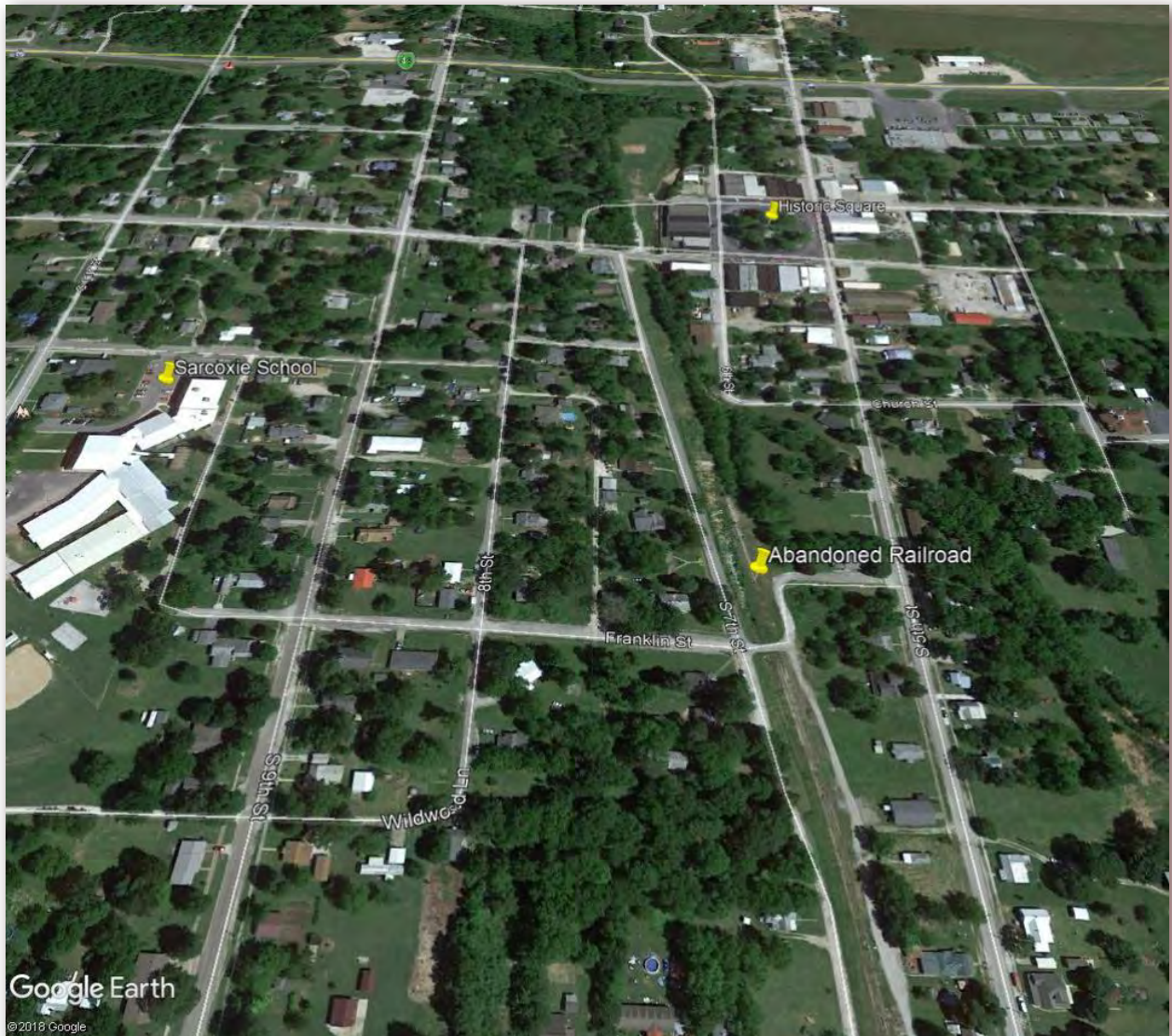
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Constructing a Bike/Pedestrian Trail Connecting Several Points of Interest:

This project would entail the installation of a bike/ped trail at the City Square and road connecting it to the school and abandoned railway.





2018 Bike and Ped Newton County Regional Needs

Sidewalk on Ozark St from Carter Rd to Indian Creek Stella, MO:

Stella is a small village of about 150 residents in southeast Newton County. The village has been in need of sidewalk improvement for many years. The aging sidewalks have become a safety concern. The village hosts many community events throughout the year that are well attended by area residents. Over the years several senior citizens have tripped and seriously injured along the sidewalks. The village needs about 400 feet of new sidewalks along the community's Main Street. Recent efforts to acquire grant monies have been unsuccessful. Stella will be receiving a sidewalk assessment from HSTCC within the next month.





2018 Neosho, MO Bike and Pedestrian Needs

Bus. 86(S/N Neosho Blvd., Coler St.) From W Harmony St. to N High St:

This proposed sidewalk would provide safe pedestrian passage from the area neighborhoods to Morse Park (Located just North of Highway 86. Not only does Neosho have families accessing the park, but there is a convenience store and laundromat in the adjoining location.

The problem is that the state highway (Highway NN) that runs between Carl Sweeney and Highway 86 (McKinney Street) does not have an adequate shoulder (really no shoulder at all) to allow for pedestrians and thus they are using the roadway to walk to the park and other areas.



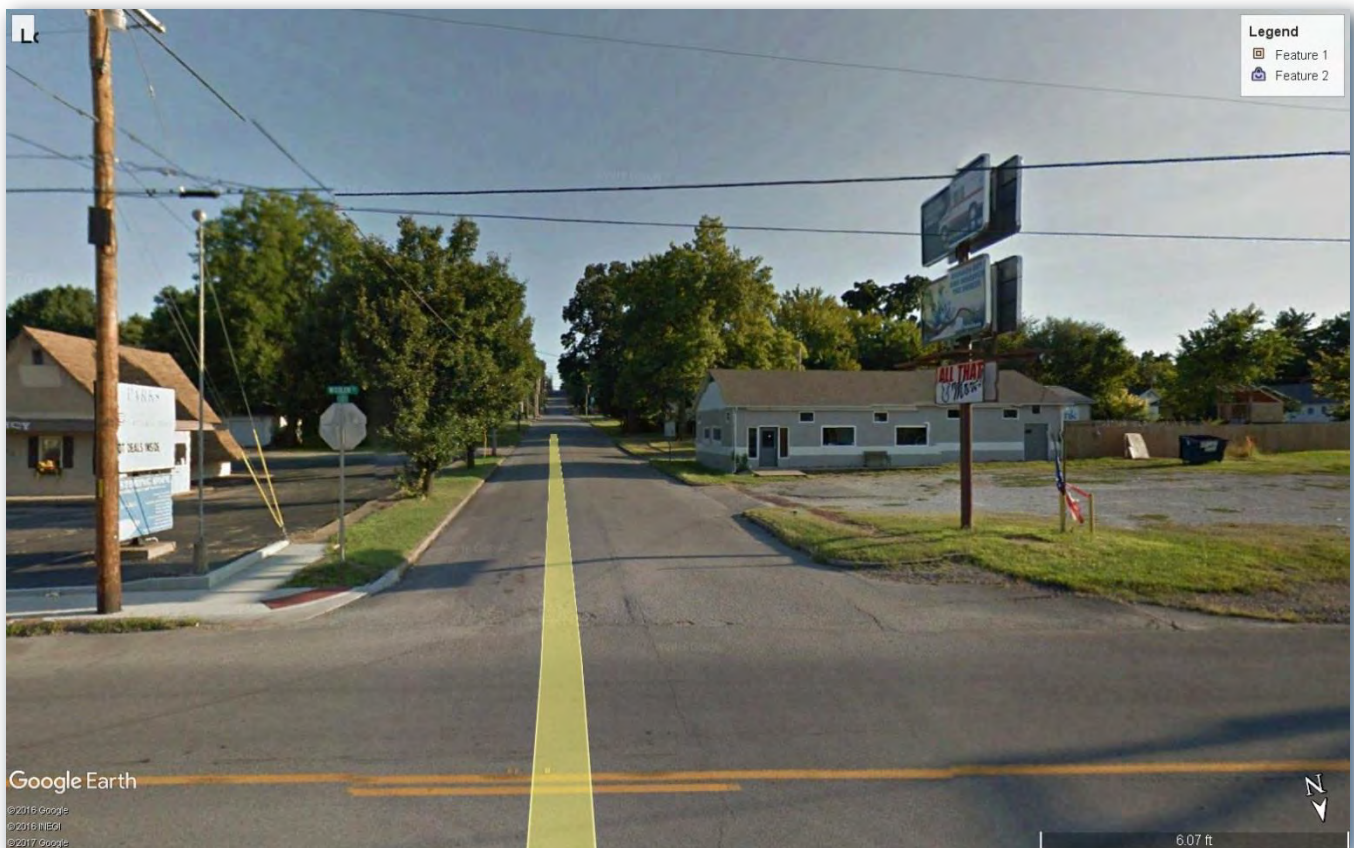
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On HH Hwy. From 86 Hwy. to South St:

This stretch of road is a major thoroughfare for the City of Neosho, many pedestrians walk up and down this stretch to get to work or school. It runs right through the city and there are many houses with children who walk to school. Sidewalks would help protect the pedestrians from roadway traffic.





2018 Noel, MO Regional Needs List

Highways 59 and 90, Between Hwy 59 Bridge and Main St Bridge:

Noel has many residents who walk to work and back home from Noel to the Tyson Factory located across Elk River. It is not a far walk, but it is a very treacherous walk. As you can see by the pictures, the foot or bicycle traffic has to hug the bluff or walk on a narrow path with one steep side going into the river and the other side on a state highway. Many heavy freight vehicle use Hwy. 90 to travel to Southwest City or Oklahoma from the Tyson Factory. Noel has requested bicycle and pedestrian accommodations for some time in that particular location. Noel needs the pedestrian and bicycle path along Hwy 90/Elk River more now than ever. Recent floods have now washed away what little path along river inside safety cable so now pedestrians have to walk on outside of cable and on the highway. This is now super dangerous for citizens walking to the grocery store. Harps grocery has move to old Walmart building across from Tyson plant this is now means they have more citizens having to walk along the highway to get there. The river bank is now so washed away that some of the poles holding the safety wire are just barely supported by dirt. MoDOT has been informed of this dangerous situation but does not seem concerned. One more flood and this road will probably be washed completely out. MoDOT engineers draft a drawing on 3/2/2018.



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2018 Anderson, MO Bike and Pedestrian Needs

Pedestrian Bridge Over Indian Creek:

This bridge over Indian Creek proves to be very narrow for bicyclists and pedestrians traveling from the creek and to the city. Anderson would like bicycle and pedestrian accommodations across the bridge.



County	City	Location	Need/Issue	Score
Barton	Lamar	On Hwy. 160 from I-49 to SE 30th Ln.	Road floods when heavy rains occur/elevated roadway	
Barton	Lamar/County	On KK from 40th to Lamar	Widening, hard surfacing, elevate road, add shoulders/accident prone road	
Jasper	Carthage	On I-49 at 171 interchange	Interchange upgrade/ accident prone and under interstate standards	
Jasper	Carthage	On 571 Hwy. From Phelps Blvd to 2705 Grand Blvd.	Two roundabouts to mitigate congestion/	
Jasper	Carthage	On HH Hwy. from 571 Hwy. to Russel Smith Way	Widen road/ accident prone and congested road	
Jasper	Carthage	Intersection of Garrison Ave and HH Highway	Traffic signals at intersection	
Jasper	Carthage	Intersection of Chapel Rd and HH Highway	Additional traffic control	
Jasper	Carthage	Outer road, W of I-49 and S of HH Highway	Accommodate truck traffic to proposed industrial park	
McDonald	Anderson	On 59 Hwy. at 76 Hwy.	Intersection Improvements/accident prone intersection	
McDonald	Anderson	On Bus. 71 . at Patterson St. (Rachael's Corner)	Intersection Improvements/fatalities and collision prone intersection	
McDonald	Noel	MO 59 and MO 90	High flood area, causing more deterioration of bridge and roadway	
McDonald	County	I-49 from Pineville to Bella Vista (Bella Vista Bypass).	New roadway/major congestion and safety issues	
McDonald	County	US-71 at Meadowlark Ln and Raines Rd.	Intersection Improvements/accident prone intersection	
McDonald	County	OR-71 at Meadowlark Lane and Rte. 71 Outer Road (Rains Road).	Intersection Improvements/accident prone intersection	
McDonald	County	US-71 at Wolf Den Rd.	Intersection Improvements/accident prone intersection	
Newton	Diamond	At Routes V & J in Diamond	Need intersection level/ large dip in the intersection that causes damage	
Newton	N of Diamond	Hwy 59 and Route FF	Notification of intersection	
Newton	Neosho	On MO-86 at Gateway Dr.	Intersection Improvements/accident prone intersection	
Newton	Neosho	On Bus.49 at Hammer Rd.	Intersection Improvements/accident prone intersection	
Newton	Neosho	At Freeman Rd, South St, and HH Highway	Intersection Improvements/accident prone intersection	



2018 Lamar, MO Regional Needs List

Highway 160 at Northfork Spring River Bridge:

This project would include raising the elevation of the road on Highway 160. This area would start at the Northfork Spring River bridge, east one half mile. The highway floods during storms and causes safety concerns. This stretch of road is the main thoroughfare in and out of Lamar. It connects directly to I-49. This is the only road that is paved that has access to I-49 and floods easily causing traffic to detour to 30th, which is unpaved. Often, from the North Fork Spring River when it floods SE 30th Rd. also floods the same river water. The AADT score of the road is 6354. It has a crash rating of 32 and is on Tier 4 corridor.

The following is a crash summary for the stretch of road: In 2016, there was a total 32 crashes of various kinds. In 2016, there were 15 rear ends and numerous rear ends between 2012-2016. Three right turn angles and others throughout the years; Two passing crashes; Four left turn, right angle collisions; One left turn crash; One head on collisions with numerous in the past. Three right angle collisions; One changing lane crash; Route 160 bridge over BNSF west of Lamar (Bridge K0556), which is within the limits of the Route 160 need from west of Lamar to the east side of town.



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KK Hwy from 40th Rd. to 13th St:

This stretch of road has an AADT number of 847 and a crash rating of 111.9. In 2016, there was one out of control crash. This sits on a Tier 4 corridor. In past years, there has been many out of control crashes. There has been one right turn angle collision, one right angle crash, crash with a roadside fixed object, farm animal collision, and deer related crashes. The road needs shoulders and an elevated road to help with crashes and congestion. The stretch of road is a busy one with much freight traffic and in and out of town traffic. When vehicles pull over for emergencies they end up half way in the ditch to safely stay out of the way from road traffic.

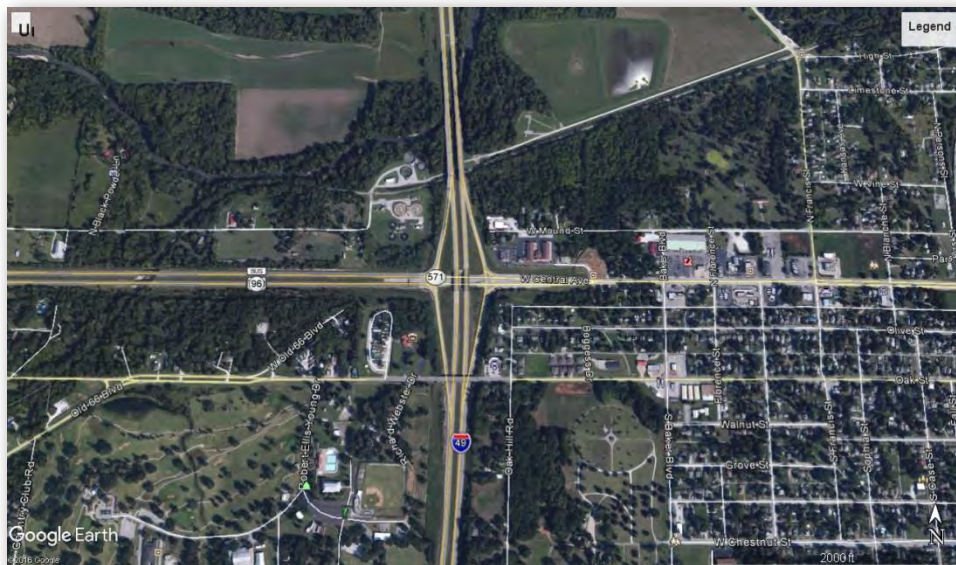




2018 Road and Bridge Carthage, MO Regional Needs

New Interchange I-49 and 171 Hwy:

Project would entail the construction of a new high speed interchange meeting Interstate standards at Highway 171 and Interstate 49 which would utilize Missouri Highway 249 and Highway 171 corridor by upgrading the interchange between I-49, Missouri Highway 96 and Highway 171. The current diamond interchange does not suit traffic flow. The interchange has abundant freight traffic and stops interstate flow of traffic at a stoplight to continue on to I-49. The U.S. I-49 corridor has long been considered an excellent North/South corridor with the obvious NAFTA implications and 24% truck traffic, this essential commercial route should provide efficient access to industrial areas. The City of Carthage has manufacturers and distributors with national and international significance. A Carthage I-49 Interchange would tie in with the overall goals of the I-49 project. The continued improvement of Missouri's transportation system is a primary economic development goal of our region of the State. Transportation infrastructure is a crucial element in supporting our region's rapid growth and development. The City of Carthage encourages continued partnerships between MoDOT and local governments to accomplish these goals.



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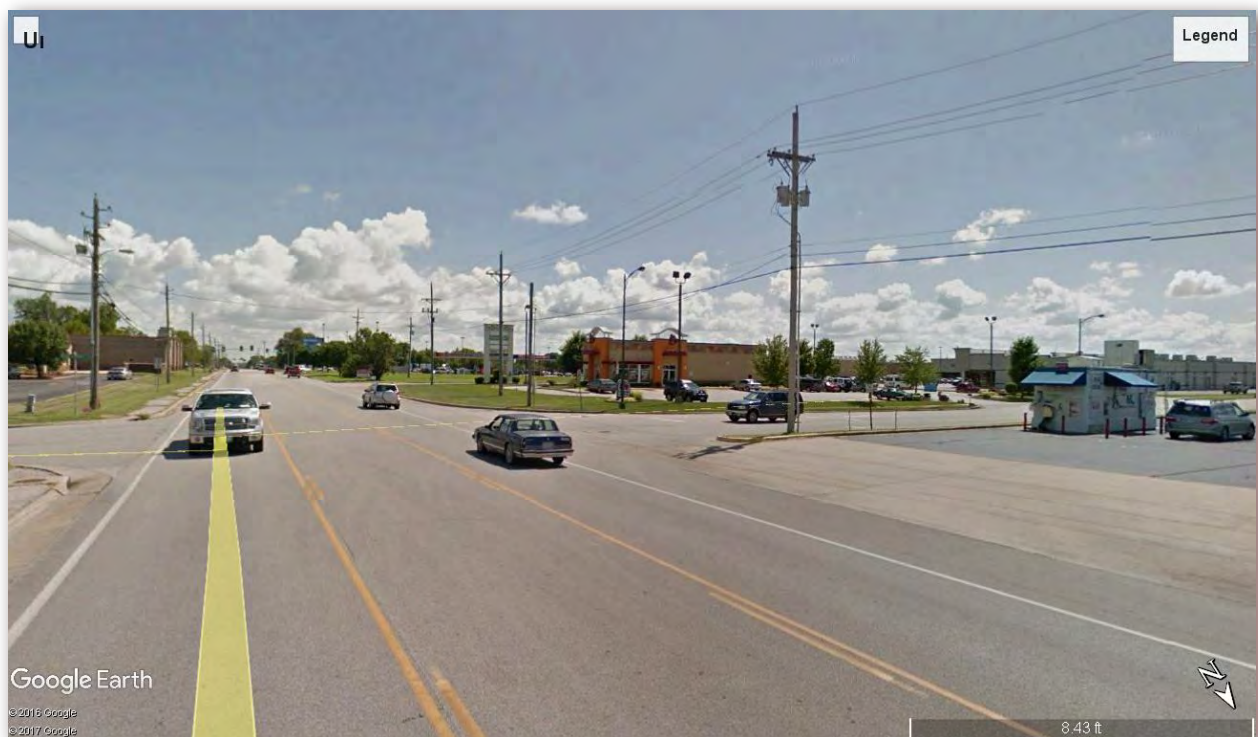


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Round-about on 571 and Phelps Blvd:

The project would entail the construction of a round-about at the intersections of Route 571 and Phelps Blvd. This intersection is among the busiest intersections in the city, averaging over 12,000 vehicles daily.

This intersection connects the new 80 acre High School Complex, Fair Acres Recreational Complex (baseball, softball and soccer facilities) and the YMCA to the East with the Myers Park development district and retail development, (Wal-Mart, Lowes), and a regional church to the west. Traffic generated on Route 571 from the round-about to the north and customer traffic from the 24 hour Wal-Mart to the south does not provide for an adequate gap to provide north turns from Phelps Blvd. causing major congestion issues. This is especially relevant to the Marian Days event in August where over 70,000 visitors to the City cause back-ups to Fairview Avenue.





Widen road on HH Highway from 571 Hwy to Russell Smith Way:

This is an accident prone area and been identified as a high priority for the community. The project would include widening the roadway on HH Highway on the two mile stretch from 571 Hwy to Russell Smith Way. Traffic along the HH corridor to Route 571 has increased in volume by approximately 151% since the mid-1990s. Since that time a new elementary school, a new middle-school, a new hospital and a new residential sub-division have been constructed along this corridor. The roadway is in need of widening due to the heavy flows of traffic. Traffic volume counts at Steadley School have increased 43.2% since 2009. Counts have not been completed since the addition of the Middle School. Without capacity improvements, City growth could be hampered. City population growth from 1990 to 2010 was 33.79% twice as much as the State's over the same time period.



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Traffic Signals at Garrison and HH Highway:

Infrastructure in Myers Park have triggered the need for additional traffic control measures at the HH intersection. Estimated costs of \$300,000.



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Additional Traffic Control at HH Hwy and Chapel Rd:

Steadley School has constructed a new Sixth Grade Center at this location, prompting the need for additional traffic control at the intersection of State Highway HH and Chapel Road.



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Outer Road; West of I-49 and South of HH Highway:

This project would make improvements to accommodate truck traffic to proposed industrial park which will facilitate industrial expansion and recruitment in the Carthage area developing Missouri's economy.



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2018 Newton County, MO Regional Needs List

On MO-59, Hwy. V & J at Intersection to I-49:

The highway is hilly with little or no shoulder prior to reaching Carver Road from Interstate 49. The road has seen numerous fatal accidents in recent years. The last major accident along the roadway was in 2017, which resulted in a four person fatality crash. This stretch of road sees many tourists and local travelers to visit the National Park. The George Washington National Monument attracts many bicyclists riding to visit the destination. V Hwy is very narrow and provides no shoulder for Bicyclists or emergency stops on the side of the road. The road has an AADT of 1908.



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Highway 59 and Highway FF:

This site does have a yellow flashing light, but has also been the location for many accidents and fatalities over the years. The proposed project would include establishing transverse rumbles or a warning device, which would better serve motorists as they approach the intersection.





2018 Neosho, MO Regional Needs List

Traffic Light at Intersection of Business 49 and Hammer Road:

This project would supply the much needed traffic light at a very busy intersection located at Business 49 and Hammer Road. The intersection services a large truck stop (including truck maintenance center), a smaller gas station / convenience store and a proposed new warehouse, which will require additional trucking needs. The absence of a traffic light creates daily risk for not only the vehicles entering and/or leaving these establishments, but for vehicles traveling through the intersection and using the highway, as well.



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Gateway and Highway 86 (Business 49):

This T Intersection has been the site of numerous accidents. Traffic moves East and West on Business 49 with traffic on Gateway (traffic coming south) has to stop. The problem is that Highway 49 has a slight rise to the terrain on the West, which makes it difficult for stopped traffic at Gateway Drive that tries to enter east bound lanes on Business 49.



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Intersection of Freeman Road, East South Street and HH Highway:

The intersection is a strong candidate for improvements. All traffic on East South Street has to stop where it intersects with Freeman Road and East South Street. However the traffic moving West on Carl Sweeney Parkway has to contend with a curve (blind spot) when trying to access East South Street. Neosho has heard proposals of a roundabout as well as eliminating the curve and making the intersection a three way stop.



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2018 Anderson, MO Regional Needs List

Junction of Business Hwy 71 and Patterson St:

This project would entail accommodating traffic control in a more beneficial manner. A crosswalk, light and/or signage is a high priority at this intersection. It is the only way for pedestrian and bicycle traffic to get from one side of town the ball fields and recreational area. There has been at least one fatality there in recent years.



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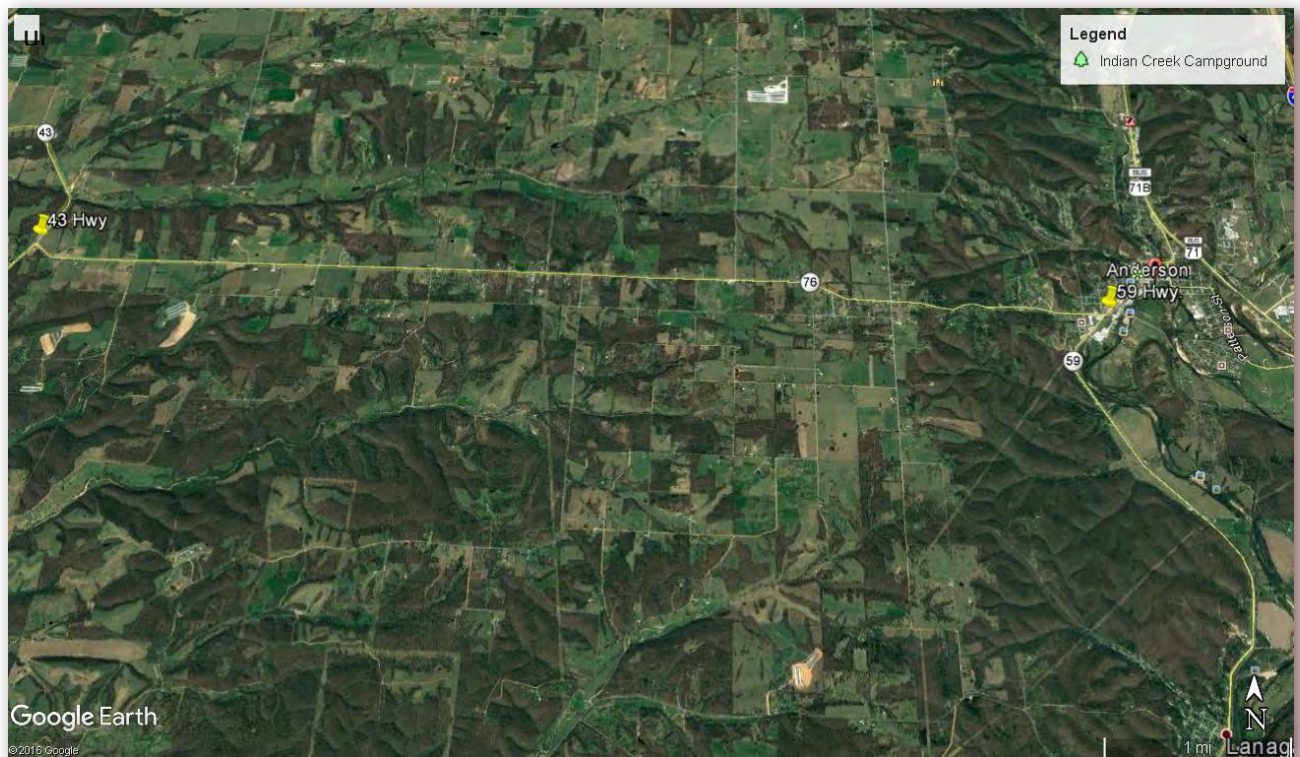
Upgrade to the hill on west of 76 Hwy, from 43 on 76 to 59:

We call it heart break hill it was August 7, 2011 my wife was returning from the store and lost control of her Tahoe as she dropped the tire off the road she over corrected flipped the Tahoe several times and was ejected from the vehicle. She suffered severe brain damage from her head hitting the pavement as well as broken bones.

She lived 7 days and then went home to be with our Lord. My kids were 9 and 10. She was 33.

Fast forward to this year a young man 18 or 19 was coming down the hill and flipped his car when he over corrected and died. In addition many time people are walking to town using West 76 there was a man hit by a truck and was killed. This is a very dangerous intersection and could be made safer by upgrading the intersection.

The stretch of road has an AADT of 3333 and has seen over 15 accidents in 2016.





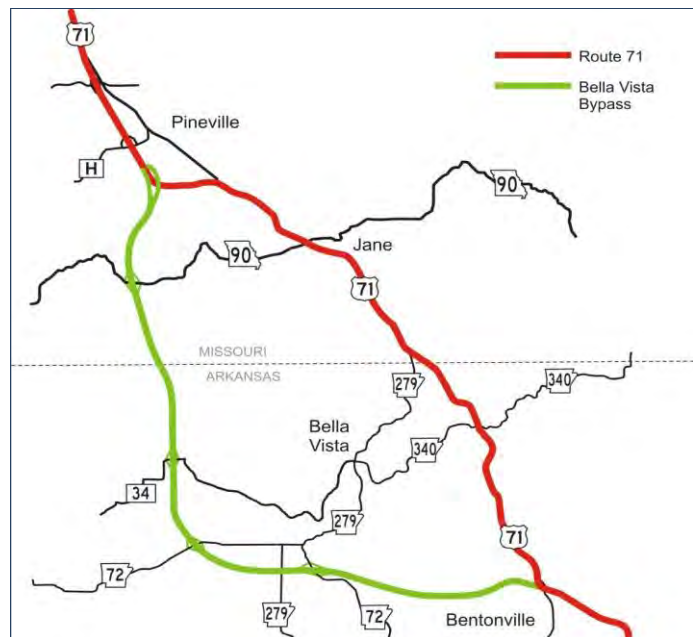
2018 McDonald County Regional Transportation Needs

I-49 from Pineville to Bella Vista (Bella Vista Bypass):

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

- 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.



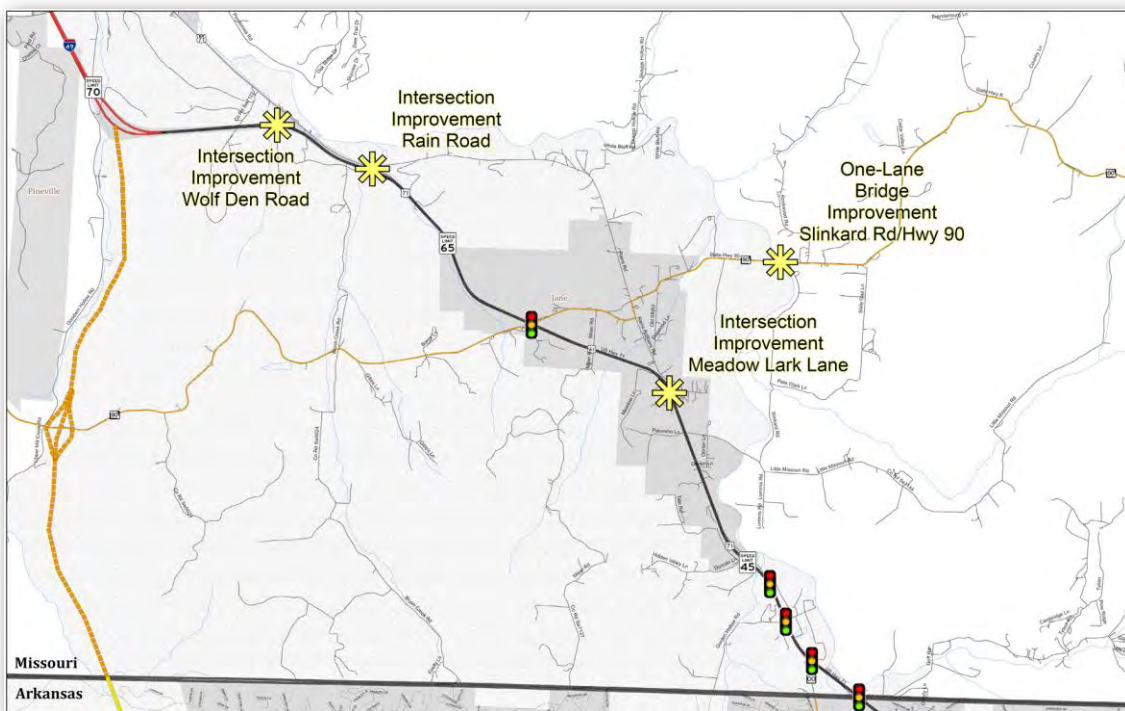
Project 7P0601	Total Funds Needed	Programmed in STIP	Remaining Funds Needed
Demolition of Structures	\$214,000	\$0	\$214,000
Preliminary Engineering	\$975,000	\$6,000 (2018-2020)	\$969,000
Construction Engineering	\$2,764,000	\$0	\$2,764,000
Project Construction and Utility Relocations	\$46,854,000	\$18,437,000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

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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.





US-71 at Meadowlark Ln and Raines Rd:

This intersection has an ***AADT rating of approximately 19,472 in 2016. The intersection has the highest AADT rating out of the four county projects in McDonald County. The crash rate is second highest out of the projects and there have been a total of two injuries from crashes in 2016. The intersection has had one left-turn, right angle collision, one out of control crash, and one crash caused by passing in 2016. The intersection is on a *Tier 1 corridor and rates high on freight safety. The intersection needs to be improved with signal or no signal.



OR-71 at Meadowlark Lane and Rte. 71 OR (Rains Road):

The intersection has an AADT score of 523 with zero crash rates for 2016. This location is not on any level of freight corridor. This intersection is very busy and dangerous because it intersects with Wolf Den Rd, which intersects with 71 Hwy.



US 71 and Wolf Den Rd and Intersection Improvements:

The intersection at US-71 and Wolf Den Rd. scored an AADT score of 7,816 and a zero crash rating for 2016. The location is on a *Tier 1 freight corridor. Vehicles trying to pull onto 71 Hwy. have a difficult time because of the oncoming traffic. The vehicle must reach the highways speed limit in haste in order to resume traffic flow.



*Interstates or roads with average daily truck traffic greater than or equal to 8,500 and connecting cities of 1 million or more; OR, Interstates with connections to international gateways and average daily truck traffic greater than or equal to 3,000; OR, Interstates or roads with average daily truck traffic greater than or equal to 8,500 and connections to major intermodal terminals; OR, Interstates with 30 percent or more trucks; OR, major NAFTA-related congressionally designated high priority corridor.

** Tier 4 includes the lettered routes that are important for the movement of farm-to-market goods.

***Annual average daily traffic, abbreviated **AADT**, is a measure used primarily in transportation planning and transportation engineering. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days.

Land & Water Conservation Fund

Federal funding available for LWCF grants is a maximum of \$250,000 per project, with a minimum 50 percent match.

Grants are open to any local government, city and county, and public school.

Playgrounds

Camping Facilities

Passive Areas

Picnic Areas

Dog Parks

Trails

Boating and Fishing Facilities

Golf Courses

Ball Fields

Archery and Shooting Ranges

Pools and Water Parks



Please contact Nikki Hill at 417.649.6400 or nhill@hstcc.org for more info!

RECREATIONAL TRAILS PROGRAM

What does this program do?



- Restoration of existing recreational trails.
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails.
- Purchase or lease of recreational trail construction and maintenance equipment.
- Construction of new recreational trails (with restriction for new trails on Federal lands).
- Acquisition of easements and property for recreational trails or recreational trail corridors.
- Assessment of trail conditions for accessibility and maintenance.

Applications are due at the end of every calendar year.

Please contact Nikki Hill at 417.649.6400 or nhill@hstcc.org for more info!



MISSOURI
DEPARTMENT OF
NATURAL RESOURCES



TRUMAN
COORDINATING COUNCIL

Does your community need sidewalks or trails?

- 
- The background of the flyer is a colorful illustration of a sidewalk and a trail. On the left, a grey sidewalk runs diagonally, lined with green trees that have red fruit and black lampposts with yellow light. A white trash can sits on the grass next to the sidewalk. A white silhouette of a person stands near a lamppost. In the center, a grey trail runs diagonally, with a white silhouette of a person walking. On the right, a green grassy area borders a blue body of water under a blue sky with white clouds. A wooden bench sits on the grass near the water. A white silhouette of a person is walking on the trail.
- Bike Pedestrian Safety Infrastructure
 - On and Off Road Facilities
 - Rails to Trails Conversion
 - Safer Routes to Schools

MoDOT's Transportation
Alternative Program grant
applications are due
Fall 2018

Please contact
Nikki Hill
for more info at
nhill@hstcc.org



NOEL COMMUNITY TRAIL PLAN PUBLIC MEETING

AUGUST 13TH

630 TO 830

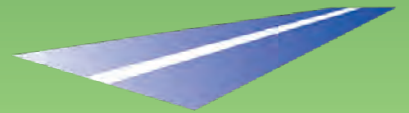
NOEL HOUSING AUTHORITY
624 JOHNSON DR, NOEL, MO 64854, USA

MISSOURI COALITION FOR ROADWAY SAFETY

Applications are due May 2nd.



*Missouri Coalition
for Roadway Safety*



Please contact Nikki Hill for more info at
nhill@hstcc.org or 417.649.6400





BLUEPRINT FOR SAFER ROADWAYS
FY19 APPLICATION FOR FUNDING
TO SUPPORT LOCAL PLANS IN SW MISSOURI

Due Date: **Wednesday, May 2nd, 2018**

Email completed Applications for Funding to Cindy Dunnaway at cynthia.dunnaway@modot.mo.gov

If your project is selected for funding, contracts and funds will be available beginning mid-August 2018. Projects will need to be completed by mid-April 2019 in order to be able to process reimbursements.

Agency/Organization: _____

Contact Person(s): _____

County/City Area(s): _____

**Requests must be made only for the following Missouri counties: Barry, Barton, Bates, Benton, Cedar, Christian, Dade, Dallas, Greene, Henry, Hickory, Jasper, Lawrence, McDonald, Newton, Polk, St. Clair, Stone, Taney, Vernon, and Webster. Exceptions may be granted for programs that extend into other counties or are available statewide, provided they also serve the counties listed in Southwest Missouri.*

Phone: () _____

Email: _____

Address: _____

City/State/Zip: _____

If needed, attach a list of your local partners and their organization!

Funds Requested \$_____

I. **PROBLEM IDENTIFICATION** – What is the specific problem in your region and how do you know it is a problem?

II. **PROJECT GOAL & DESCRIPTION** – Clearly state your goal and identify: What needs to be done; who or what agencies will conduct the tasks; estimated timeframes (if known and if applicable); link to the Focused Five and/or the Six Emphasis Areas from the Blueprint; what month(s) you will complete your project (purchase, training, etc.)

III. **RESULTS** – How will you determine whether this project was successful?

IV. **BUDGET** – List all costs to complete this project. If you anticipate any local match (in-kind services, donations, personnel), list these also.

Which category do you feel this project falls into?

Public Information

Education

Law Enforcement

Other: _____

Does your project address: (Check all that apply)

Impaired Driving

Occupant Protection

FY'17 Application for Funding Request

	Award Number	County/City	Contact Person	Priority	Funds Requested	Total Funds Distributed	Description	Type	Contract Sent	Reminder Email	Contract Returned	Contract Executed
✓	BPC11EEZ	The Alliance of SW Missouri	Kevin Theilen	1	\$2,500.00	\$1,200.00	Cases for Driving Simulator	ED	N/A	N/A	N/A	N/A
✓	BPC11EEZ	SW Region - MCRS	Brandon Campbell/CAD	1	\$7,397.50	\$6,743.99	2016 Conference Registration and Hotel Rooms, Vests for Cedar First Resp	ED	N/A	N/A	N/A	N/A
✓	BPC11EEZ	MSHP	Sgt Pace	1	\$598.18	\$598.18	Seat Belt Convincer Cover	ED	N/A	N/A	N/A	N/A
✓	BPC11EEZ	Bucket Media	Angela Garrison	1	\$9,825.83	\$6,295.00	Public Information media buys. STILL AVAILABLE TO USE	PI	N/A	N/A	N/A	N/A
✓	BPCSW4WZ	Cox Health EMS	Christie Drew	1	\$2,000.00	\$887.60	Car Seat replacement program-new restrains provide to families	ED	8/30/2016	N/A	9/21/2016	9/22/2016
✓	BPCSW4XZ	Ransin Law	David Ransin	1	\$3,000.46		Public Information and handouts.	PI	8/31/2016	11/7/2016	4/4/2017	4/4/2017
✓	BPCSW4YZ	Webb City PD	Don Melton, Assn Chief of Police	1	\$7,044.75	\$7,044.75	5 - Stalker Patrol K band radar units	LE	8/26/2016	N/A	10/3/2016	10/4/2016
✓	BPCSW4ZZ	Vernon County Sheriff's Office	Alexander Stimson	1	\$9,189.00	\$9,102.32	4 - Mounted Radar Units-Stalker Radar	LE	8/28/2016	N/A	9/15/2016	9/15/2016
✓	BPCSW5AZ	The Alliance of SW Missouri	Kevin Theilen	1	\$10,000.00	\$10,000.00	Purchase a driving simulator to be used in regional schools	ED	8/29/2016	N/A	9/30/2016	9/30/2016
✓	BPCSW5BZ	City of Sparta PD	Chief Trampus Taylor	1	\$909.75	\$909.75	Two (2) PBTs and Five (5) Traffic Safety Vests	LE	8/28/2016	N/A	9/1/2016	9/1/2016
✓	BPCSW5CZ	City of Springfield	Mandy Buettgen-Quinn	1	\$5,000.00		Teach Drivers to yield to pedestrians	ED	8/29/2016	11/7/2016	2/8/2017	2/8/2017
✓	BPCSW5DZ	Greene County SD	Emily Hammock/Janell Westbrook	1	\$1,795.13	\$1,795.13	Portable Speed Bump, 12 A-frame barricade, 12-Barricade Beam	LE	8/28/2016	N/A	9/20/2016	9/22/2016
✓	BPCSW5EZ	Greene County Sheriff Dept.	Capt. Jeremy Lynn	1	\$11,076.40	\$18,842.17	5 - Mounted Radar Units-Stalker Radar	LE	8/28/2016	N/A	9/20/2016	9/22/2016
✓	BPCSW5EZ	Greene County Sheriff Dept.	Cpt Jeremy Lynn	1	\$5,895.00		Stalker SAM Trailer with Top Display	LE	8/28/2016	N/A	9/20/2016	9/22/2016
✓	BPCSW5EZ	Greene County SD	Cpt. Jeremy Lynn	1	\$1,954.00		Informational cards to be handed out at stops.	ED	8/28/2016	N/A	9/20/2016	9/22/2016
✓	BPCSW5FZ	Joplin P.D.	Sgt. Jared Deltzell	1	\$5,925.00		2 - Evolis Speed Sign	LE	8/28/2016	11/7/2016	11/28/2016	11/28/2016
✓	BPCSW5GZ	Joplin,MO/Jasper Co/Newton Co	Gregg A. Freeman (MADD)	1	\$7,305.00	\$5,499.80	PBT Training Course & Equipment	ED	8/28/2016	11/7/2016	11/8/2016	11/8/2016
✓	BPCSW5GZ	Joplin,MO/Jasper Co/Newton Co	Gregg A. Freeman (MADD)	2	\$553.50		Law Enforcement Materials	ED	8/28/2016	11/7/2016	11/8/2016	11/8/2016
✓	BPCSW5GZ	Joplin,MO/Jasper Co/Newton Co	Gregg A. Freeman (MADD)	3	\$500.00		Batteries for Safety Lights for Checkpoints	LE	8/28/2016	11/7/2016	11/8/2016	11/8/2016
✓	BPCSW5HZ	Kimberling City PD	Chief Craig Alexander	1	\$5,000.00	\$5,000.00	2-Watchguard 4RE In-Car Camera	LE	8/25/2016	N/A	8/31/2016	8/31/2016
✓	BPCSW5IZ	KY-3 Magazine/OZone	Nathan Stokes	1	\$4,500.00	\$3,375.00	Print and Digital Media	PI	8/31/2016	N/A	9/6/2016	9/6/2016
✓	BPCSW5JZ	Lamar PD	Sgt. Dennis O. Cornell	1	\$6,741.24	\$6,741.24	3 - Stalker Dual Radar Units	LE	8/28/2016	N/A	9/30/2016	9/30/2016
✓	BPCSW5KZ	McDonald County	Paige Behm	1	\$5,000.00	\$5,000.00	Buckle Buddy Presentations & Car Seat Inspections/Seats	ED	8/29/2016	N/A	9/20/2016	9/22/2016
✓	BPCSW5LZ	Missouri Safe and Sober	Mackenzie M Lee	1	\$15,000.00		8 - New parent testimonial videos	ED	8/29/2016	11/7/2016	11/16/2016	11/16/2016
✓	BPCSW5LZ	Missouri Safe and Sober	Mackenzie M Lee	1	\$10,000.00	\$9,168.11	Miscellaneous Items for Statewide Program	ED	8/29/2016	11/7/2016	11/16/2016	11/16/2016
✓	BPCSW5MZ	Missouri State Sports Properties	Mike Peddicord	1	\$15,000.00	\$15,000.00	Safety PSA's & other items for MSU	PI	8/30/2016	N/A	9/14/2016	9/14/2016
✓	BPCSW5NZ	KWTO--MSHP	Sgt Pace	1	\$2,400.00	\$2,400.00	Talk Radio Sports Show	PI	8/31/2016	N/A	9/14/2016	9/14/2016
✓	BPCSW5OZ	Pulse Studios	Scott Bradley	1	\$10,000.00	\$10,000.00	Boomer and other mascot safety video shoots	PI	8/31/2016	N/A	9/6/2016	9/6/2016
✓	BPCSW5PZ	Neosho Fire Department	Chief Mike Eads-Training Officer	1	\$1,317.04	\$1,317.04	Traffic Safety Cones	LE	8/30/2016	11/7/2016	4/5/2017	4/5/2017
✓	BPCSW5QZ	Nixa PD	Sgt. Jeremy Whitehill	1	\$1,695.00	\$1,695.00	LIDAR Speed-Measuring device	LE	8/30/2016	11/7/2016	12/5/2016	12/5/2016
✓	BPCSW5RZ	Osceola PD	Devin Shumaker	1	\$302.06	\$302.06	2 - LED Mag Flash Lights	LE	8/29/2016	N/A	9/15/2016	9/15/2016
✓	BPCSW5RZ	Osceola PD	Devin Shumaker	1	\$549.98	\$549.98	2 - LED Duro Rechargeable Flares	LE	8/29/2016	N/A	9/15/2016	9/15/2016
✓	BPCSW5RZ	Osceola PD	Devin Shumaker	1	\$151.14	\$151.14	6 - Galls Hi-Vis Class II Traffic Veat	LE	8/29/2016	N/A	9/15/2016	9/15/2016
✓	BPCSW5SZ	Ozarks Pigskin Preview	Jeff Sadler	1	\$3,300.00	\$3,300.00	Full Page - Pigskin, Basketball, & Baseball Preview (plus)	PI	8/26/2016	N/A	10/17/2016	10/18/2016
✓	BPCSW5TZ	Republic PD	Lt. Tim Wheeler	1	\$5,895.00	\$5,895.00	1 - Stalker SAM Trailer with Top Display	LE	8/29/2016	11/7/2016	11/18/2016	11/21/2016
✓	BPCSW5TZ	Republic PD	Lt. Tim Wheeler	1	\$2,149.28	\$2,149.28	1 - Mounted Radar Units-Stalker Radar	LE	8/29/2016	11/7/2016	11/18/2016	11/21/2016
✓	BPCSW5UZ	Springfield Cardinals	Dan Reiter	1	\$3,000.00		Digital PSA Space - Scoreboard	PI	8/31/2016	11/7/2016		
✓	BPCSW5VZ	St Clair County SD	Jarrod Sherrer	1	\$700.00	\$700.00	Buckle Buddy at schools within the county.	ED	8/29/2016	N/A	9/9/2016	9/9/2016
✓	BPCSW5WZ	Stone/Branson West PD	Steve Dalton	1	\$4,250.00	\$4,250.00	Digital Ally DVM-800	LE	8/29/2016	N/A	9/14/2016	9/14/2016
✓	BPCSW5XZ	Pulse Studios	Scott Bradley		\$10,175.00	\$10,175.00	Mascot Safety Video	PI	11/15/2016	N/A	11/15/2016	11/16/2016
✓	BPCSW5YZ	The Scoreboard Guy	Guy Newcomb	1	\$5,000.00	\$5,000.00	Air time on Sports Talk Shows	PI	8/23/2016	N/A	8/23/2016	8/25/2016

	PI	ED	LE
Spent	66,201.29	55,545.00	10,656.29
Available	39,797.68	28,210.50	58.52%
% Spent	70,385.77	70,744.86	-359.09

Total Funding Available \$204,604.00

Uncommitted Funding \$8.76

Percent of Budget Paid Out 79%

204,595.24 166,087.54 38,507.70

204,595.24



800 E Pennell St, Carl Junction, MO 64834
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AGENDA

Transportation Advisory Committee (TAC)

Wednesday, June 13th

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. MoDOT Updates
 - a. Draft STIP 2019-2023 Update [Link to comment](#)
 - b. Area Engineer Update
 - i. Dave
4. JATSO Update
 - a. Ed Whitmor
5. Discuss Regional Needs List and vote
 - a. Nikki, Dave, Frank
6. Missouri Local Training and Resource Program (LTAP)
 - a. Heath Pickerill
7. 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.

Future TAC Dates for FY2018-19

August 29th, 2018

February 20th, 2019

October 24th, 2018

April 17th, 2019

December 12th, 2018

June 19th, 2019

800 E Pennell St, Carl Junction, MO
64834



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

TAC MEETING MINUTES
Wednesday, April 18, 2018, 3:00 p.m.
George Washington Carver National Monument
5646 Carver Rd, Diamond, MO 64840

MEMBERS IN ATTENDANCE:

Tom Short, Chairperson – City of Carthage
Mercedese Cutbirth, Proxy – City of Sarcoxie
Lewis Davis – Cities of McDonald County
Dana Daniel – City of Neosho

Cyndy Hutchings – City of Seneca
Ken Shutten – City of Anderson
Gary Turner – City of Sarcoxie

GUESTS:

Andrew Seiler – MoDOT
Dave Taylor – MoDOT

HSTCC STAFF:

Jill Cornett
Nikki Hill
Patty Overman

CALL TO ORDER: Tom Short, TAC Chairperson, called meeting to order at 3:00 p.m.

APPROVAL OF AGENDA AND MINUTES: Tom requested approval of Minutes. Lewis Davis moved to approve; Dana Daniel seconded. All approved.

NEW MODOT AREA ENGINEER: Nikki Hill introduced two representatives from MoDOT; Dave Taylor and Andrew Seiler. Dave was a Senior Traffic Engineer for the Joplin Area and is transitioning into his new role of Area Engineer.

Both gentlemen spoke about long range goals and called attention to the Executive Summary, which may be found on the MoDOT website. It mentions evaluating future trends and what their system will accommodate over the next 25 years and will be gathering information from stakeholders.

Andrew mentioned the STIP program is still being prepared. They plan on having a draft available by early May.

The 2018 Construction Guide was also presented for the Southwest District.

REGIONAL NEEDS LIST: Nikki Hill presented the regional needs lists describing road and bridge, and bike and pedestrian priorities. She requested the committee have scores filled

out and returned to her by the end of April 2018. Dana Daniel mentioned the Hammer Road project will be starting in May 2018. This will stay on the list per MoDOT recommendation. Andrew Seiler mentioned identifying the problem and not necessarily what the potential solution may be.

UPDATE ON TRAIL PLANNING: Nikki Hill introduced Ken Shutten, City of Anderson. Nikki mentioned the Anderson Community Trail Planning event was a huge success and well attended. Ken described the community showing enthusiasm for improvements and growth. A public hearing will be announced soon.

Nikki discussed survey results coming in for Noel Community Trail Plan. A public meeting has been scheduled for August 13, 2018.

GRANTS: Nikki Hill discussed the Blueprint for Safety Grant, which is due in May. Southwest City received \$500.00 for installation of a radar unit in police vehicle and purchase of Trauma O₂ bag with supplies in emergency vehicle. Nikki mentioned this being a reimbursement program and may not be used at checkpoints. HSTCC is applying for a traffic counter to be used in this district.

Nikki Hill discussed the TAP funding being every two years on even years. This year, the applications are due in the fall and must be filled out by a city official. HSTCC will provide assistance and feedback as needed. MoDOT also requires the applicant be LPA certified.

Nikki Hill discussed the Recreational Trails Program annual grant having a 20/80 match that may be "in-kind" hours/fundraising/donations. HSTCC will be working with Pineville on one.

Nikki Hill discussed the Land and Water Conservation Fund being an annual cycle with a 50/50 match. This is a \$10,000.00 minimum project that may include playgrounds, dog parks, picnic area, ballfields and pools/water parks.

MDC AND MODOT ANNUAL TRASH BASH: Nikki Hill mentioned the "No More Trash" campaign started April 15th and asked members to understand this program.

OTHER BUSINESS:

Jill Cornett asked Tom Short if she may speak on legislation regarding a deficiency in motor fuel taxes. She mentioned Representative Bill Reiboldt is the Chairperson of the Transportation Committee. She asked that we be mindful that money collected will be used for capital and improvement projects, not overhead. The TAC "wish list" can't feasibly be addressed without the proper revenue. Andrew Seiler directed us to the cost-per-mile calculator on the MoDOT website.

Nikki Hill asked the committee how to get more participation from the two regularly absent commission seats. She asked if Barton and Jasper counties write a letter of recommendation to appoint other representatives to be appointed. Tom Short mentioned this being a busy time of year as well. Nikki asked if quarterly meeting be more appropriate. Cyndy Hutchings mentioned losing momentum by not meeting as often. All agreed to the bi-monthly meetings.

NEXT MEETING: Tentatively set for June 13, 2018.

ADJOURNMENT: Tom Short, Chairperson, adjourned the meeting at 3:43 p.m.

BICYCLE AND PEDESTRIAN LIST

2018



County	City	Need/Issue	Location	Rank
Newton	Neosho	Need ADA sidewalk connecting the city to school	From 86 Hwy to South St	1
McDonald	Noel	Need pedestrian and bicycle accommodations to Tysons	From Main St to N Cliffside Dr	2
Barton	Liberal	Sidewalk connecting to elementary school	On Yale from Denton to Payne St	3
Barton	Liberal	Sidewalk connecting to elementary school	South side of Maple St from Main St to Payne St	4
McDonald	Anderson	Need pedestrian and bicycle accommodations across bridge	Bridge over Indian Creek in Anderson MO	5
Newton	Neosho	Need ADA sidewalk connecting the city to high school	On Bus 86 from W Harmony St to N High St	6
Jasper	Carthage	Need ADA sidewalk connecting the city to school	From River St to 1201 E Fairview Ave (Fairview Elementary)	7
Jasper	Stella	Need ADA sidewalk connecting the city to Indian Creek	On Ozark St from A Hwy to Indian Creek	8
Jasper	Sarcoxie	Historic Square	Need sidewalk and bike path around square	9
Barton	Lamar	Need streetscaping, sidewalks, antique lighting, ADA	On 11th St from Gulf St to HST Birthplace	10
Jasper	Sarcoxie	Historic Square, school & abandoned railway	Need ped/bike paths connecting and improving community	11
Jasper	Carthage	Complete streets, bike/ped facilities, linear greenways	Inner trail - Municipal park, YMCA, churches, park system, schools	12
Jasper	Carthage	Connect west community to city, greenspace, complete street	On Outer trail - Ruby Jack Park/Kellogg Lake/Carter Park/HighSchool, Fair Acres Park, Mercy Hospital	13

ROAD AND BRIDGE LIST 2018



County	City	Location	Need/Issue	
McDonald	County	I-49 from Pineville to Bella Vista (Bella Vista Bypass).	New roadway/major congestion and safety issues	1
McDonald	Anderson	On Bus. 71 . at Patterson St. (Rachael's Corner)	Intersection Improvements/fatalities and collision prone intersection	2
Newton	Neosho	On Bus.49 at Hammer Rd.	Intersection Improvements/accident prone intersection	3
Newton	Neosho	On MO-86 at Gateway Dr.	Intersection Improvements/accident prone intersection	4
Newton	N of Diamond	Hwy 59 and Route FF	Notification of intersection	5
McDonald	County	OR-71 at Meadowlark Lane and Rte. 71 Outer Road (Rains Road).	Intersection Improvements/accident prone intersection	6
Jasper	Carthage	On I-49 at 171 interchange	Interchange upgrade/ accident prone and under interstate standards	7
McDonald	Noel	MO 59 and MO 90	High flood area, causing more deterioration of bridge and roadway	8
Barton	Lamar	On Hwy. 160 from I-49 to SE 30th Ln.	Road floods when heavy rains occur/elevated roadway	9
McDonald	Anderson	On 59 Hwy. at 76 Hwy.	Intersection Improvements/accident prone intersection	10
Jasper	Carthage	Outer road, W of I-49 and S of HH Highway	Accommodate truck traffic to proposed industrial park	11
McDonald	County	US-71 at Wolf Den Rd.	Intersection Improvements/accident prone intersection	12
Newton	Neosho	At Freeman Rd, South St, and HH Highway	Intersection Improvements/accident prone intersection	13
McDonald	County	US-71 at Meadowlark Ln and Raines Rd.	Intersection Improvements/accident prone intersection	14
Newton	Diamond	At Routes V & J in Diamond	Large dip in the intersection that causes damage	15
Barton	Lamar/County	On KK from 40th to Lamar	Widening, hard surfacing, elevate road, add shoulders/accident prone road	16
Jasper	Carthage	On 571 Hwy. From Phelps Blvd to 2705 Grand Blvd.	Two roundabouts to mitigate congestion/	17
Jasper	Carthage	Intersection of Garrison Ave and HH Highway	Traffic signals at intersection	18
Jasper	Carthage	Intersection of Chapel Rd and HH Highway	Additional traffic control	19
Jasper	Carthage	On HH Hwy. from 571 Hwy. to Russel Smith Way	Widen road/ accident prone and congested road	20

Southwest Missouri TAC Meeting

Heath A. Pickerill, Director

Missouri University of Science and Technology

June 13, 2018



Missouri LTAP

Local Technical Assistance Program

- Located at Missouri University Science and Technology in Rolla
- Serve local transportation related agencies throughout the state through training and resources

Missouri LTAP

Local Technical Assistance Program

- Funded by FHWA & MoDOT
- Operated independently as one of 51 LTAP centers
- Supported by NLTAPA - a national association of LTAP centers



Missouri LTAP Services:

- Serve local government agencies throughout the state
- Provide training & resources
 - Course notes
 - Printed pamphlets/brochures
 - Quarterly newsletter
- Promote and manage the MO-LTAP Scholars Program
 - Training
 - Recognition
 - Professional development
- Offer the Equipment Loan Program

Quarterly Newsletter

MISSOURI LTAP
MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM
Located at Missouri University of Science and Technology
FOURTH QUARTER 2016

Missouri Local Technical Assistance Program (LTAP) located at the Missouri University of Science and Technology
710 UNIVERSITY DRIVE, STE. 121 | ROLLA, MO 65409 | PHONE: 1.866.MORROADS | EMAIL: mltap@missouri.edu | WEBSITE: mltap.org

MISSOURI LTAP
MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM

ISSUE

SAVE ON SALT
on salt during the winter. There are practices to help reduce salt costs.

USED WHILE PLOWING SNOW
tuning System (GPS) and Automatic is increasing in public works departments

RY ADMINISTRATION
OT PROGRAM
es for direct funding from t to local public agencies (LRAs).

GRAVEL ROADS FOR WINTER
ads Construction & Maintenance Guide know about prepping your gravel roads

SLIPPERY SIDEWALKS:
RS, WINTER IS "HIP SEASON" time for senior citizens.

NING IN SNOW AND
ce operations.

The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers – one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters.

Through these core services, Centers provide access to training and information that may not have otherwise been accessible. Centers are able to provide local road departments with workforce development services; resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues; technical publications; and training videos and materials.

The Fine Print
Missouri LTAP Quarterly is published by the Missouri LTAP office located on the campus of Missouri University of Science and Technology. The opinions, findings and recommendations expressed in this newsletter are not necessarily those of Missouri S&T, MoDOT or the Federal Highway Administration.

MISSOURI LTAP NEWSLETTER

COUNTY CONNECTION

NATIONAL NETWORK OF TECHNICAL ASSISTANCE PROGRAMS BOLSTER LOCAL ROAD SAFETY EFFORTS

By Janet Lell | New Jersey Local Technical Assistance Program Director at Rutgers, the State University of New Jersey

Transportation Builder readers are likely familiar with the Local and Tribal Technical Assistance Program (LTAP/TTAP), a network of 58 centers established by the Federal Highway Administration (FHWA) to help local governments improve management of their transportation systems. These centers support the local agencies that manage more than 3 million miles of roads and over 300,000 bridges. One of the focus areas of LTAP/TTAP is safety, a topic of impact for all of us.

In summer 2011, the National Local Technical Assistance Program Association (NLTA) Executive Committee formally endorsed the FHWA strategic focus on safety and accepted the Association's role as a leader in local road safety. In a move to strategically manage LTAP/TTAP Center safety efforts, NLTA and FHWA agreed to bring greater alignment in their work to enhance both individual centers and the program as a whole. NLTA is committed to its role as a primary partner in reducing deaths on our nation's local and rural roads, and fully recognizes the challenges that local agencies face in this area.

One of the first actions that FHWA and NLTA took was to combine their individual safety groups into a jointly directed effort whose mission is to provide local, rural, and tribal road agencies with the safety training, materials, knowledge and technical assistance needed to reduce fatalities and injuries on their roads. What this means in day-to-day activities is that there is a concerted effort to bring safety resources from both the FHWA Office of Safety and the Resource Center safety team, as well as partners such as ARTBA, American Public Works Association, American Association of State Highway and Transportation Officials, and National Association of County Engineers, into the hands of the LTAP/TTAP Center customers. The joint program delivers safety tools, technical publications, technical assistance, and training materials to LTAP/TTAP Centers, where they can in turn reach tens of thousands of people every year. Safety training accounts for about 40 percent of all LTAP/TTAP training conducted annually. While the majority of these workshops are work zone and worker safety-oriented, 11 percent is constituted by roadway safety topics. In 2014, LTAP/TTAP Centers provided more than a million participant hours of training to over 175,000 local, rural, and tribal road practitioners through nearly 2,000 workshops.

LTAP/TTAP Centers are supporting their local agencies with more than training. Efforts to boost the capacity of local public works and engineering departments are occurring through some very innovative activities. Nearly 20 centers are engaged in road safety audits, and more than half of the centers are conducting site visits to local departments to help identify and solve local safety problems. These are tremendous contributions in many small towns across rural America, where public works and road crew personnel are often minimal.

ROAD CONSTRUCTION AHEAD

MISSOURI LTAP NEWSLETTER

Offered in print & electronically!

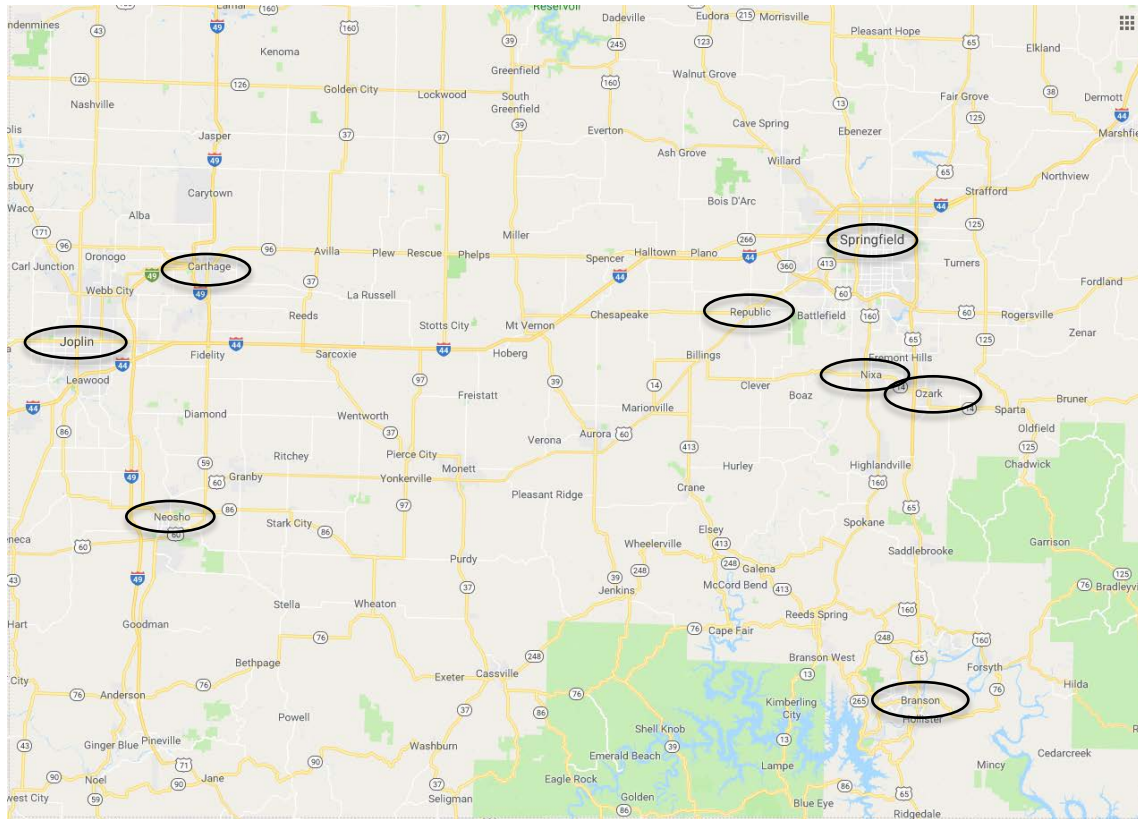
Statewide Training

- Offered in multiple locations around the state
- Scheduled on-demand to meet agencies' needs and requests
- Provided at shared locations or individual agencies
- Taught by experienced and knowledgeable instructors
- Instructors include retired MoDOT technicians and other professionals
- Course fees for 2018:
 - Level I - \$45/person
 - Levels II & III - \$55/person (lunch is included)

Training Instructors

- **Vijay Bhasin** – math skills
- **Lenny Collins** – snow & ice, gravel road maintenance
- **Matt Cowell** – supervisory level training
- **Robin Shepard** – worker safety, defensive driving
- **Linda Webb** – work zone & flagger, advanced safety

Frequent training locations in SW MO



Branson
Carthage
Joplin
Neosho
Nixa
Republic
Springfield
Ozark

Popular MO-LTAP classes

- Work Zone Safety & Flagger Training
- Workplace and Job Site Safety
- Chainsaw Safety
- Tractor Mower Safety
- Defensive Driving – *Rebate offered through MIRMA*
- Gravel Road Maintenance
- Snow and Ice Control

These classes are offered around the state!

Recently developed MO-LTAP classes

- Disaster Preparedness
- Disaster Response
- Drug & Alcohol Awareness Training
- Violence in the Workplace
- Pavement Evaluation & Rating (PASER Manual)

These classes are offered around the state too!

Training partnerships

Work closely with MoDOT, FHWA, and many other organizations to provide the latest information, quality training, and conferences

Missouri S&T Civil Engineering Department

**Missouri Assoc. of County Transportation Officials
(MACTO) annual conference**

Missouri Pavement Managers Group

Hazmat Training offered by Missouri Emergency Response Commission (MERC)

- *Hazmat Awareness*
- Chemical Suicide Prevention

MO-LTAP Scholars Program



ABOUT THE SCHOLARS PROGRAM

Introduction

The primary purpose of the MO-LTAP Scholars Program is to recognize skilled transportation and public works personnel in local agencies throughout Missouri. The program is intended to enhance the skills of all those involved in the maintenance, delivery, and management of local transportation and infrastructure. Training is aimed at increasing each participant's technical, maintenance, administrative, and supervisory skills depending on the program level. Electives can be selected to meet the individual's area of responsibility. Special emphasis will be given to safety in the workplace as well as in the field and in the development of a local transportation system. The program will allow participants to attain three levels of achievements: Level I, Level II, and Level III (Leadership & Workforce Development). Participants will be required to meet the requirements for Level I before completing Level II; however, Level III is a stand-alone track.

Getting Started

To register, available on the Missouri LTAP website (www.moltap.org). There is no registration fee for the program, but there is a fee for each class, which varies for each level. Classes are offered on an ongoing basis at various locations throughout the state. Contact Missouri LTAP for classes in your area or see the training calendar online.

Sponsored By:

Missouri Local Technical Assistance Program (MO-LTAP) through the Federal Highway Administration (FHWA) and Missouri Department of Transportation (MoDOT).
*An equal opportunity, affirmative action institution

- A Scholars Partnership Committee made up of various organizations provides input and helps develop/monitor the growth of the program.
- There is NO registration fee for the program!

goal: To enhance the skills of workers involved in the maintenance, delivery and management of local transportation and infrastructure.

MO-LTAP Scholars classes

Level I courses:

- Work Zone Safety & Flagger Training
- Worker Safety
- Chainsaw Safety
- Defensive Driving
- Snow and Ice Control
- Gravel Road Maintenance
- Motor Grader Best Practices
- Tractor Mower Safety
- Many more!!!

Level II & III courses:

- Comprehensive Winter Planning
- Confined Space Entry
- Fall Protection & PPE
- Forklift Operation & Safety
- Legal Hotspots of Supervision
- Managing Your Human Resources
- Reading Construction Documents
- Sign Retroreflectivity Guidelines
- Many more!!!

Recognition



**Carhartt Coats
Awarded to Level I
Graduates**



**Carhartt Bibs
Awarded to Level II
Graduates**



**Dress Jackets
Awarded to Level III
Graduates**

Equipment Loan Program

-  Retroreflectometer
-  Speed radar display sign
-  Traffic counters
-  Material inspection equipment



MO-LTAP Advisory Committee

- Provide feedback & guidance
- Mix of county, city, state & federal organizations
- Meet two times a year
- Last meeting held on April 5, 2018
- **Southwest Missouri** represented by
Ms. Julie Zibert, MoDOT
Mr. Chad Zickefoose, MoDOT



Summary

- Training & resources available through both the LTAP and RTAP programs
- Low cost training taught on a variety of topics
- Classes offered throughout the state
- Services provided that include the Road Scholar & Equipment Loan programs

Question???

Contact Information:

Email: pickeril@mst.edu

Website: www.moltap.org

Thank You!



TRANSPORTATION ADVISORY COMMITTEE

George Washington Carver
National Monument
June 13
3pm





MoDOT Update

- Draft STIP 2019-2023 up for comment review till July 6th.
 - [Link to the STIP for comments.](#)
- Dave's Update

BIKE AND PEDESTRIAN

County	City	Need /Issue	Location	Rank
Newton	Neosho	Need ADA sidewalk connecting the city to school	From 86 Hwy to South St	1
McDonald	Noel	Need pedestrian and bicycle accommodations to Tysons	From Main St to N Cliffside Dr	2
Barton	Liberal	Sidewalk connecting to elementary school	On Yale from Denton to Payne St	3
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Barton	Anderson	Need pedestrian and bicycle accommodations across bridge	Bridge on Bus. 71 over Indian Creek.	5
Jasper	Neosho	Need ADA sidewalk connecting the city to high school	On Bus 86 from W Harmony St to N High St	6
Jasper	Carthage	Need ADA sidewalk connecting the city to school	From River St to 1201 E Fairview Ave (Fairview Elementary)	7
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Jasper	Carthage	Complete streets, bike/ped facilities, linear greenways	Inner trail - Municipal park, YMCA, churches, park system, schools	12
Jasper	Carthage	Connect west community to city, greenspace, complete streets	Outer Trail- Ruby Jack Park/Kellogg Lake/Carter Park/High School, Fair Acres Park, Mercy Hospital.	13
Barton	County	Need shoulders and bicycle accommodations	From Golden City to Mindenmines	14
Barton	Lamar	Need streetscaping, complete streets, ADA	On Gulf St from Hwy 160 to 19th, City Park	15

County	City	Location	Need/Issue	
McDonald	County	I-49 from Pineville to Bella Vista (Bella Vista Bypass).	New roadway/major congestion and safety issues	1
McDonald	Anderson	On Bus. 71 . at Patterson St. (Rachael's Corner)	Intersection Improvements/fatalities and collision prone intersection	2
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Jasper	Carthage	Intersection of Chapel Rd and HH Highway	Additional traffic control	19
Jasper	Carthage	On HH Hwy. from 571 Hwy. to Russel Smith Way	Widen road/ accident prone and congested road	20

JATSO UPDATE

Ed Whitmor, new Transportation Planner for City of Joplin.



Next meeting will be August 29th at 3 pm at the George Washington Carver National Monument.

Thank you all for coming!!



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, June 13th 2018-George Washington Carver National Monument.
Diamond, MO.

In attendance:

Name	Organization	Phone #	Email Address (please print clearly)
Patty Overman	HSTCC		
Tim Jackson	Newton co.		
Dave Taylor	MoDOT	417-529-3071	dave.taylor@modot.mo.gov
Julie Libert	MoDOT	417-621-6553	Julie.Libert@modot.mo.gov
Dana David	City of Neosho		
Heath Pickerill	Missouri LTAP	573-578-9493	pickerill@mo.st.edu
Mercedes Cutbirth	Sarcosie MO	417-793-7738	mercedesbiss@yahoo.com

Name	Organization	Phone #	Email Address (please print clearly)
Tom Short	City of Carthage		
Gay Turner	Sarcosie		
Nikki Hill	HSTCC		
Sill Landt	HSTCC		
Ed Widmore	SATSO		



AGENDA

Transportation Advisory Committee (TAC)

Wednesday, August 29th

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. MoDOT Updates
 - a. New MoDOT Planner for HSTCC Region
 - i. Zeke Hall
 - b. October 17th Meeting In Springfield
 - c. November Meeting in Springfield
 - i. Dave Taylor and Zeke Hall
4. Special Guest Speaker
 - a. Mayor Peter Christie of Bella Vista, AR
5. Special Guest Speaker
 - a. Tim Conklin, Assistant Executive Director of Northwest Arkansas Regional Planning Agency.
 - i. Question, comments, concerns after both speakers.
6. Adjourn

Please leave all questions till the end of the presentations.

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.

Future TAC Dates for FY2018-19

August 29th, 2018

October 24th, 2018

December 12th, 2018

February 20th, 2019

April 17th, 2019

June 19th, 2019



TAC MEETING MINUTES
Wednesday, Aug. 29, 2018
George Washington Carver National Monument
5646 Carver Rd, Diamond, MO 64840

MEMBERS IN ATTENDANCE:

Jim Jackson, Vice-Chair – Newton County Commission
Gary Turner – City of Sarcoxie
Cyndi Hutchings – City of Seneca
John Bunch – McDonald County
Dana Daniel – City of Neosho
Bill Martin – Proxy for Lewis Davis of Mac County

GUESTS:

Dave Taylor, Area Engineer – MoDOT
Zeke Hall, Area Planner- MoDOT
Edward Whitmore – JATSO

HSTCC STAFF:

Nikki Hill – Transportation Planner / GIS Technician
Jill Cornett – Executive Director
Gerritt Brinks- Community Planner

Call to Order: Jim Jackson, Vice Chair, called the meeting to order at 3:08 pm.

Agenda and Minutes: The agenda was presented to the board. Minutes were presented to board. Motion by Dana Daniel – Move to approve the agenda and minutes. Motion seconded by Gary Turner. All approved.

MoDOT Updates:

- a) **New MoDOT Planner for HSTCC Region:** Transportation planner for MoDOT, Zeke Hall, introduced himself as the liaison for HSTCC replacing Andrew Siler. Zeke also announced that the Statewide Transportation Improvement Program (STIP) was approved.
- b) **October 17th Meeting in Springfield:** It was announced that the Long Creek Bridge on Route 86 on Table Rock Lake is bridge priority number 1. The project will cost an estimated \$37 million. MoDOT is currently working on a priority list by county which will list the conditions of the bridges from fair to poor condition.
- c) **Proposition D was discussed.** If passed, Missouri residents will see a 10-cent increase in gas tax which will help fund the activities of the Missouri Highway Patrol, as well as provide funding for additional repairs to roads and bridges, and possibly new roads and bridges in the future. The increase will also provide additional funding for counties and cities.

Special Guest Speaker Mayor Peter Christie: Mayor Peter Christie of Bella Vista, Arkansas, spoke to the TAC about some of his community's experiences with trails in his town. Mayor Christie believes that trails are vital to Bella Vista's community because they help foster tourism, building the tax base, and community health. He discussed costs associated with trails and how to overcome objections from those who are opposed to the trails in their towns.

Special Guest Speaker Tim Conklin: Tim Conklin, Assistant Executive Director of Northwest Arkansas Regional Planning Agency, spoke to the TAC about the construction of the I-49 corridor.

Tim described the NWARPC efforts to secure federal funding for the completion of the Missouri-Arkansas Connector through the "INFRA" grant. The application for funding was denied.

Now NWARPC has applied for federal funding through the "BUILD" grant. Much of the application required a cost-benefit analysis that indicates how the cost of the project could be offset by the savings experienced through improved safety, fewer fatalities, less damage to infrastructure, etc.

Many large fortune 500 companies whose headquarters are in NW Arkansas support the project, including Walmart, JB Hunt, and Tyson.

Next Meeting: October 24th, 2018 at 3:00 p.m. – George Washington Carver National Monument.

NEXT MEETINGS: Future TAC meeting dates have been set as follows (all at 3:00 p.m.)

February 20th 2019

October 24th 2018

April 17th 2019

December 12th 2018

June 19th 2019

Adjourn: Meeting adjourned at 4:45 pm. motioned by John Bunch. Motion seconded by Bill Martin. All approved.



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 29th 2018-George Washington Carver National Monument,
Diamond, MO.
In attendance:

Name	Organization	Phone #	Email Address (please print clearly)
Jim Jackson	Newton Co	451-8223	
Gary Tawster	City of Snycoxie	825-3038	
Steve Bunchel	McDonald Co.		
Dan Daniel	Neske, Mo	451-8058	
Rayna Reed	The Joplin Globe	627-7208	news@joplinglobe.com
Zeke Hall	MoDOT		
Dave Taylor	MoDOT	417-529-3071	



Name	Organization	Phone #	Email Address (please print clearly)
Amanda Carr	Sara Pic	479-586-5340	acarr518@gmail.com
Leanne E. Madelon	Trone Planning	417 227 0806	kenwick2001@yahoo.com
Margaret Mikulson	Four Planning & Zoning	417-226-0806	kenwick2001@yahoo.com
Bill Martin	Jane		
Tony Appella	INSPELCO.		
Michael Letton	ALGERIE MARTIN	417 680 7325	Michael.Letton@AMCE.com
Frank A. Letton	WFB	417 200 1717	FrankA.Letton@seefaxready.org
Shari Duvens	WFB	417 200 1717	ShariDuvens@seefaxready.org
Edward Whitmore	JATSO	801-482-6290	edwhitmore@joplino-mo.org

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TRANSPORTATION ADVISORY COMMITTEE

August 29th, 2018

George Washington

Carver National Monument

3 pm



New MoDOT Planner for HSTCC

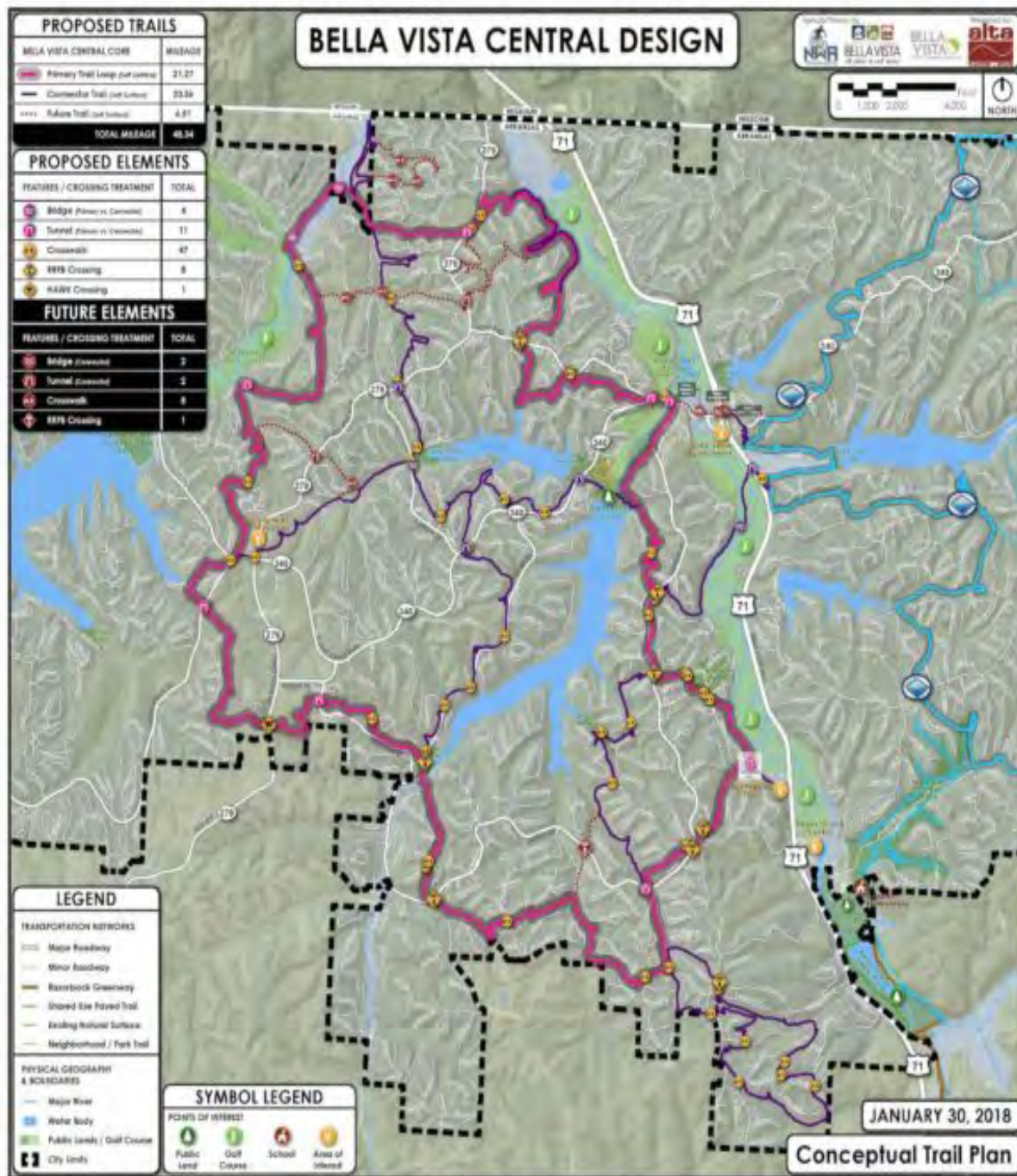
Zeke Hall

October 17th and
November Meeting

Dave Taylor and Zeke
Hall

MoDOT
UPDATE





Bella Vista
Announces 50-Mile
Trail System
Coming To Central
Part Of City

BELLA
VISTA,
AR

**MAYOR PETER
CHRISTIE**

"This is a huge milestone for Bella Vista, as our city will soon be home to 100 miles of world-class trails for mountain bikers, hikers, runners, birding enthusiasts, nature lovers and more," Mayor Peter Christie said in a news release.



*Northwest Arkansas Regional Planning Commission
August 29, 2018*



Missouri Highways and Transportation Commission

I-49 Missouri-Arkansas Connector Update

December 1, 2017

I-49 Construction Update by ARDOT and NWARPC

*Lorie Tudor, Deputy Director and Chief
Operating Officer for the Arkansas
Department of Transportation*

I-49 Missouri-Arkansas Connector INFRA Grant

*Tim Conklin, Transportation Programs
Manager for the Northwest Arkansas
Regional Planning Commission*



High Priority Corridors Designated as Future Interstates by Congress







I-49

MISSOURI-ARKANSAS CONNECTOR

APPLICANT

Northwest Arkansas
Regional Planning
Commission

PROJECT PARTIES

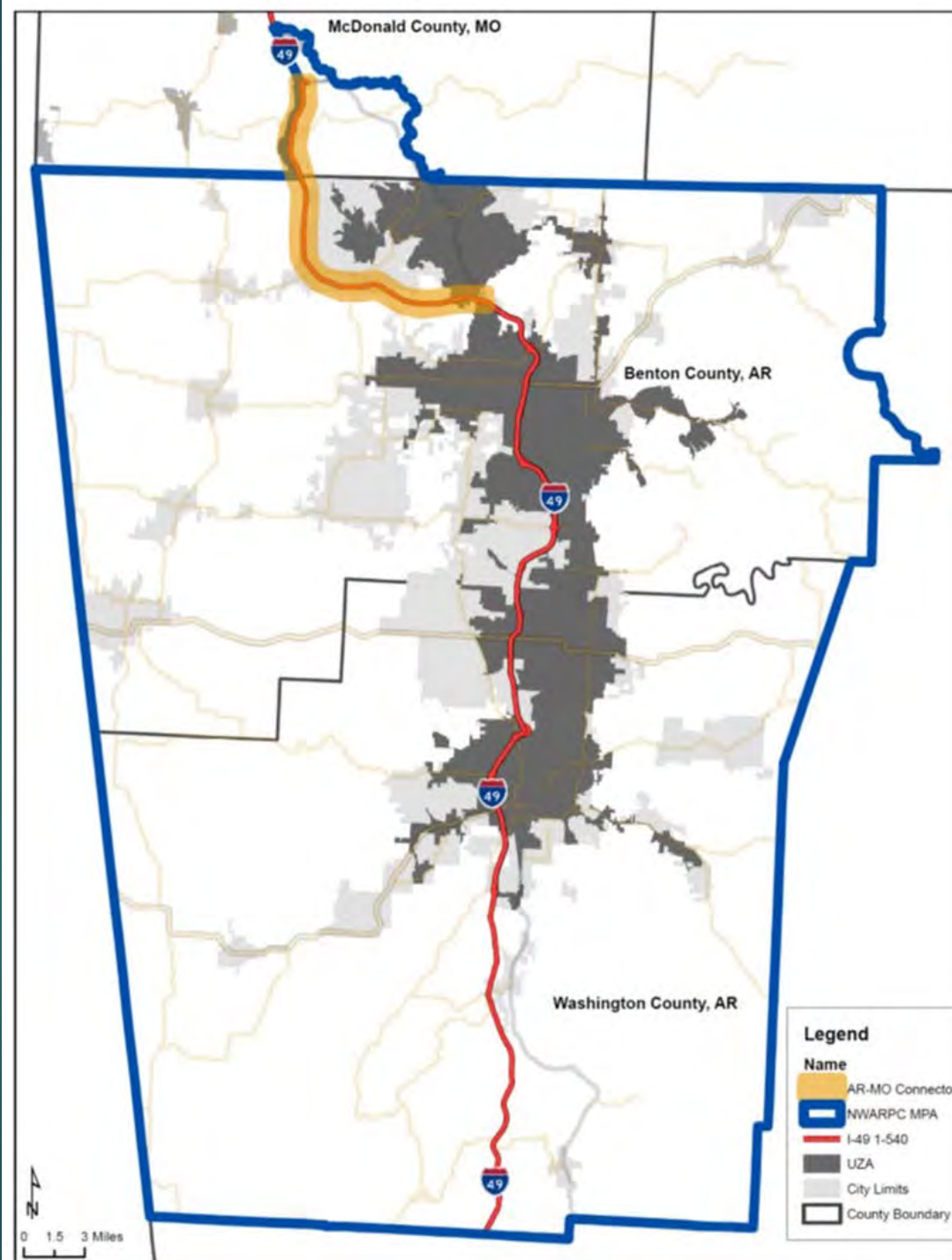
Arkansas Department
of Transportation
(ARDOT)

Missouri Department of
Transportation
(MoDOT)



Northwest Arkansas Regional Planning Commission
1311 Clayton St., Springdale, AR 72762
(479) 751-7125 | <http://nwarpc.org>







BUILD GRANT - MO
STATE FUNDS \$ 4,583,333
NHPP FUNDS \$18,333,332
BUILD FUNDS \$25,000,000

ARDOT
STATE FUNDS \$35,200,000

ARDOT
STATE FUNDS \$51,400,000

ARDOT
UNDER
CONSTRUCTION

Project Description

The I-49 Missouri-Arkansas Connector BUILD project is to complete 4.8 miles of interstate in rural southwest Missouri. This project will enable completion of the bi-state 18.9-mile I-49 interstate from Bentonville, AR to Pineville, MO.

The project leverages \$86.6M Arkansas voter-approved I-49 state funding along with MoDOT funding to complete I-49.

The I-49 AR-MO Connector is the last connectivity gap in the 270-mile north-south I-49 corridor between Fort Smith, AR and Kansas City, MO connecting three east-west interstates I-40, I-44, and I-70.

U.S. SENATORS:

Roy Blunt of Missouri

Claire McCaskill of Missouri

Tom Cotton of Arkansas

John Boozman of Arkansas

U.S. REPRESENTATIVES:

Billy Long of Missouri

Steve Womack of Arkansas

STATE ELECTED OFFICIALS:

Senator Ron Richard of Missouri

Senator Mike Kehoe of Missouri

Rep. Mike Fitzpatrick of Missouri

Rep. Mike Kelley of Missouri

STATE AGENCIES:

Missouri Department of Transportation (MoDOT)

Arkansas Department of Transportation (ARDOT)

COUNTIES:

McDonald County, Missouri

Benton County, Arkansas

Cherokee County, Kansas

CITIES:

Anderson, Missouri

Bentonville, Arkansas

Bella Vista, Arkansas

Carthage, Missouri

Centerton, Arkansas

Fayetteville, Arkansas

Gravette, Arkansas

Joplin, Missouri

Lamar, Missouri

Lowell, Arkansas

Pineville, Missouri

Siloam Springs, Arkansas

Springdale, Arkansas

Webb City, Missouri

OTHER PROJECT SUPPORTERS:

Fayetteville (AR) Chamber of Commerce

Grow Neosho (MO) Economic Development

Harry S. Truman Coordinating Council (MO)

Joplin (MO) Regional Partnership

Northwest Arkansas Council

Rogers-Lowell (AR) Area Chamber of Commerce

Siloam Springs (AR) Chamber of Commerce

Springdale (AR) Chamber of Commerce

Webb City (MO) Mayor Lynn Ragsdale

Missouri Arkansas Connector – Project Readiness

- ▶ NEPA/Environmental is complete –ArDOT was lead agency
- ▶ Right-of-Way is complete in both states
- ▶ Design is complete in both states
- ▶ Entire project is programmed in both STIPS
- ▶ MoDOT has a funding gap in STIP – Only partial funding STIP

Grant – Funding Scenario

- ▶ Have both ArDOT and MoDOT agree to carry out the project(s) to complete the 18.9 mile corridor
- ▶ NWARPC applies for the grant and ArDOT and MoDOT will support the filing and agree to deliver the projects
- ▶ FHWA stated to NWARPC that the grant reviewers will need to see documentation that both DOT's will carry out the project(s) if funded



Missouri Department of Transportation
Patrick K. McConna, Director

185 West Capitol Avenue
P.O. Box 200
Jefferson City, Missouri 64102

1 888 ARK MoDOT (275-6086)

July 12, 2018

Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: BUILD Discretionary Funding Application, Missouri-Arkansas I-49 Connector
Northwest Arkansas Regional Planning Commission

Dear Secretary Chao:

MoDOT would like to offer support of the Northwest Arkansas Regional Planning Commission's application for BUILD funding to complete the Missouri-Arkansas I-49 Connector. MoDOT has struggled to secure funding to complete this priority corridor while addressing other critical needs.

The Missouri-Arkansas I-49 Connector would complete the last gap in an interstate corridor currently connecting Kansas City, Missouri and Fort Smith, Arkansas. Eventually this will become part of a North American freight corridor connecting Louisiana and Manitoba, Canada. Completion of this section of I-49 will provide more efficient movement of people and goods between Missouri and Arkansas, encouraging economic development in McDonald County, Missouri and beyond.

MoDOT currently has \$22.9 million of non-BUILD state and federal funds programmed in FY 2022 for this project. To date, the project has not been able to proceed to the construction phase because of a lack of complete funding for the project. It does appear that breaking the remainder of this project into segments is not possible. If the Northwest Arkansas Regional Planning Commission's request for funding this project is successful, MoDOT would construct, operate and maintain the portion of the Missouri-Arkansas I-49 connector in Missouri, on the condition that the BUILD program provides a minimum of \$25 million to address the gap in funding needed to finish the Missouri section of I-49.

Sincerely,

Patrick K. McConna
Director

cc: Travis Koeschner - sm
Dave Taylor - sm
Jay Wunderlich - gr



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.
www.mdot.org

ARKANSAS STATE HIGHWAY COMMISSION

DICK TRAUBER
CHAIRMAN
100285

THOMAS B. SCHUTTE
VICE CHAIRMAN
10111000

ROBERT S. MOORE, JR.
ASSISTANT C.T.Y.



P.O. Box 2281 • Little Rock, Arkansas 72203-2281
Phone: (501) 565-2000 • Telefax: (501) 565-2400
www.arkdot.gov • www.arkstatehighwaycommission.com

DALTON A. BARNER, JR.
SECRETARY

PHILIP T. LINDO
TREASURER

SCOTT E. BENNETT, P.E.
DIRECTOR

July 12, 2018

The Honorable Elaine L. Chao
Secretary, U. S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington DC 20590-0001

Dear Secretary Chao:

Reference is made to the Northwest Arkansas Regional Planning Commission's application for Better Utilizing Investments to Leverage Development (BUILD) discretionary grant funds which will enable completion of Interstate 49 in Benton County, Arkansas and McDonald County, Missouri. The proposed project, known regionally as the I-49 Missouri-Arkansas Connector, would enable construction of 4.8 miles of I-49 in Missouri, and allow the Arkansas Department of Transportation (ADOT) to complete the voter approved 14.1-mile section in Northwest Arkansas. Special 1/2 cent sales tax collections in the amount of \$66.6 million for construction of an interchange and a 2.5 mile extension to the state line are frozen due to mainline traffic diversion and independent utility issues associated with the missing 4.8 mile link. The remainder of the Arkansas portion is either complete or under contract.

Located in one of the fastest growing regions in the country, this is the only gap in I-49 between I-43 near Ft. Smith, Arkansas-Oklahoma Urbanized Area and Kansas City, Missouri, a distance of nearly 270 miles. As an integral part of the National Highway System's High Priority Corridor #1, which was designated by Section 1105 of ISTEA, completion of this facility is important to economic growth in the region, and in mid-America.

The Department strongly supports this application and agrees to complete construction, and to operate and maintain the as yet unfinished 14.1-mile section of I-49 in Northwest Arkansas. This project, which is entirely within the Northwest Arkansas Regional Planning Commission's metropolitan planning area, will cause the prompt expenditure of \$66.6 million in Arkansas funding to advance completion of this nationally significant infrastructure project.

If additional information is needed, please advise.

Sincerely,

Scott E. Bennett, P.E.
Director

cc: Highway Commission
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chief Engineer—Planning

Transportation Planning and Policy
Governmental Relations Office
Northwest Arkansas Regional Planning Commission
Missouri Department of Transportation

DOT	JOB NO.	COUNTY	PROJECT	ROUTE	MILES	TOTAL
ARDOT	CA0903	Benton	Hwy. 71 Interchange (B. V. Bypass) (S)	Mo-AR Connector	0	\$ 51,400,000
ARDOT	CA0905	Benton	Co. Rd. 34 - MO St. Line (B. V. Bypass) (S)	Mo-AR Connector	2.54	\$ 35,200,000
MoDOT	7P0601	McDonald	Roadway improvements from Pineville to the Arkansas State line (Bella Vista)	Mo-AR Connector	4.81	\$ 47,916,665
<i>Note: Of the \$18,443,000 programmed in 2020 (MoDOT), \$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.</i>					TOTAL	\$ 134,516,665
					BUILD GRANT	\$ 25,000,000
					Percent BUILD	18.59%

I-49 MISSOURI ARKANSAS CONNECTOR



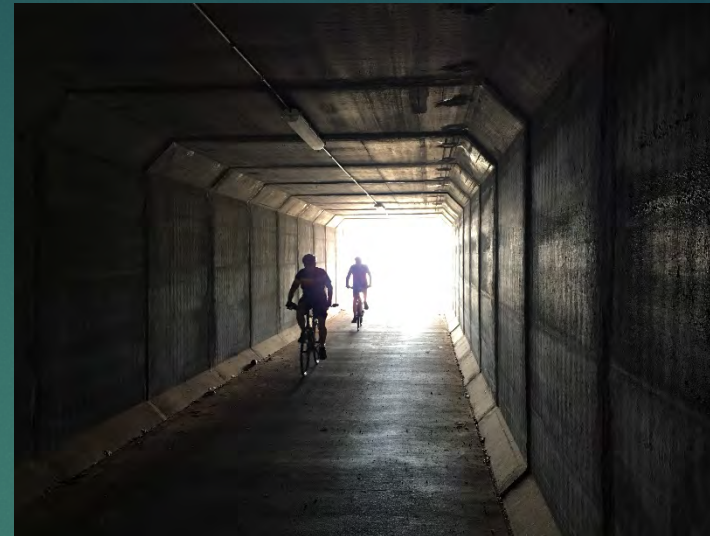
WALK BIKE

Northwest Arkansas



NWA Regional Bicycle and Pedestrian Master Plan | 2014

Prepared for the Northwest Arkansas Regional Planning Commission
Prepared by Alta Planning + Design



Vision Statement – Project Goals

Vision Excerpt

...the linking of local and regional attractions will make the area a world-class bicycle and pedestrian destination...

Vision Statement:

Northwest Arkansas' trail and roadway system will comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The linking of local and regional attractions will make the area a world-class bicycle and pedestrian destination. Walking and bicycling will become common, enjoyable, and viable transportation and recreation choice that promote active living and a high quality of life in Northwest Arkansas.

Project Goals

- Connect communities
- Connect points of interest/ regional destinations
- Connect to the natural environment
- Preserve existing trails
- Encourage youth to walk and bike
- Provide access across all socioeconomic communities
- Highlight the economic value of the bicycle/pedestrian system
- Provide appropriate design tools for each community

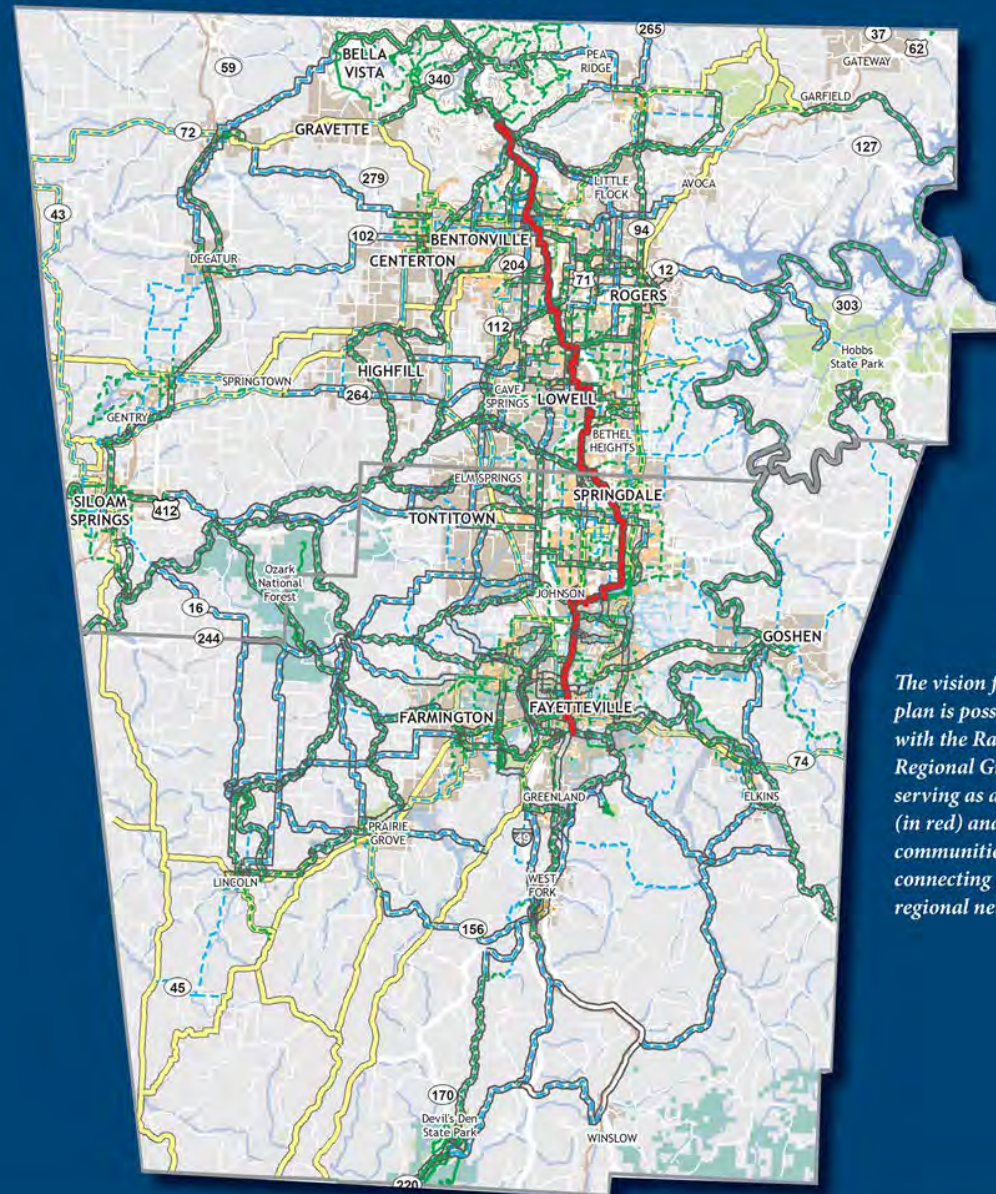


1. **AVOCA**
2. **BELLA VISTA**
3. **BENTONVILLE**
4. **BETHEL HEIGHTS**
5. **CAVE SPRINGS**
6. **CENTERTON**
7. **DECATUR**
8. **ELKINS**
9. **ELM SPRINGS**
10. **FARMINGTON**
11. **FAYETTEVILLE**
12. **GARFIELD**
13. **GATEWAY**
14. **GENTRY**
15. **GOSHEN**
16. **GRAVETTE**
17. **GREENLAND**
18. **HIGHFILL**
19. **JANE, MO**
20. **JOHNSON**
21. **LINCOLN**
22. **LITTLE FLOCK**
23. **LOWELL**
24. **PEA RIDGE**
25. **PINEVILLE, MO**
26. **PRAIRIE GROVE**
27. **ROGERS**
28. **SILLOAM SPRINGS**
29. **SPRINGDALE**
30. **SPRINGTOWN**
31. **SULPHUR SPRINGS**
32. **TONTITOWN**
33. **WEST FORK**
34. **WINSLOW**
35. **BENTON COUNTY**
36. **WASHINGTON COUNTY**

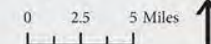
Note: Communities over 1000 population shown in green with Community Plan

Additional Communities with plans adopted and amended into Regional Plan

MAP ES.1 REGIONAL OVERVIEW



The vision for this plan is possible with the Razorback Regional Greenway serving as a 'spine' (in red) and local communities connecting into a regional network.





The plan is built upon a balanced approach to the “Five E’s” below (plus equity). This approach provides a regional framework for policies, projects and programs that can be implemented at the local level.

ENGINEERING | EDUCATION | ENCOURAGEMENT ENFORCEMENT | EVALUATION | EQUITY



The plan recognizes that while there is a shared vision of a world-class region, individual municipalities are at different stages along this path.

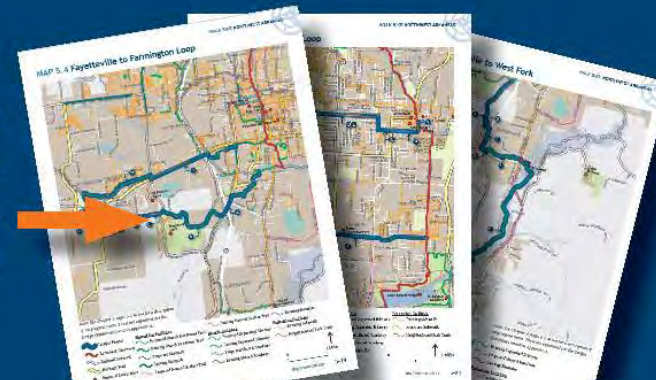


A detailed action plan is provided for each community, along with a series of 20 regional catalyst projects and 7 context-based planning scenarios.

*Detailed
Action Plans
for Each
Community
(25 total)*



*Regional
Catalyst
Project Sheets
(20 total)*



Local Decision Making With A Common Vision

Every community in the region is unique and will develop in its own way – but will do so with a common vision of becoming more walkable, bikeable and livable places for residents, visitors, and businesses in NWA.



Total Miles of Trails

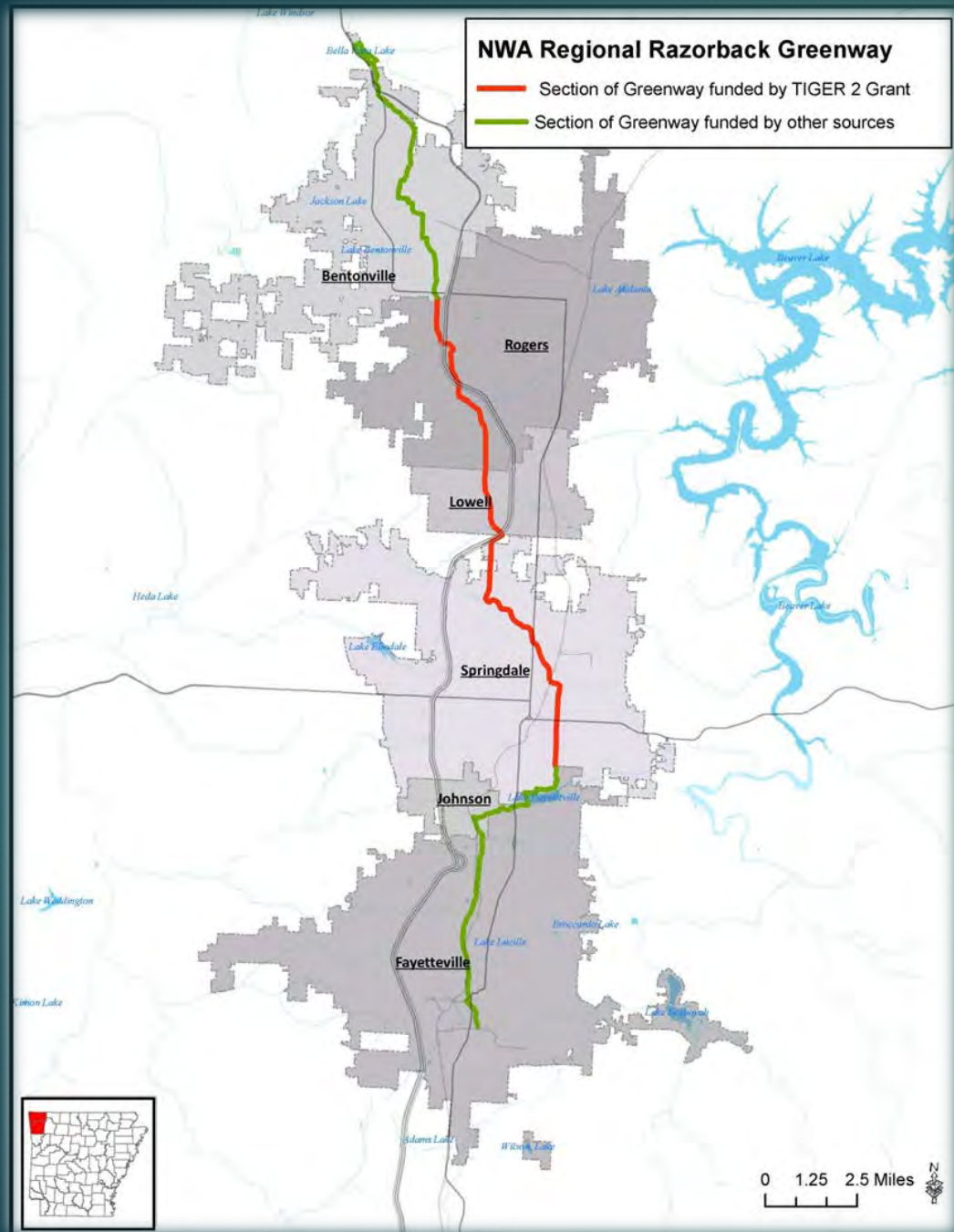
Trail Type	Miles
Shared Roadway	62
Bike Lane	20
Protected Bike Lane	1
Shared Use Paved Trail	145
Natural Surface Trail	218
Neighborhood Park Trail	25
Total	471



Razorback Greenway Funding

- NWARPC was awarded a \$15M DOT TIGER II Grant in October, 2010
- The project was one of 42 capital construction projects chosen out of nearly 1000 applications
- Private funds covered the 20% required matching amount; resulting in an \$18.75 M Federal-aid project
- The federal aid project completed 16 miles of the 36 mile corridor
- Full 36 mile project cost 30,000,000





The Greenway, including spurs, will link together dozens of popular community destinations including:

- 6 downtown areas
- 3 major hospitals
- 23 schools
- The University of Arkansas
- The NWA Community College
- Large corporate headquarters (such as Wal-Mart, JB Hunt and Tyson Foods)
- Crystal Bridges Museum of American Art
- The Shiloh Museum
- Shopping areas
- Historic sites
- Parks
- Playgrounds
- Arts and entertainment venues
- Residential communities

Catalyst Project 8

► Razorback Regional Greenway to Missouri Border –

8 Lake Bella Vista to Missouri border (Bella Vista)

From: Razorback Regional
Greenway northern terminus at
Lake Bella Vista

To: Missouri border

Distance: 8.12 miles

Speed limit: N/A

Why this project is important:

- » Completes the Razorback Greenway's northern terminus through NWA to the Missouri border
- » Connects Bella Vista to Bentonville
- » Connects Bella Vista to Lake Bella Vista
- » Provides links to Cooper Elementary School and the Lightning Soccer complex
- » Provides link toward Blowing Springs Trail network
- » Provides link through Bella Vista commercial centers including the Bella Vista town center
- » Provides connection opportunity to Kingsdale Recreation Complex

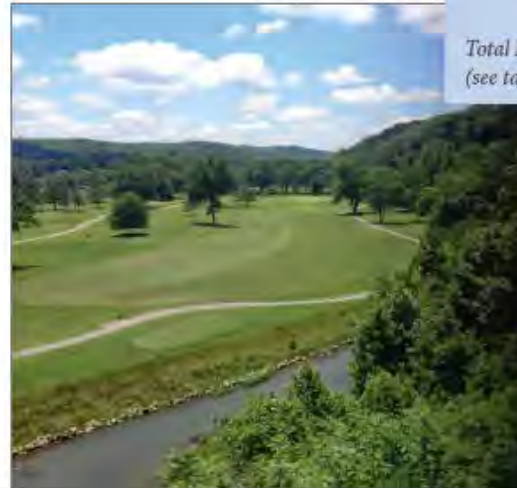
Recommendations

This catalyst project cutsheet details one possibility for extending the Razorback Regional Greenway north through Bella Vista to the Missouri border (from the 2011 Bella Vista Draft Trail Plan). This connection is currently under further study as part of the Bella Vista Trails and Greenways Master Plan.

From south to north:

- Sidepath along Veterans Parkway, Dartmoor Road, & Mercy Way from the Razorback Regional Greenway to Sugar Creek
- Shared Use Paved Trail from Mercy Way to US 71
- Sidepath along US 71 & Riordan Road from US 71/Oldham Road intersection to Riordan Road (south of Kenton Lane)
- Shared Use Paved Trail from Riordan Road (south of Kenton Lane) to Chelsea Road (north of Chelsea Lane)
- Sidepath along Riordan Road from Chelsea Road (north of Chelsea Lane) to Chelsea Road (north of Fenchurch Drive)
- Shared Use Paved Trail from Chelsea Road (north of Fenchurch Dr) to AR 340
- Sidepath along Dogwood Drive from AR 340 to golf course bridge
- Shared Use Paved Trail from golf course bridge to Missouri border
- Option 2: Shared Use Paved Trail & Sidepath through golf course

*Total Planning-Level Cost Opinion \$5,272,722
(see table 5.3 for details)*

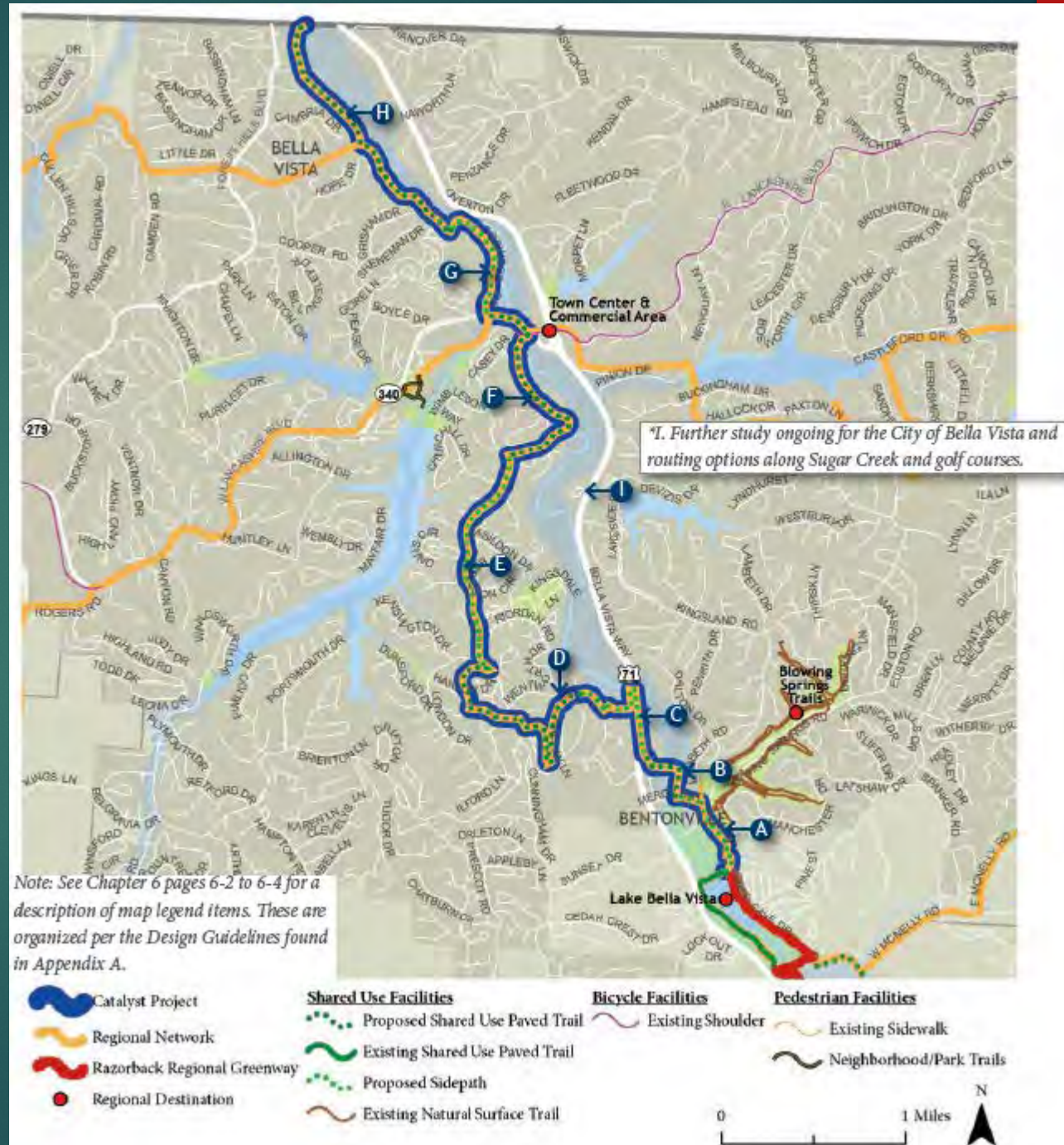


*Left and Right:
Berkshire Golf Course
and possible routing
opportunities for
northern extension
of the Razorback
Greenway.*



Catalyst Project 8

- ▶ 9 Segments
- ▶ Segment A has been designed and plans to be constructed by end of 2017



WALK BIKE NORTHWEST ARKANSAS/SOUTHWEST MISSOURI

MAP X.1 PINEVILLE COMMUNITY PLAN MAP



WALK BIKE NORTHWEST ARKANSAS

MAP 1 JANE COMMUNITY PLAN MAP - DRAFT

WALK BIKE NORTHWEST ARKANSAS



Trail Usage Report - WFF

Table 1: Daily Volume of Cyclists per 1,000 Population (user counts reflect top three locations combined)

Location (Rank)	Population	Daily Cyclists*	Cyclists/1K
Minneapolis (1)	413,650	10,540	25.48 (40.99 in 2015)
Vancouver (2)	631,486	15,200	24.07
Portland (3)	619,334	5,782	9.34 (18.89 in 2015)
NWA (4)	470,332	2,563	5.45 (4.45 in 2015)
San Francisco (5)	852,537	2,747	3.2 (1.59 in 2014)
San Diego County (6)	3,317,700	2,224	0.67 (0.55 in 2015)

**Daily cyclists is determined by averaging the three highest daily bicycle volumes for each of the reported regions.*

Trail Usage Report - WFF

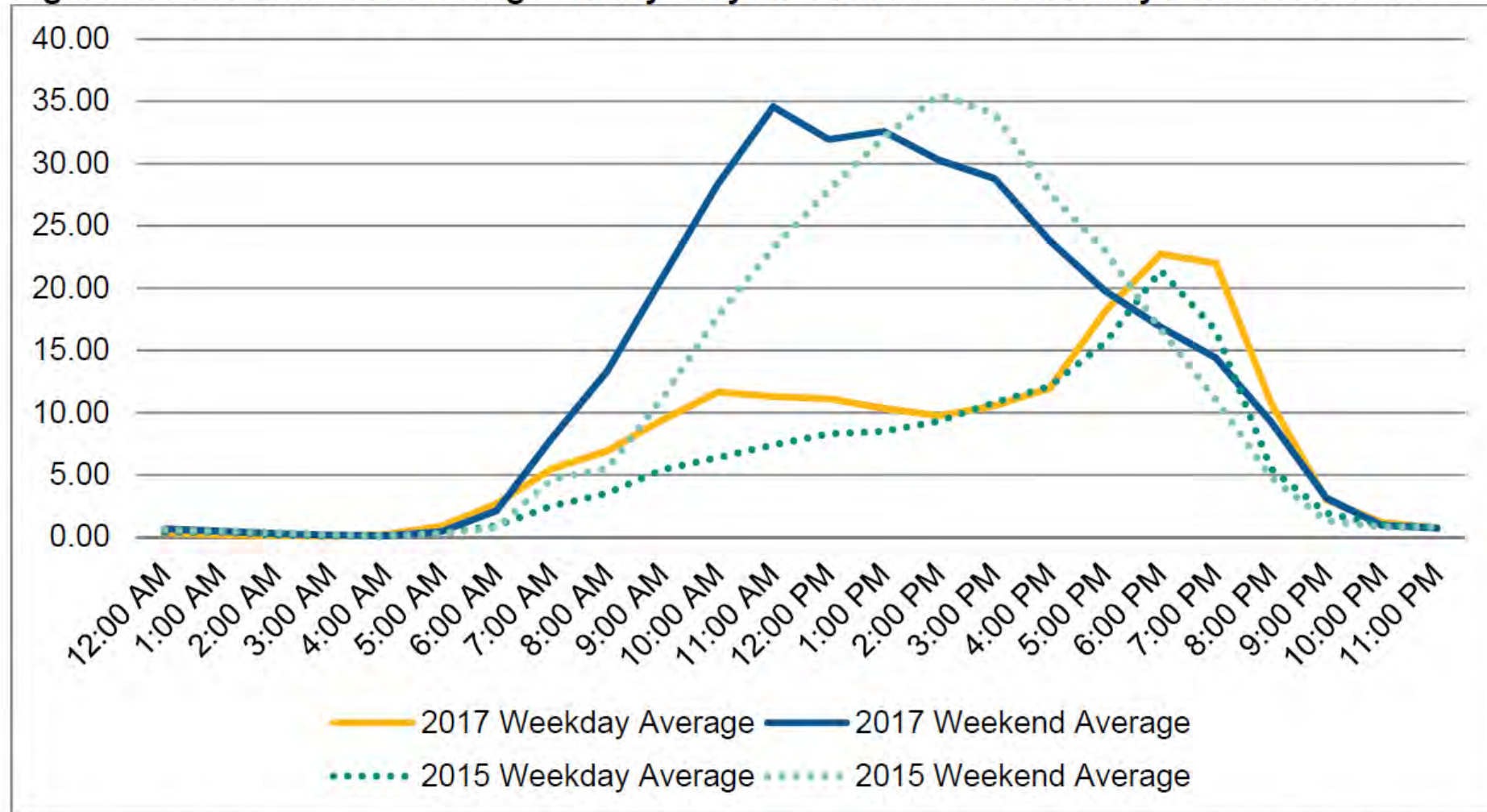
Table 2 : 2015 and 2017 Descriptive Statistics for Estimated Annual Bicycle Volume per Site

Statistic	Systemwide		Multi-Use Paths		Natural Surface Trails	
	2015	2017	2015	2017	2015	2017
Minimum Estimated Annual Cyclists per Site	1,449	1,095	4,634	13,611	1,449	1,095
Maximum Estimated Annual Cyclists per Site	201,035	207,985	201,035	207,985	17,142	37,024
Median Estimated Annual Cyclists per Count Site	57,859	73,937	70,292	107,653	5,706	5,997
Standard Deviation (annual per site)	56,382	62,497	52,184	54,582	5,237	10,902
Mean Estimated Annual Cyclists per Count Site	67,728	83,718	84,807	109,027	7,006	10,121
Percent Increase in Annual Mean Bicyclists Per Site (2015 to 2017)		23.6%		28.6%		44.5%

Source: Active Transportation Research, September 2017; Chen Ryan Associates, August 2015

Trail Usage Report - WFF

Figure 2: 2015 and 2017 Average Hourly Bicycle Volumes on Weekdays and Weekends



Source: Active Transportation Research, September 2017; Chen Ryan Associates, August 2015

Prepared by: BBC
Research and
Consulting

Prepared for:
Walton Family
Foundation and
People for Bikes

Released: Mar 21,
2018



**Economic and Health Benefits of
Bicycling in Northwest Arkansas**

FINAL REPORT

Study Objectives

- Quantifying the economic, health, social, and business benefits associated with Bicycling
- Examining the return-on-investment (ROI) of bicycling infrastructure investments
- Create and share best practices and methods for measuring the benefits of bicycling



Cycling and the Local Economy



Source: Economic and Health Benefits of Bicycling in Northwest Arkansas



Cycling and Tourism



CYCLING PROVIDED ABOUT
\$27 MILLION
IN NORTHWEST ARKANSAS
TOURISM SPENDING BY
OUT-OF-STATE VISITORS IN 2017

Source: Economic and Health Benefits of Bicycling in Northwest Arkansas



Trails and Quality of Life

NEARLY **1/3** OF NORTHWEST
**ARKANSAS
RESIDENTS**
CONSIDER THE AVAILABILITY OF PAVED BIKE INFRASTRUCTURE
IMPORTANT IN DECIDING WHERE TO LIVE



Source: Economic and Health Benefits of Bicycling in Northwest Arkansas



Who Rides Bikes in Northwest Arkansas?

PERCENTAGE OF RESIDENTS WHO RODE A BIKE IN THE LAST YEAR



SOURCE: ECONOMIC AND HEALTH BENEFITS OF BICYCLING IN NORTHWEST ARKANSAS



Cycling Is on the Rise

ANNUAL BIKE USAGE
IN NORTHWEST ARKANSAS
INCREASED BY 24%
BETWEEN 2015 AND 2017



2017 Northwest Arkansas Trail Usage Monitoring Report



Northwest Arkansas Is a Cycling Destination

NORTHWEST ARKANSAS

HAS **MORE CYCLISTS** DAILY PER CAPITA USING ITS TRAIL SYSTEM **THAN SAN FRANCISCO**



NORTHWEST ARKANSAS



SAN FRANCISCO

More Pedestrians Are Using Trails

TRAIL USAGE BY PEDESTRIANS IN
NORTHWEST ARKANSAS
HAS INCREASED BY **10%**



Source: 2017 Northwest Arkansas Trail Usage Monitoring Report

Thank You

Tim Conklin, AICP

Transportation Programs Manager

Northwest Arkansas Regional Planning Commission

1311 Clayton, Springdale, AR 72762, (479) 751-7125

NWARPC.ORG





AGENDA

Transportation Advisory Committee (TAC)

Wednesday, October 24th 2018

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. MoDOT Updates, Construction Timeline
 - a. Dave Taylor and Zeke Hall
4. Asset Management List vs. STIP List
 - a. Jill Cornett, Dave Taylor, Zeke Hall
5. TAP Projects
 - a. Jill Cornett, Dave Taylor, Zeke Hall
6. October 17th Meeting In Springfield
 - a. Dave Taylor and Zeke Hall
7. November Meeting in Springfield
 - a. Dave Taylor and Zeke Hall
8. Proposition D Guest Speaker
 - a. Mary Beth Hartman, EVP at Hartman & Company, Inc.
 - b. Questions, Comments. Or Concerns.
9. 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.

Future TAC Dates for FY2018-19

December 12th, 2018

February 20th, 2019

April 17th, 2019

June 19th, 2019



TAC MEETING MINUTES
Wednesday, Oct. 24, 2018
George Washington Carver National Monument
5646 Carver Rd, Diamond, MO 64840

MEMBERS IN ATTENDANCE:

Tom Short, Chair – City of Carthage
Jim Jackson, Vice-Chair – Newton County Commission
Mercedes Cutbirth – City of Sarcoxie
John Bunch – McDonald County
Dana Daniel – City of Neosho
Bill Martin – Proxy for Lewis Davis of Mac County

GUESTS:

Dave Taylor, Area Engineer – MoDOT
Zeke Hall, Area Planner- MoDOT
Edward Whitmore – JATSO
Leland Butcher – City of Neosho
Rachel Holcomb – City of Neosho
Ron Klein – City of Duenweg
Mary Beth Hartman – Hunter/Chase, Hartman Construction
Perry Schneider – Journagan Construction

HSTCC STAFF:

Jill Cornett – Executive Director
Gerritt Brinks- Community Planner

Call to Order: Tom Short, Vice Chair, called the meeting to order at 3:08 pm.

Agenda and Minutes: The agenda was presented to the board. Minutes were presented to board. Motion by Dana Daniel – Move to approve the agenda and minutes. Motion seconded by Jim Jackson. All approved.

MoDOT Updates:

- a) **Construction Updates:** MODOT Staff discussed the construction projects in and around our region, including a significant amount of work on I-44. They described the MODOT website that provides updates available to the public.
- b) **Asset Management:** MODOT staff described the difference between current “asset management” and the STIP list. Due to a shortfall in revenues, asset management is a priority

for MODOT, involving the repair and maintenance of existing infrastructure. The STIP list (State Transportation Improvement Plan) is a list of construction projects above and beyond maintenance that MODOT has scheduled out for the coming year and several years ahead.

- c) **TAP Projects:** A very few communities submitted requests for TAP (Transportation Alternatives Program) funding from MODOT. Those that did required a Letter of Support from HSTCC. The TAC board requested a list of TAP applicants from previous years compared to actual projects that were funded. Nov. 29 the MODOT Southwest District is hosting the TAP selection meeting.

The Traffic Engineering Assistance Program (TEAP) was mentioned. TEAP is a bi-annual funding opportunity that allows communities to hire engineers to plan and design future transportation improvements.

- d) **Nov. 30 Prioritization Meeting in Springfield:** The annual prioritization meeting for the MODOT Southwest district is scheduled for Nov. 30. MODOT requests representatives from the TACS in the region to attend. Tom Short and Ron Klein indicated a willingness to attend.
- e) **PROP D Speakers:** Mary Beth Hartman and Perry Schneider, representatives from the transportation construction industry, gave presentations on the importance of the passage of Prop D in Missouri. One of the greatest concerns mentioned is Missouri's possible loss of federal funding resulting from the lack of sufficient revenues through the state's fuel tax collections. Another concern was the possible loss of skilled workers who might move to other parts of the country where fuel taxes are supporting more construction.
- f) **Next TAC Meeting set for Dec. 12, 2018, 3:00 p.m. at Geo. Washington Carter National Monument.**

Adjourn: Meeting adjourned at 4:30 pm.



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, October 24th 2018—George Washington Carver National Monument.
Diamond, MO.

In attendance:

Name	Organization	Phone #	Email Address (please print clearly)
Dave Tylor	MoDOT		
Zeke Hall	MoDOT		
Ron L. Klein	City of Duenweg	417-623-2027	rklein@duenwegmo.com
Bill Martin	Jane area	417-499-7528	martinb013@gmail.com
Tom Burnett	Madonno Co		
Tom Short	City of Carthage		
Dan David	City of Neosho	417 451 4502	ddaniel@neoshomo.org



Name	Organization	Phone #	Email Address (please print clearly)
Leland Butcher	CITY of Neosho	417-451-8050	lbutcher@neosho.org
Jim Jackson	Newton Co.	417-8223	
Mercedes Cutbirth	Sawcote MO	417 793 7738	mercedesebiss@yahoo.com
Ed Whitmore	City of Joplin		edwhitmor@joplinmo.org
Rachel Holcomb	City of Neosho		rholcomb@neosho.org
MARK RYAN HADJIAN	HUNTER / CHASE HARTMAN CONSTRUCTION		
DEREK SCHNEIDER	JOHN HANCO CONSTRUCTION		



Safer Roads. Safer Streets.

YES ON D

Paid for by **SAFERMO.com** Terry Briggs, Treasurer

THE HISTORY

**Missouri Set
Gas & Diesel
Tax At 17 Cents
In 1996**



**Lawmakers
Voted To Send
Prop D To
Voters**



**Missourians
Will Make A
Decision Nov.
6th**

THE NEED

22 YEARS OF INFLATION $\Rightarrow$ **17 CENTS = 7 CENTS TO**

17 CENTS FUEL TAX $\Rightarrow$ **LOST 60% OF ITS VA**

**TH LARGEST STATE
HIGHWAY SYSTEM** $\Rightarrow$ **FUEL TAX RANKS 4**

**6TH LARGEST STATE
BRIDGE SYSTEM** $\Rightarrow$ **1,200 BRIDGES
WEIGHT RESTRICTED
900 BRIDGES
RATED POOR**

THE ANSWER

PROP D

- BOOSTS DOLLARS IN REGULARLY AUDITED, CONSTITUTIONALLY DESIGNATED STATE ROAD FUND**
- REGAINS PURCHASING POWER LOST TO 22 YEARS OF INFLATION**
- RAISES FUEL TAX GRADUALLY, 2.5 CENTS YEARLY, OVER 4 YEARS**
- 2.5 CENTS COSTS AVERAGE DRIVER \$1.25 A MONTH**

THE IMPACT

GO TO SAFERMO.COM TO SEE HOW YOUR COMMUNITY WILL BENEFIT



**Constitutionally
Designated, Regularly
Audited Revenues:
STATE – 70%
CITIES/COUNTIES – 30%**



**66% INCREASE
IN CITY/COUNTY DOLLARS
Local Decisions, Local Priorities**



**MATCHES BILLIONS
IN FEDERAL \$ FOR
ROADS AND BRIDGES**



**NEW FUNDING
FOR STATE LAW
ENFORCEMENT**

CITIZENS CAN HAVE CONFIDENCE

State Road Fund Protected By Missouri Constitution

**Regularly Audited State Road Fund
Dollars Can ONLY Be Used For:**

- State And Local Roads And Bridges**
- Actual Cost Of State Patrol
Road Enforcement**

MOTOR FUELS USER TAX GOES INTO

STATE ROAD FUND

REGULARLY AUDITED. CONSTITUTIONALLY DESIGNATED.



STATE LAW
ENFORCEMENT



STATE ROAD
WORK



NOW

MOTOR FUELS USER TAX GOES INTO

STATE ROAD FUND

REGULARLY AUDITED. CONSTITUTIONALLY DESIGNATED.



STATE LAW
ENFORCEMENT



STATE ROAD
WORK



WITH PROP D

BALLOT SUMMARY

"Shall Missouri law be amended to fund Missouri state law enforcement by increasing the motor fuel tax by two and one half cents per gallon annually for four years beginning July 1, 2019, exempt Special Olympic, Paralympic, and Olympic prizes from state taxes, and to establish the Emergency State Freight Bottleneck Fund?"

FISCAL SUMMARY

"If passed, this measure will generate at least \$288 million annually to the State Road Fund to provide for the funding of Missouri state law enforcement and \$123 million annually to local governments for road construction and maintenance."

Fixing Missouri Roads Is Non-

Partisan
*Prop D Passed Legislature With Bipartisan
Support*

ENDORSED BY

Governor Mike Parson

Lt. Governor Mike Kehoe

U.S. Senator Claire McCaskill

U.S. Senator Roy Blunt

Former State Senate President Pro

Tems Of Both Parties

Broad Coalition Supports Prop D

Missouri Municipal League

Missouri Association of Counties

Missouri State Chamber of Commerce

Local Chambers of Commerce

Missouri State AFL-CIO

Missouri Teamsters

Missouri Laborers

International Association Of Fire Fighters

Fraternal Order Of Police

Missouri Realtors

Missouri Farm Bureau

HOW YOU CAN HELP

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About Prop D



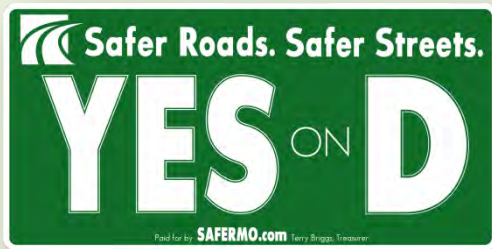
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Word In Your
Community





***THANK YOU FOR YOUR SUPPORT
ON NOVEMBER 6th***

Paid For By SaferMO.com, Terry Briggs, Treasurer

