



Transportation Advisory Committee (TAC)

Voting Members of the TAC:		
Dennis Pyle (Barry)	Hollie Elliott (Dallas)	Shannon Hancock (Polk Alternate)
Cherry Warren (Barry)	Bill Monday (Dallas Alternate)	Dennis Wood (Stone)
Steve Walensky (Barry Alternate)	J. Howard Fisk (Greene)	Jerry Harman (Stone)
Todd Wiesehan (Christian)	Joel Keller (Greene)	Steve Seaton (Stone Alternate)
Brent Young (Christian)	Jeff Scott (Greene Alternate)	Rick Ziegenfuss (Taney)
Miranda Beadles (Christian Alternate)	Max Springer (Lawrence)	Buddy Roberts (Taney)
Randy Daniel (Dade)	Jon Holmes (Lawrence)	Randy Haes (Taney Alternate)
Kim Kinder (Dade)	Tim Selvey (Lawrence Alternate)	Randy Owens (Webster)
Davey Rusch (Dade Alternate)	Sydney Allen (Polk)	John Benson (Webster)
Roger Bradley (Dallas)	Rick Davis (Polk)	Stan Whitehurst (Webster Alternate)

Meeting Agenda

**May 15, 2019
9:00 AM**

**Library Station (Santa Fe Room)
2535 North Kansas Expressway
Springfield, MO**

- 1. Introductions & Pledge**
- 2. Approval of Agenda – (ACTION ITEM)**
- 3. Approval of Minutes – March 20, 2019 (ACTION ITEM)**
- 4. Regional Transportation Plan – Megan Clark**
- 5. SMCOG Staff Update – Megan Clark**
 - a. Needs Meetings/ Unfunded Needs Exercise
 - b. FAST Act Rescission
 - c. VW Trust Fund Reminder
 - d. Blueprint for Safety Grant – due May 22
 - e. Next Year Terms
 - f. Move Location?
 - g. Other Items of Interest
- 6. MoDOT Update – Frank Miller/ Zeke Hall/ Beth Schaller, MoDOT SW District**
- 7. MPO Update – Andy Thomason, OTO**
- 8. Other Member Updates & Guest Reports**
- 9. Adjourn by Chairman – next meeting July 10, 2019**

This meeting is open to the public in accordance with Missouri law. A copy of this agenda was posted for public view at the SMCOG office at 110-11 Park Central Square, Springfield, MO 65804 on May 7, 2019 and online at smcog.org.

SMCOG 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 Title VI Complaint Form, see www.smcog.org, or call (417) 836-6900. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Megan Clark at (417) 836-6901 at least 4 working days prior to the meeting date.



Transportation Advisory Committee Meeting

Wednesday, March 20, 2019
Library Station

Attending: Cherry Warren (Barry), Steve Walensky (Barry), Todd Wiesehan (Christian), Roger Bradley (Dallas), Hollie Elliott (Dallas), Joel Keller (Greene), Jon Holmes (Lawrence), Sydney Allen (Polk), Rick Davis (Polk), Dennis Wood (Stone), Jerry Harman (Stone), Buddy Roberts (Taney), Rick Ziegenfuss (Taney), Randy Owens (Webster), John Benson (Webster)

Steve Seaton (Stone Alternate), Stan Whitehurst (Webster Alternate)

Dana Louderbaugh (Fair Grove), Zeke Hall (MoDOT), Travis Koestner (MoDOT), Frank Miller (MoDOT), Beth Schaller (MoDOT), Carl Carlson (Olsson), Andy Thomason (OTO), Wayne Blades (Stone), Hank Smythe (Stone), Jason Ray (SMCOG), Megan Clark (SMCOG), Adam Olinger (SMCOG), Bailey DeJonge (SMCOG), Thomas Hughes (SMCOG)

The meeting was called to order by Chair Wood at 9:00 a.m.

1. Introductions & Pledge

Self-introductions were made.

2. Approval of the agenda:

Motion to approve the agenda made by Buddy Roberts, motion seconded by John Benson. All yeas. Motion carried.

3. Approval of minutes:

Motion to approve the January 16, 2019 meeting minutes made by Rick Ziegenfuss, motion seconded by Buddy Roberts. All yeas. Motion carried.

4. MoDOT Planning Partners meeting:

Megan Clark presented information from the MoDOT Planning Partners meeting that included updates to funding formulas, a proposed bridge program, and the FAST Act rescission.

5. SMCOG Staff Update:

SMCOG is in the process of updating county transportation needs. Megan Clark presented the current list of needs for each county. The list and survey to report needs can be found on the SMCOG website. Deadline for survey submission is May 1, 2019.

The TAC was presented with two exercises. The first focused on project delays if cuts to funding were to occur in the future. The committee agreed that resurfacing projects should be delayed, and bridge projects need to be made the top priority. The second exercise presented a situation where future funding was maintained or increased. All members agreed that using the current list of prioritized needs would be an acceptable plan of action.

Other items of interest were discussed including a list of major bridges that need attention in the next ten years and MoDOT's asset management summary. Current Missouri House and Senate bills that could potentially fund transportation improvements were also presented.

6. MoDOT Update

Beth Schaller presented information on the design build project for I-44 bridges. This project includes replacement of twelve bridges and rehabilitation of seven bridges, most of which are in the Lawrence County portion of I-44. One lane will remain open for each direction of travel, but major delays can be expected intermittently. Detours will be provided for large trucks and emergency

vehicles. Total project cost is \$36 million. Expected completion date is December 15, 2021.

7. MPO Update

Andy Thomason spoke about OTO's efforts in adapting to changes in the funding formula and STIP updates. Prioritization of projects is currently underway to account for these changes.

8. Other Member Updates & Guest Reports

Rick Ziegenfuss asked when the next Missouri Highways and Transportation Commission meeting was to be held. Travis Koestner announced that the next MHTC meeting would be held on April 2nd at the University Plaza Hotel in Springfield.

9. Adjourn by Chairman

Meeting was adjourned at 10:05 a.m. by Chair Wood.

The next meeting will be May 15, 2019 at 9 a.m. at Library Station in Springfield.

DRAFT

SOUTHWEST Missouri



Regional transportation plan

goals and objectives were developed specific to the region served by the Southwest Missouri Council of Governments.

Goal 1: System Preservation and Safety

Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.

Objectives:

- Provide for the continuing preservation and maintenance needs of transportation facilities and services in the region
- Promote and encourage transportation resiliency to prepare the region for the future and reduce the impact of natural or manmade emergencies and disasters.
- Provide a safe and secure environment for the traveling public, addressing roadway hazards as well as pedestrian and bicycle safety
- Create an inventory of critical infrastructure
- Integrate resiliency into planning and project development
- Encourage development of a transportation system, which can safely and efficiently accommodate unusual and unpredictable conditions.
- Promote transportation improvements, facility design and construction standards that withstand extreme demands and unexpected conditions.

Goal 2: Access and Mobility

Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.

Objectives:

- Maintain an acceptable and reliable level of service on transportation and mobility systems serving the region, taking into account performance by mode and facility type
- Provide residents of the region with access to jobs, shopping, educational, cultural, and recreational opportunities and provide employers with reasonable access to the workforce in the region
- Maintain a reasonable and reliable travel time for moving freight into, through and within the region, as well as provide high-quality access between intercity freight transportation corridors and freight terminal locations, including intermodal facilities for air, rail and truck cargo
- Provide the people of the region with transportation modal options necessary to carry out their essential daily activities and support equitable access to the region's opportunities
- Address the needs of the elderly and other population groups that may have special transportation needs, such as non-drivers or those with disabilities
- Plan and develop temporary and accessible pedestrian facilities to improve connectivity in the event of an emergency situation.

Goal 3: Sustaining the Environment

Transportation improvements that help sustain our environment and quality of life.

Objectives:

- Identify and encourage implementation of mitigation measures that will reduce noise, visual and traffic impacts of transportation projects on existing neighborhoods
- Encourage programs and land use planning that advance efficient tripmaking patterns in the region
- Make transportation decisions that are compatible with air quality conformity and water quality standards, the sustainable preservation of key regional ecosystems and desired lifestyles

Goal 4: Partnerships

Coordinate the regional transportation planning effort in partnership with MoDOT and represent the region in the development of state wide planning and prioritization processes.

Objectives:

- Encourage development of statewide corridors serving the region.
- Bring together elected officials and staff from cities and counties to foster regional cooperation in transportation planning

Goal 5: Local Outreach

Promote and encourage public involvement in local, regional and statewide transportation planning.

Objectives:

- Monitor legislative and regulatory issues that impact transportation.
- Educate the citizens of the region on transportation issues and encourage their input.
- Improve the ability to communicate with transportation users.
- Encourage regional coordination as part of long range transportation planning to include interdependent sectors and stakeholders.

County	Date	Time	Location	
Barry	Monday, May 20, 2019	9 a.m.	Barry County Courthouse	
Christian	Tuesday, May 28, 2019	10 a.m.	Christian County Resource Management Building	
Dade	Monday, May 20, 2019	11:30 a.m.	Dade County Courthouse	
Dallas	Monday, May 6, 2019	10 a.m.	Dallas County Administration building	
Greene	Thursday, May 16, 2019	9:30 a.m.	Commission Office, Cox North Medical Tower, 10th Floor	
Lawrence	Monday, May 13, 2019	9 a.m.	Lawrence County Courthouse; Commission Chambers	
Stone	Tuesday, May 14th	10:30 a.m.	Stone County Courthouse; Commission Chambers	
Taney	Tuesday, May 28, 2019	12:30 PM	Taney County Courthouse	During Taney Transportation Advisory Board
Polk	Friday, May 24th	9 a.m.	Polk County Courthouse	
Webster	Tuesday, May 7, 2019	9 a.m.	Webster County Courthouse; Commission Chambers	

Spring 2019 Project Prioritization Guidelines

Districts will work with Planning Partners now through June to develop a list of high priority unfunded projects. Each district will identify projects totaling their portion of future funding in the amount of \$2 billion.

The \$2 billion future funding will be categorized as follows:

1. \$345 million that would be freed up with the approval of the Governor’s Bridge Program
 - a. These projects must be awarded in the 2020 – 2024 STIP.

2. \$1.655 billion of potential future funds
 - a. These projects could be awarded in any of the next 10 years, 2020-2029.

Potential Future Funds (millions)				
Region	Percent Distribution¹	\$345 Million Distribution	\$1.655 Billion Distribution	Totals
Northwest	4.65%	\$16.0	\$76.9	\$92.9
Northeast	4.70%	\$16.2	\$77.8	\$94.0
Kansas City Rural	2.80%	\$9.7	\$46.3	\$56.0
Kansas City Urban	18.16%	\$62.6	\$300.6	\$363.2
Central	11.28%	\$38.9	\$186.6	\$225.5
St. Louis	34.51%	\$119.0	\$571.2	\$690.2
Southwest Rural	9.28%	\$32.0	\$153.6	\$185.6
Southwest Urban	5.29%	\$18.2	\$87.5	\$105.7
Southeast	9.35%	\$32.2	\$154.7	\$186.9
Total Distributed	100%	\$344.8	\$1,655.2	\$2,000

¹ Distributed by the MHTC’s FY20 flexible funds formula, averaging the percent of total population, employment and total vehicle miles traveled on the National Highway System and remaining arterials.

Timeline – The due date for the high priority unfunded projects to Sharepoint is **Friday June 28th**.

Information Needed: A spreadsheet has been created for each district in Sharepoint. All columns of the spreadsheet must be completed. If the information is deemed not applicable, please indicate N/A. There are two tabs in the spreadsheet, one for \$3456 million and one for \$1.655 billion.

Priority	County	City	Route	Proposed Scope/Description	TT	345 Million Scenario	\$1.665 Billion Scenario	Comments
1	Benton, Henry	Warsaw/Clinton	Rte. 7	Corridor Study from Clinton to Camden Co. Rtes. 7/13/52. Focus on safety improvements to existing alignment.	\$ 200			Passing lanes, intersection improvements, curve improvements
2	Barry, Christian, Greene, Lawrence	Countywide	Rte. 60/37	Safety and Capacity Improvements from Springfield to Gateway, Arkansas	Variable		\$ 7,000	Roundabout at Rte. W., other intersection improvements, passing lanes
2	McDonald	County	I-49	New interstate from Pineville to Bella Vista, Arkansas	\$ 63,232			Funded
4	Greene, Christian, Webster		Rte. 60	Safety, Capacity, & Intersection improvements from Rogersville to east of Seymour	Variable		\$ 10,000	Interchange at Seymour, other intersection improvements
5	Jasper	Joplin	Rte. 66	Complete Street Improvements on Seventh Street in Joplin: Schifferdecker Ave. to Maiden Lane	\$ 8,538		\$ 8,538	Sidewalks, pavement, access management,
5	Jasper	Joplin	Rte. 66	Complete Street Improvements on Seventh Street in Joplin: Maiden Lane to Main	\$ 8,638		\$ 8,638	Sidewalks, pavement, access management,
5	Jasper	Joplin	Rte. 66	Complete Street Improvements on Seventh Street in Joplin: Main to St. Louis	\$ 8,224		\$ 8,224	Sidewalks, pavement, access management,
5	Jasper	Joplin	Rte. 66	Complete Street Improvements on Seventh Street in Joplin: St. Louis to Rangeline	\$ 5,587		\$ 5,587	Sidewalks, pavement, access management,
6	Newton	Joplin	I-44	Capacity Improvements from Main Street to Rangeline Road.	\$ 11,921		\$ 11,921	six lanes with partial pavement rebuild
6	Newton	Joplin	I-44	Capacity improvements from Oklahoma to Main Street	\$ 27,381			six lanes with partial pavement rebuild
6	Jasper, Newton	Joplin	I-44	Capacity improvements from Rangeline Road to Route 249	\$ 25,703			
6	Various	Fidelity	I-44	Ramp improvements at I-49	\$ 44,352		\$ 25,000	six lanes with partial pavement rebuild
6	Webster		I-44	Climbing lanes, curve improvements	Variable		\$ 1,500	six lanes with partial pavement rebuild
7	Cedar, Polk	Stockton, Bolivar	Rte. 32	Capacity and geometric improvements from Stockton to Bolivar	Variable		\$ 4,000	Passing lanes, intersection improvements, curve improvements
8	Hickory	Preston	Rte. 54	Intersection Improvments at Rte. 65 in Preston	\$ 1,707		\$ 1,707	Assume roundabout
9	Barton	Lamar	Rte. 160	Eliminate road flooding in Lamar	NEED			Raise bridge and road bed
10	Benton, Hickory, Dallas		Rte. 65	Capacity and intersection improvements from Warsaw to Buffalo	Variable		\$ 6,000	Passing lanes, turn lanes
11	McDonald	Jane	Rte. 71	Intersection Improvements at Rains Road.	\$ 550		\$ 550	Add northbound right turn lane
12	Stone	Indian Point	Rte. 76	Intersection Improvements at Indian Point Road	\$ 1,887			See Kristi for scope and estimate
13	Jasper	Joplin	NEW	New corridor from Rte. 66 to I-44 west of Joplin	\$ 71,710			
14	Christian, Taney		Rte. 65	Safety and Intersection Improvements from Rte. EE near Ozark to the Arkansas state line.	Variable		\$ 4,000	Additional intersections improvements
15	Jasper	Carl Junction	Rte. 171	Capacity Improvements from Rte. Z to Fir Road.	\$ 45,731		\$ 25,000	Four-lane expressway, similar to Willard
16	Christian	Highlandville	Rte. EE	Safety and Capacity Improvements from Rte. 160 to Rte. 65.	NEED			Passing lanes, intersection improvements, curve improvements
17	Jasper	Webb City	Rte. 171	Intersection Improvements on McArthur Drive at Loop 49 (Madison Avenue) in Webb City.	NEED			Add turn lanes, replace signal

BRO RESCISSION SCENARIOS AND ASSUMPTIONS

Below is a brief explanation and assumptions of each scenario. The rescission amount is currently estimated at \$15 million. This amount is subject to change. The rescission will be withdrawn from balances on October 1, 2019.

SCENARIO 1 – Distribute the BRO rescission amount based on the annual allocation distribution. The annual allocation distribution is based on the replacement cost of deficient bridge deck square footage.

SCENARIO 2 – Distribute the BRO rescission amount based on each county's BRO balance. Counties with balances less than or equal to zero are excluded from the rescission.

SCENARIO 3 – Distribute the BRO rescission amount based on each county's BRO balance less anticipated future construction obligations. Counties with adjusted balances less than or equal to zero are excluded from the rescission.

Formula:

County's BRO balance
minus

Number of active projects* with PE and/or RW obligated x \$400,000 x 80%

SCENARIO 4 – Distribute the BRO rescission amount based on each county's BRO balance less anticipated future PE, RW and construction obligations. Counties with adjusted balances less than or equal to zero are excluded from the rescission.

Formula:

County's BRO balance
minus

Number of active projects* with PE and/or RW obligated x \$400,000 x 80%

minus

Number of active projects* with zero obligated x \$500,000 x 80%.

SCENARIO 5 – Distribute the BRO rescission amount among counties with three times their annual allocation. Annual allocation is based on the FFY 2019 allocation.

SCENARIO 6 – Distribute the BRO rescission amount among counties with four times their annual allocation. Annual allocation is based on the FFY 2019 allocation.

*Active project is defined as any BRO project in FACS in the programmed, preliminary engineering or right of way phase. BRO projects are added to FACS when a programming data form is submitted and approved by Bridge Division.

SCENARIO 7 – Distribute the BRO rescission amount based on each county’s BRO balance less anticipated future construction obligations, but only for counties with three times their annual allocation. Counties with adjusted balances less than or equal to zero are excluded from the rescission. Annual allocation is based on the FFY 2019 allocation.

Formula:

County’s BRO balance
minus

Number of active projects* with PE and/or RW obligated x \$400,000 x 80%

*Active project is defined as any BRO project in FACS in the programmed, preliminary engineering or right of way phase. BRO projects are added to FACS when a programming data form is submitted and approved by Bridge Division.

FAST ACT RESCISSION

- Section 1438 of the FAST Act
- Rescinds apportionments and does not affect obligation limitation
- \$7.569 billion on July 1, 2020
- States' shares are based on overall share of unobligated balances on September 30, 2019
- Programs' shares are based on overall share of unobligated balances on September 30, 2019
- States do not have the flexibility to determine the programs and amounts by program from which the rescission is taken
- Includes
 - National Highway Performance
 - Transportation Alternatives (STP– Enhancements)
 - Surface Transportation Block Grant – Any Area
 - Congestion, Mitigation and Air Quality
 - Metropolitan Planning
 - Surface Transportation Block Grant – Off System Bridge (BRO)
 - Recreational Trails
 - Statewide Planning & Research
 - National Highway Freight
 - Other (Donor State Bonus-Urbanized)
- Excludes
 - Highway Safety Improvement
 - High Risk Rural Roads
 - Railway-Highway Grade Crossing
 - Surface Transportation Block Grant – Suballocated by Population
 - Safe Routes to School
 - Earmarks
- The gap between unobligated balances and obligation limitation is closing, which means Missouri is losing flexibility to manage programs to best meet needs.
- STIP projects might be impacted. There still might be enough flexibility to obligate projects as planned in FY2020.
- Local Program projects will be greatly impacted.

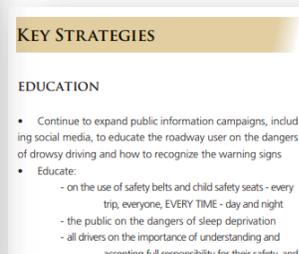
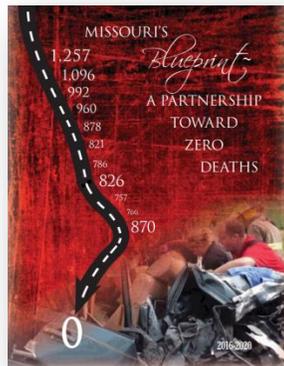


BLUEPRINT FOR SAFER ROADWAYS FY20 APPLICATION FOR FUNDING FREQUENTLY ASKED QUESTIONS

Thinking about applying for a grant through our Southwest Missouri Coalition for Roadway Safety? Hopefully this will help answer some questions you may have.

Who can apply for funding for these grants?

Any organization or agency can apply for funds whose project or equipment needs are directly related to helping reduce the number of fatal or serious injury crashes on Missouri's roadways. [Missouri's Blueprint](#) is our guide for helping us determine which projects to fund. Project or equipment requests should align with the "Key Strategies" shown in the Blueprint.



What types of project funding or equipment can be requested?

Any projects or equipment could potentially be funded *if* they can answer how the project/equipment will help reduce the fatal or serious injury crashes that are occurring on Missouri's roadways. They must also be tied to a "Key Strategy" outlined in the Blueprint. Some examples could be helping develop or implement education programs in your area for pedestrian safety, purchasing radar equipment to help with speed enforcement on roadways, or helping develop a public information campaign to educate on the dangers of drowsy driving. "Administrative fees" can be considered an in-kind donation to the project – the Board typically has not utilized the available grant funds for hourly wage reimbursement or administrative fees.

Where can these projects be implemented or where can the equipment be used?

The projects and equipment should serve the 21 counties in Southwest Missouri. These counties are: Barry, Barton, Bates, Benton, Cedar, Christian, Dade, Dallas, Greene, Henry, Hickory, Jasper, Lawrence, McDonald, Newton, Polk, St. Clair, Stone, Taney, Vernon, and Webster. Consideration will also be given to projects or equipment that may also serve other bordering counties in Missouri or a portion of a statewide program.

What is the timeline for this funding opportunity?

Applications will need to be submitted by Wednesday, May 22nd, 2019. The Southwest Board will then meet to determine which requests will be funded. Since all funds are dependent on the budget being approved by the state and are also dependent on the legislative funding process, all applicants will not be notified until the budget is actually transferred to the Coalition. *Why can't we find out before?* Just in case something happens with the funding levels, we do not want to tell any agencies or organizations that they will be receiving funds for their projects until those funds are actually "in-hand" and available for use. This typically happens in late summer. *What's the process if my project/equipment is selected to be funded?* The agency will have to enter into an agreement with MoDOT – we take care of writing these agreements. It's a standard contract that

outlines the relationship between the two parties, along with what the project or equipment is and the amount that can be spent on the project. This agreement **must** be signed by your agency **before** any funds are expended on your project or equipment. Since these grants are reimbursements, project expenditures must be completed by mid-April 2020 to ensure plenty of time for paperwork processing.

Are there limits to the amount of funding an agency or organization can receive?

The Board strives to ensure that funds are spread across the 21 county area. Keeping that in mind, typically projects are limited to around \$5,000 per agency, with consideration given to those projects or equipment that serve larger populations or spread over multiple counties. As much as possible, clearly identify in your application how the project or equipment will help achieve your goal, or how your project could possibly be scaled up or down depending upon available funds and the number of requests received. *Have 12 police cars and are requesting 12 radar units?* Explain to us how having all 12 will be beneficial to your community or that if you could at least get 4 units, how this will help, too. *Requesting funding for \$3,000 worth of child safety seats for your communities education program?* Help us understand the needs in your community – how many children do not currently have proper child safety seats and how many seats you have typically given out in past years – as well as how you plan to pair the importance of seatbelt education and proper use of the safety seats with families in need of these life saving devices.

Special note on Portable Breathalyzers (PBT's): If your agency is requesting PBT's, a dollar amount is not needed. Since we have a statewide bid for these items, let us know the number of units requested and how these will help in your community (possibly the number of officers you have and how that compares to the units needed). We will likely purchase these in bulk and then distribute as awarded. The units on the statewide bid are the [Intoximeter Alco-Sensor FST](#).

Who can I speak to if I have a question not covered in this FAQ?

Please speak to Cindy Dunnaway – (417) 829-8062. Email can sometimes be a bit better to reach her at cynthia.dunnaway@modot.mo.gov.



**BLUEPRINT FOR SAFER ROADWAYS
FY20 APPLICATION FOR FUNDING
TO SUPPORT LOCAL PLANS IN SOUTHWEST MISSOURI**

Due Date: Wednesday, May 22nd, 2019

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 September 2019. Projects will need to be completed by mid-April 2020 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!

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 hours), 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

Missouri Department of Transportation
Patrick K. McKenna, Director

573.751.4161
Fax: 573.634.5977
1.800.800.2358

January 3, 2019

Traffic crashes are the leading cause of death among youth in Missouri. According to Missouri's teen seat belt survey, only 74% of teens wear a seat belt. In 2018, known cases where fatally injured teen occupants were ejected, 88% were unbuckled.

We would like to introduce you to an innovative youth traffic safety leadership training opportunity for your high school students -- The **TRACTION- Teens Taking Action to Prevent Traffic Crashes**, training program.

Included throughout this letter are some comments from previous year's evaluations.

TRACTION is a youth traffic safety leadership training program designed to empower youth to take an active role in promoting safe driving habits. TRACTION seeks to accomplish this mission by providing youth and their adult advisors with the motivation, information, skills and support necessary to develop a plan of action that addresses distracted driving, impaired driving, drowsy driving and promoting safety belt usage through events and activities to be implemented within their schools and communities.

TRACTION *From now on I am going to always wear my seatbelt and to have a positive attitude and help others.*

TRACTION *I feel recharged for the school year and it left me with a great feeling that we can make important changes this year!*

The TRACTION program consists of two phases: The initial phase of the project is the **2019 TRACTION Youth Traffic Safety Leadership Training Program**. During this training, high school students and advisors are invited to attend one training program as a school team. As a team they will not only receive educational training, but will also develop individualized team action plans to be implemented within their own schools upon their return.

The second phase of a TRACTION program is the **implementation** of the individual team action plans. These plans are carried out through the support of the adult advisors, student team members and additional students who can be recruited to assist with these events.



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

TRACTION *This is a great tool for this group of student leaders this planning process will serve them well as they move forward as leaders.*

TRACTION *This was my first time here and I didn't really know what to expect. I was so very pleasantly surprised! TRACTION has been an awesome experience for the kids and the advisors. I want to come again next year! Also – staff did an awesome job! Speakers were great! I loved it!*

Each team should consist of 10-12 students (freshman, sophomore and junior) and 2 adult advisors. To better implement team action plans, it is suggested that teams be diverse and made up of an equal number of male and female students, when possible. We request that the adult advisors and student team members commit to working as a team throughout the upcoming school year. This is crucial to the success of the program!

Each team will be required to pay a \$100.00 registration fee, which will be utilized for conference support. All other costs (meals, lodging, materials, etc.) will be covered by the Missouri Department of Transportation, Highway Safety & Traffic Division. The conferences are scheduled for the following dates and locations:

June 2-4, 2019	Springfield - University Plaza
July 21-23, 2019	Columbia – Holiday Inn Executive Center
July 25-27, 2019	Cape Girardeau – Drury Plaza

Register your team at motraction.com or fill out the enclosed registration form.

If you have questions or need additional information, please contact one of the coordinators listed below. We look forward to having your school participate in one of the upcoming conferences!

Sincerely,



Kacey Morgan
MoDOT State Youth Coordinator
573-751-5413
Email: Kacey.Morgan@modot.mo.gov



Sharee Galnore
TRACTION Coordinator
Phone: 573-335-7908
Email: Sgalnore@cityofcapegirardeau.org

Teens taking
TRACTION
to prevent
traffic crashes

TRACTION REGISTRATION FORM



- We plan to attend the **Springfield** Conf. JUNE 2-4, 2019, or
- We plan to attend the **Columbia** Conf. July 21-23, 2019, or
- We plan to attend the **Cape Girardeau** Conf. July 25-27, 2019.

PLEASE PRINT OR TYPE BELOW:

SCHOOL: _____ DISTRICT: _____

ADDRESS: _____ PHONE: () - _____

CITY: _____, MO ZIP: _____

COUNTY: _____ FAX: () - _____

PRIMARY ADVISOR: _____ TITLE: _____

*HOME ADDRESS: _____ *HOME PHONE: () - _____

CITY: _____, MO ZIP: _____ *CELL PHONE: () - _____

EMAIL: _____ *EMAIL: _____
(During school) (During summer)

**Contact is made with advisors during the summer months; please include contact information for this time.*

STUDENT TEAM MEMBERS: Each school will be provided with 3 rooms.

<u>Female Students</u>	<u>T-shirt sizes</u>	<u>Male Students</u>	<u>T-shirt sizes</u>
1. _____	()	1. _____	()
2. _____	()	2. _____	()
3. _____	()	3. _____	()
4. _____	()	4. _____	()
5. _____	()	5. _____	()

ADVISORS (Please indicate of Male or Female):

1. _____ <input type="checkbox"/> <input type="checkbox"/> M / F ()	2. _____ <input type="checkbox"/> <input type="checkbox"/> M / F ()
---	---

Comments/Questions or Special Accommodations:

RETURN APPLICATION WITH \$100 REGISTRATION FEE

(CHECK MADE PAYABLE TO: City of Cape Girardeau/TRACTION)

HURRY!
Space is limited
10 teams per conference location

MAIL TO: Cape Girardeau Police Department
 Attn: Rachel Penny, TRACTION Administrative Coordinator
 2530 Maria Louise Lane
 Cape Girardeau, MO 63701

Register Online!
MoTRACTION.com

FAX: 573-837-4747 • **PHONE:** 573-335-7908 • **EMAIL:** rpenny@cityofcape.org

FOR OFFICE USE ONLY: MCRS Region _____	Regional Contact: _____
--	-------------------------

8 Ways to Improve State DOTs, According to Smart Growth Advocates

State transportation departments are often criticized for being too highway-centric. Here are some suggestions for changing that.

by [Daniel C. Vock](#) | March 26, 2019 AT 4:00 AM



(AP/Don Ryan)

Few institutions can shape a community like a state transportation department. The agencies charged with building interstates are often deeply involved with day-to-day decisions that determine how fast cars can go, how long lights stay red and where pedestrians can cross the road.

Increasingly, though, those state departments of transportation are at the center of controversies over how they design roads and prioritize users of them. As urban areas have become more popular, so-called smart growth advocates who want walkable neighborhoods, vibrant shopping districts and safe passage for cyclists and pedestrians frequently criticize state DOTs -- which were originally called "highway departments" -- for allowing fast vehicle speeds to take precedence instead.

"In theory, DOTs are not only concerned with moving cars on highways -- they manage entire transportation systems, which include transit, biking and walking. But in practice, many state DOTs still operate strictly as highway departments," Angie Schmitt, an author for [Streetsblog](#), an influential site that promotes smart growth policies, wrote in 2017.

State DOTs have taken notice, and many are trying to address those concerns. But changing the institutional culture of agencies that were formed to build interstates and other highways has not always been easy.

In search of help, several state transportation departments in recent years have engaged with the group Smart Growth America. The organization has helped them understand why they've been slow to adapt to new demands and helped put in place new processes. The group summarized some of the lessons they learned from those experiences in a [series of blog posts](#) over the last few weeks.

Researchers found that many of the flaws in agency decisions start even before projects begin, specifically with how engineers define problems and how -- and when -- they engage with the public. They found that engineers are often rewarded for designing projects that allow free flow of vehicles but penalized for coming up with solutions that address other goals. Plus, they found that overall agency goals often don't align with how funding decisions are made.

Beth Osborne, a former top administrator for the U.S. Department of Transportation who led the effort, says it was important for researchers to work with practitioners in the state agencies because the problems often can't be seen on the surface.

"If you read a lot of the statutes that govern our transportation program, they appear to be much more open, flexible and multimodal in their nature, in their practice," she says. "They're not."

At the same time, she says, people in transportation departments feel as if they're being pulled in different directions.

“They’ve been put in a bit of an impossible situation by their policymakers and their elected leaders,” she says. “We expect the system to move people through areas smoothly but also create lively, exciting destinations for you to be in. It is very hard to create those in the same place. If you want to get through it quickly, it’s probably not going to be a destination.”

One transportation secretary, Roger Millar of Washington state, has seen the issue from both the advocates’ and the agencies’ perspective. Before Millar joined the state, he worked for Smart Growth America evaluating state DOTs. There, he heard workers at state agencies tell him they felt lost when they transitioned from building interstates to maintaining and improving transportation networks.

“We’re tired of saying no to good ideas because the good ideas don’t fit within our template,” he remembers hearing.

“When you know it’s a good idea and you’re saying no, what manual are you holding, what standard are you following that is getting in the way of common sense?” Millar started asking. “If that standard comes up time and time again, maybe it’s time to change the standard.”

Shortly after Millar joined the Washington state DOT, the agency threw out its prescriptive design manual. Instead, project managers were given more discretion in how to address the problems they were trying to solve. That shift, Millar says, started to change the way the DOT worked with people outside the agency as well because it gave them more chances for input.

Here are some of the other insights that Osborne and Millar shared, in separate interviews, on how to improve DOTs and their responsiveness to community input:

1. Keep It Simple.

Osborne says many of the problems that state DOTs create come from “over-engineered solutions.” Bigger projects have larger impacts on the environment, local businesses and traffic safety. They may also lead to more traffic. If the only way to safely cross a large road is by car, people will use their vehicles rather than walk for short trips.

“We don’t always need quite so big of infrastructure to address the problem. We’re just not defining the problem the right way,” she says.

When working with DOTs, Osborne says engineers often stated their problem as the type of infrastructure they were trying to build, rather than the underlying conflict. They would think of the goal as expanding a roadway rather than addressing a bottleneck. When engineers approached the problem differently, they often found cheaper, less imposing ways to solve them.

In Tennessee, for example, engineers reimagined a long-stalled \$58 million road-widening project and found they could [achieve](#) most of the same benefits for just \$85,000 in safety improvements, such as curve warnings, school speed limit signs and stop signs.

2. There Are Drawbacks to 'On Time, Under Budget.'

If state transportation departments judge their employees solely on how fast and cheap projects get done, they risk getting projects that may not fit their communities well and, ironically, may be more expensive.

“If you want to be on time and on budget, the best thing you can do is take a prefab design and apply it thoughtlessly everywhere fast,” Osborne says. “Now, that’s clean and quick. It might not get you the results you want, but it’s fast. If you have to sit down and think about that community and what it needs, well, that’s going to slow things down. And that’s harder.”

Internal DOT processes are often part of the reason tailored projects take so long, she adds. In many agencies, deviating from established design specifications requires extra reviews and approval processes.

3. You're Measuring Success Wrong.

Transportation departments often grade the success of a project, or the efficiency of a road, by using a measure called “level of service.” It essentially measures how freely traffic flows on the road.

But that’s not an appropriate measure for many places, Osborne says.

The grades assigned to roads don’t take into account whether congestion there lasts 30 seconds or three hours. Plus, the metric doesn’t include the experiences of any road users other than motorists. Besides, she adds, many of the most congested places under that measure also happen to be the centers of economic activity for an area.

4. Community Relations -- and Who Handles Them -- Matter.

Most projects require public input, but who facilitates that process and when it happens are important, Osborne says. Too often, state agencies only look for community feedback after they have already proposed a solution, which sets up an adversarial process.

Another problem state DOTs run into is that they’re called on to mediate disputes within the community, without a clear set of goals or priorities.

“That is not an engineer’s job,” Osborne says. “It’s unfair to let them do it. It’s a policymaker’s job.”

5. Don’t Ignore Land Use.

“In our business,” says Millar, “we’ve been told almost from the birth of this industry that land use isn’t our call because it’s a decision for local governments. But we absolutely have that role because the investments we make have profound land-use implications, and the land-use decisions that local governments make have profound impacts on the transportation system.”

In south Spokane, for example, he says the city approved subdivisions without extending the arterial road network to handle that increased traffic. While the new neighborhood is nice, there’s no good way for the residents to get to downtown Spokane.

“You go down to the bottom of the hill to a stop sign and you turn left across five lanes of limited-access highway [where traffic is] going 65 miles an hour,” he says.

Reconfiguring the highway to make it safe for the new traffic would cost \$450 million, Millar says. But it would only cost the city \$40 million to extend its arterial roads to the area.

6. No, Really, Don’t Ignore Land Use.

A major flashpoint between smart growth advocates and traffic engineers is arterial roads, which collect traffic from neighborhood streets and funnel them toward highways. The problem is that arterials have become destinations for shopping and apartments, and few accommodate those uses.

Osborne suggests arterials are so fraught because public officials aren’t willing to make choices about how certain streets should be used.

“It’s asking the road to be futon,” she says. “A futon is neither a good sofa nor a good bed. It’s kind of in-between. And that’s what we’re asking our roads to be.”

Often, state engineers design a throughway, but then local officials approve shopping centers with driveways and new roads that slow down traffic.

“The transportation folks can’t solve that,” Osborne says. “We need to arm the DOT to say, ‘Once you allow that kind of development, you’re done. We’re not here to fix this for you. You have undermined your mission with land use.’”

7. It's Not Always the DOT's Fault.

Millar says one of the things he noticed after joining the Washington state DOT was that the biggest resistance to new approaches didn't come from within the agency, but from outside.

"The inertia is not so much from within the organization as from the folks who understand the old way of doing business and profit from it," he says.

In his state, the legislature selects projects that are funded. At a recent hearing to unveil a transportation package, Millar estimates 68 of the 70 people in the room were lobbyists trying to get their pet projects included in the legislation. They weren't just industry types, either. Many of them represented municipalities who had agreed to regional plans for transportation priorities, but they were still angling for special consideration.

"The misalignment of policy with investment is the frustrating thing," he says. "When it gets old school, it's the DOT's fault, where the DOT at most contributed to it but, more likely, had it imposed on it."

8. Change Has to Be Intentional.

Both Millar and Osborne say that state transportation agencies are adopting new approaches, but that doesn't mean they come naturally.

"This kind of change is really hard. It is both insignificant and hard to change at the same time," Osborne says. "[These things] don't seem like they should be that big of a deal, but it takes a lot of energy to make bureaucratic change. When you have a limited time in office, a lot of times you just want to go build stuff. You don't want to have a fight over bureaucratic change."

This appears in the Infrastructure newsletter. [Subscribe for free.](#)



[Daniel C. Vock](#) | Staff Writer | dvock@governing.com | <https://twitter.com/danvock>

2019 OCITE TECHNICAL CONFERENCE

FEATURED SPEAKERS (MORE TO COME)

MICHAEL DEMERS, MODOT - ALTERNATIVE TRANSPORTATION FUNDING

ALLISON BRUNER & JENNIFER THOMAS, TREKK - ROUTE 65 SAFETY STUDY

SHAWN LEIGHT, CBB - AN UPDATE ON THE ONEITE INITIATIVE

MORE SPEAKERS TO BE ANNOUNCED

Thursday, July 18th, 2019 | 8:30a.m. - 4:00 p.m.

Missouri Career Center

2900 E. Sunshine Street, Spfd, Mo

AICP members can earn Certification Maintenance (CM) credits for many activities at this event. When CM credits are available, they are noted at the end of an activity description. More information about AICP's CM program can be found at www.planning.org/cm



EARN UP TO FIVE PDHS!

CONTACT

JENNIFER THOMAS

417.890.9465

ocite
ozarks chapter



Ozark Mountain Section
Missouri Chapter • American Planning Association

Included with registration is a networking social immediately after the conference next door at The Pitch from 4:30 to 6:00.

(2924 E. Sunshine)

REGISTRATION FORM

2019 Ozarks Chapter ITE/Ozark Mountain Section APA Technical Conference
July 18, 2019 — Missouri Career Center • 2900 E. Sunshine Street — Springfield, MO

REGISTRATION DEADLINE: Thursday, July 11, 2019

PERSONAL INFORMATION (Please Print Clearly)

NAME (First and Last) _____

PROFESSIONAL TITLE _____

EMPLOYER _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE (_____) _____ FAX (_____) _____

EMAIL _____

SPECIAL FOOD ARRANGEMENTS _____

REGISTRATION	QUANTITY	COST	SUBTOTAL
Full Registration (Includes Breakfast, Lunch, and Breaks)		\$50	
Student Registration (Includes Breakfast, Lunch, and Breaks)		\$10	
Voluntary Donation to OCITE Scholarship Fund	---	\$10 or _____	
Payment Enclosed. <input type="checkbox"/> Will Pay at Registration. <input type="checkbox"/>			TOTAL

I plan on attending the Sponsor Reception immediately following the seminar Yes No

REGISTRATION & PAYMENT

Mail to: OCITE
Attn: Jennifer Thomas
2137 W. Kingsley St. Suite B
Springfield, MO 65807

Or email to: JThomas@trekkdesigngroup.com

Make checks payable to: OCITE

Questions? Jonathan Staats
(417) 889-3400 or
jstaats@gocjw.com

OCITE SCHOLARSHIP FUND

Please consider making a donation to the OCITE Scholarship fund to support students pursuing a degree in engineering with an emphasis in the transportation engineering field.

COMMUNITY OUTREACH

We will be collecting items at the seminar to donate to Ozarks Food Harvest. Please consider making a donation of nonperishable food items so that OCITE and OMS can help to fight hunger in the Ozarks!

LOCATION: Missouri Career Center • 2900 E. Sunshine St. —Springfield, MO 65804

TAMING THE **TIGER**



A comparative & constructive critique of
10 years of USDOT's BUILD program

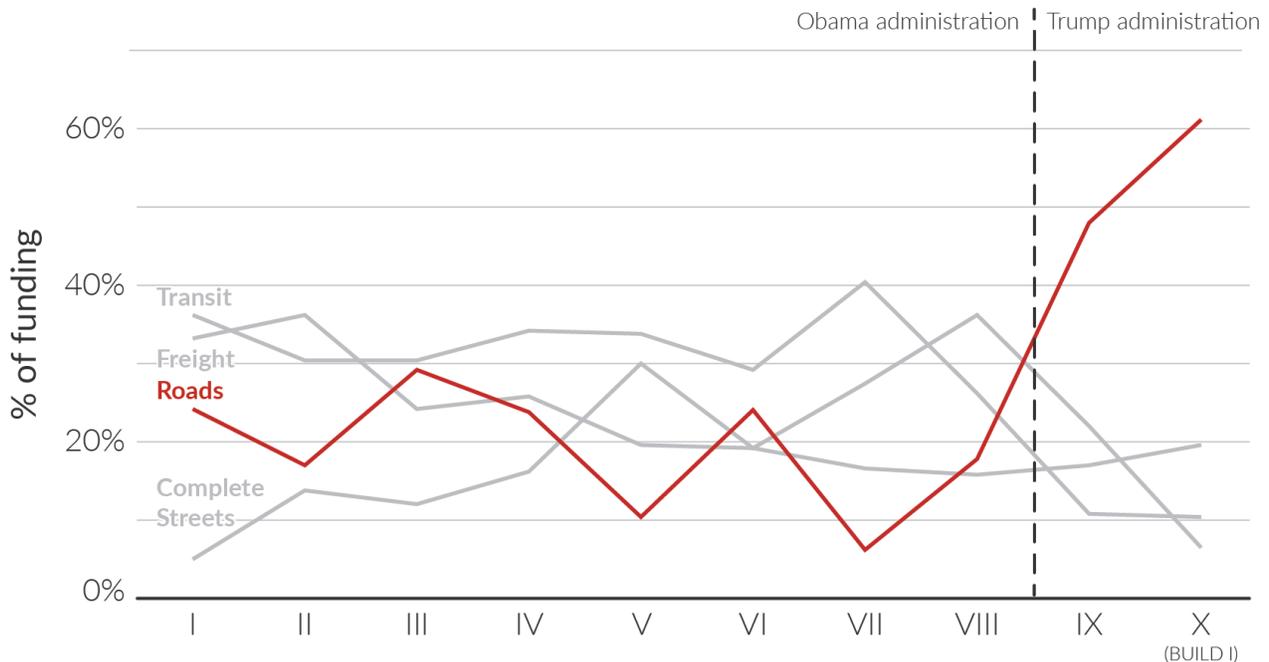


Transportation
for America

Trump's USDOT turns innovative grant program into another roads program

Under President Trump, the U.S. Department of Transportation has effectively turned the formerly innovative BUILD program, created to advance complex, hard-to-fund projects, into little more than a rural roads program, dramatically undercutting both its intent and utility.

TIGER/BUILD funding by mode



Acknowledgements:

This short paper was primarily written by Sean Doyle, based on research compiled by Alex Beckmann, with contributions from Beth Osborne and Scott Goldstein for Transportation for America, and additional research, design and contributions from Jordan Chafetz and Stephen Lee Davis for Smart Growth America. This paper was first published as a series of blog posts on t4america.org in April 2019.

Transportation for America is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions — because these are the investments that hold the key to our future economic prosperity. t4america.org **Transportation for America** is a project of **Smart Growth America**.

Transportation for America
1152 15th Street NW, Ste. 450
Washington, DC 20005
info@t4america.org
Copyright © April 2019



**Transportation
for America**



Smart Growth America
Improving lives by improving communities

The Better Utilizing Investments to Leverage Development (BUILD) program has been one of the most popular and impactful transportation programs in the federal arsenal. Conceived during the first few months of the Obama administration at the height of the financial crisis in 2009, the program originally bore the name TIGER: Transportation Investments Generating Economic Recovery. This unique program was powerful precisely because of how it differed from most other federal transportation programs:

The program is uniquely popular because of its flexibility.

Funds can be awarded to any public entity—like a city government, public university, or tribal government—and can fund almost any kind of transportation project—roads, bridges, transit, freight, ports, bike, pedestrian, or any combination—in a wide variety of contexts. Given that most federal transportation programs award funding to state DOTs and restrict funding to one particular mode, the BUILD program has provided a much needed avenue for local entities to finance multimodal or complicated projects that cross numerous jurisdictional lines.

The program's competition resulted in projects with greater benefits.

Unlike nearly all federal transportation dollars that are awarded automatically by formulas based on population, lane-miles, or other simple criteria, USDOT awards BUILD funding based on the extent to which projects improve safety, state of repair, economic competitiveness, quality of life, and environmental sustainability. If you have a great project that's multimodal, crosses city lines, and includes multiple partners, BUILD is an opportunity to fund it—and often the only way to do so with direct federal resources. Over the 10 rounds of the program so far, USDOT received more than 8,443 applications from all 50 states and U.S. territories requesting more than \$156 billion in funding.¹

Empowering local communities and innovative projects

Between February 2004-September 2005, five people walking were hit by vehicles at the University of Illinois Urbana-Champaign (three of those crashes were fatal) which prompted a study of safety improvements. That study ultimately recommended new street designs for a few major corridors in and around the university known as the Multimodal Corridor Enhancement Project, or MCORE. The plans called for implementing Complete Streets with new traffic configurations, bus-only lanes and upgraded bus stops, the addition of bike lanes, and shorter crosswalks with pedestrian islands that give people walking a refuge mid-crossing and help slow down vehicles.



MCORE was highly collaborative. It involved the cities of Urbana and Champaign, the local transit agency (MTD), and the University of Illinois working in partnership with Illinois DOT which owns the roads. To get the project going, the local community was able to raise \$32 million with both cities, MTD, and the university contributing substantial sums. But that wasn't quite enough to cover the full \$47 million price tag. TIGER was one of the only options available to close the funding gap for this multimodal, multi-jurisdictional project.

After two previous attempts to win funding, MTD was awarded a \$15.7 million TIGER grant for MCORE in 2014. According to Karl Gnadt, managing director at MTD, the chances of this critical safety project happening without federal support were exactly "zero."

¹ The exact amount is \$156,820,582,750 <https://www.transportation.gov/policy-initiatives/build/tigerbuild-application-list>

The program encouraged more non-federal investment in transportation.

Since 2009, the program has awarded nearly \$7.1 billion to 554 projects across the nation, leveraging billions more in non-BUILD funding. Over the first eight rounds, on average, projects attracted more than 3.6 additional, non-federal dollars for every TIGER grant dollar.

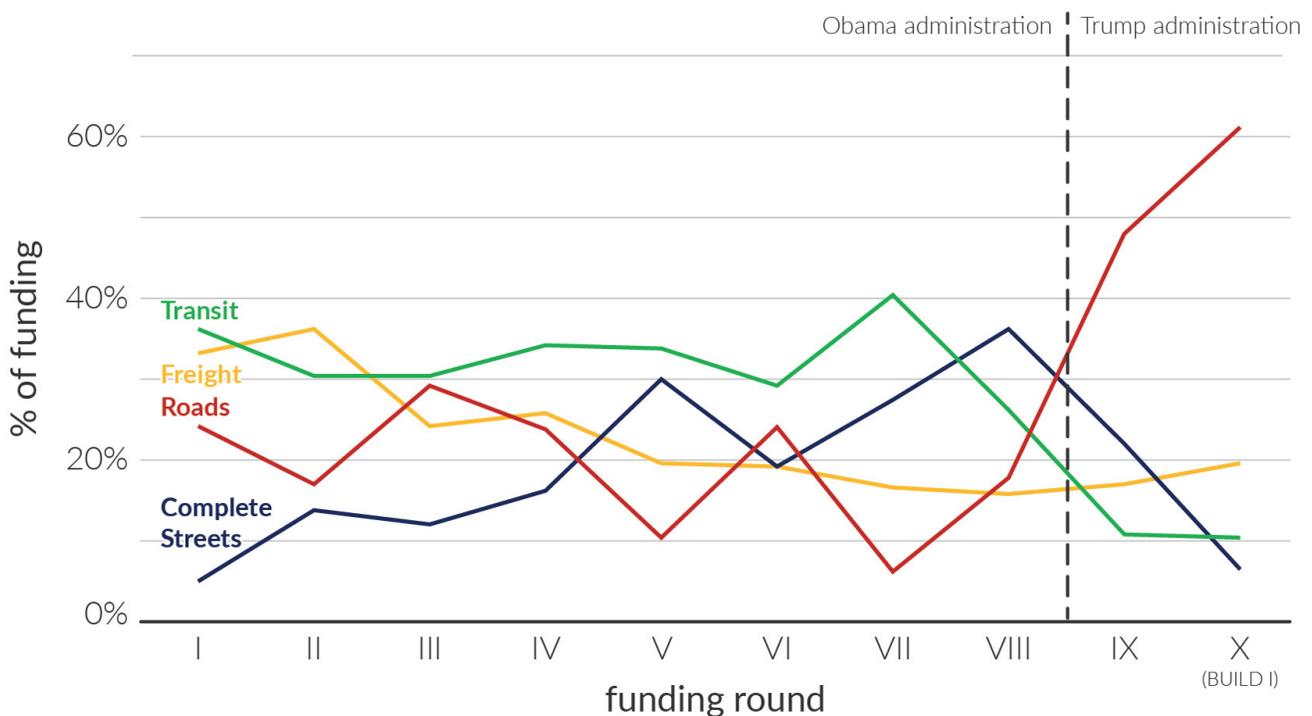
However, since the Trump administration has taken over the program, the focus has shifted.

A program which once heavily funded multimodal, transformative projects of regional and national significance which would otherwise be difficult to fund is now focused on expanding road capacity with an extreme bias for projects in rural areas. By comparing the projects selected for funding over the last 10 years and their level of funding, we identified four dramatic shifts in the program.

#1: More roads, less multimodal

In the two most recent rounds of TIGER/BUILD awards—the first two years the program was managed by the Trump administration—only about 10 percent of funding went to transit projects. This is a big departure from the previous eight years when transit projects received between 28 and 40 percent of funding. Conversely, the share of funding dedicated to traditional road projects has grown to all-time highs; in 2018, road projects—most of which are eligible to receive normal formula dollars from their state—received more than 60 percent of the funding for the first time, after hovering below 30 percent for years.

TIGER/BUILD funding by mode



While the name of the program may have been changed to BUILD in 2018, the congressional intent did not. The small amount of funding for multimodal projects is inconsistent with the law which directs USDOT to invest “in a variety of transportation modes.”² TIGER was created in part because most federal transportation dollars are already focused on roads via the highway formulas.

If a road project didn’t rank high enough to be funded from a state’s share of the \$42 billion guaranteed to be spent annually from the Highway Trust Fund, it likely isn’t essential and shouldn’t displace other more creative projects that can’t be funded through conventional federal transportation programs.

“If a road project didn’t rank high enough to be funded from a state’s share of the \$42 billion guaranteed to be spent annually from the Highway Trust Fund, it likely isn’t essential and shouldn’t displace other more creative projects that can’t be funded through conventional federal transportation programs.”

² FY17: <https://www.congress.gov/bill/115th-congress/house-bill/244/text>, FY18: <https://www.congress.gov/bill/115th-congress/house-bill/1625>, and FY19: <https://www.congress.gov/bill/116th-congress/house-joint-resolution/31/text>

CREATE: A project of national and regional significance

TIGER I provided \$100 million to a series of 70 rail infrastructure improvements and related projects in the Chicago region collectively known as CREATE. Chicago is the nation’s busiest rail hub—handling a quarter of the nation’s freight rail traffic each day. But the region’s rail network was built a century ago and wasn’t designed for the volume it handles today. For example, “an average rail car that may take as little as 48 hours to travel the 2,200 miles from Los Angeles to Chicago spends an average of 30 hours traversing the Chicago region.”¹

CREATE aimed to address a national bottleneck that severely hampered the ability for freight and passengers to move through the region while improving safety and reliability of the system. While many of the projects are still ongoing, 30 of CREATE’s 70 projects have been completed and 10 more are in the final design or construction phase. TIGER provided a much needed infusion of funding for this project that will benefit communities—both urban and rural—for decades to come.



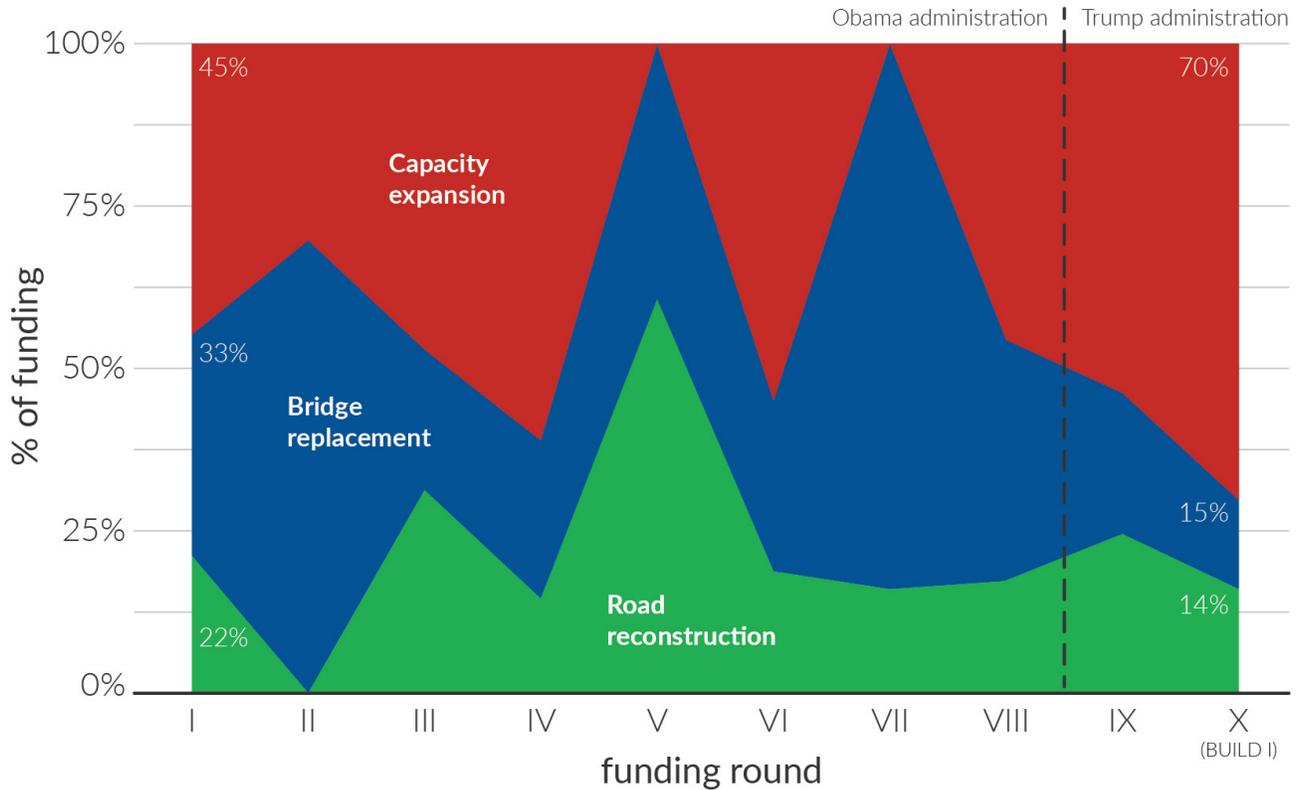
A new rail flyover at 63rd and State in Chicago that eliminated an at-grade crossing as part of the CREATE project, bringing benefits to urban and rural communities alike across the region, state, and country. Photo by Mark Llanuza.

¹ <http://www.createprogram.org/about.htm>

#2: More capacity, less repair

A closer look at the road projects selected over the years shows that the Trump administration has focused more heavily on capacity expansion (i.e. new roads and road widenings) versus repair and bridge replacement. The first year of BUILD (round X) set two records: not only was a record share of total funding devoted to roads, a record percentage of that funding (70 percent) was dedicated to capacity expansion.

TIGER/BUILD road project funding



While policymakers of all stripes echo the constant refrain of “repairing our crumbling roads and bridges,” the Trump administration has prioritized doing the exact opposite with the BUILD program, largely opting to build new infrastructure (increasing the amount of infrastructure that needs to be maintained) rather than focusing on caring for our existing assets.

#3: More rural, less urban

The past two of years of awards have disproportionately favored rural areas. While rural areas certainly deserve transportation investments, they should be proportional. The U.S. Census Bureau found that in 2016, approximately 19 percent of Americans lived in rural areas while 81 percent of Americans lived in urban areas.³ Reflecting where most Americans live, during the first eight years of the TIGER program (2009-2016) projects in urban areas received, on average, 75 percent of funding. Yet in the past two rounds of the program, projects in urban areas have only received an average of 33 percent of funding.

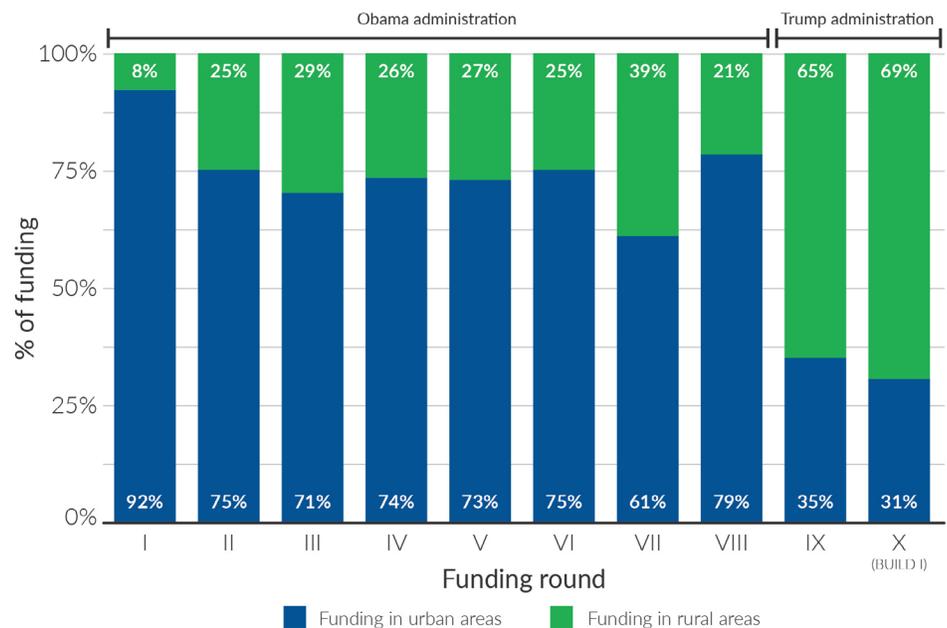
When providing BUILD funding in the last two appropriation bills, Congress directed USDOT to fund projects in rural and urban areas “to ensure an equitable geographic distribution of funds.”⁴ Disproportionately awarding grants to projects in rural areas is hardly equitable and is inconsistent with the intent and letter of the law.

Critics often complained during the earlier years of the program that it was too urban-focused based solely on the location of the chosen projects.

However, many projects classified as urban were actually projects of national significance that have great utility for and would benefit rural areas. For example, Port of New Orleans Rail Yard Improvements were funded during TIGER II “to reduce congestion, facilitate the movement of marine and rail cargo, stimulate international commerce, and maintain an essential port.”⁵ This project brings immense benefits for the city, the rural areas around it, and the country even though it was classified as an “urban project.” It creates jobs in New Orleans at the port and moves exports like poultry, paper, and pulp to market, a critical need for farmers and manufacturers across the country.

While the Trump administration has made investment in rural communities a key talking point, USDOT’s project selection reflects a very narrow and overly simplistic understanding of what can actually help those communities. Projects that get goods from rural America to market are left off the table just because they might be located in an urban area.

TIGER/BUILD funding of projects in urban/rural areas



3 Defined as living outside of an urbanized area boundary.

4 See Public Laws 115-141 (<https://www.congress.gov/bill/115th-congress/house-bill/1625>) and 115-31 (<https://www.congress.gov/bill/115th-congress/house-bill/244/text>). See also the FY18 BUILD NOFO published in the federal register on April 27th 2018: “DOT must take measures to ensure....an appropriate balance in addressing the needs of urban and rural areas.”

5 https://www.transportation.gov/sites/dot.gov/files/docs/TIGER_2011_AWARD.pdf

#4: More funding for state DOTs, less for anyone else

One of the greatest strengths of the BUILD program is that it's one of the few ways for local governments (or any public entity) to directly receive transportation funding from the federal government to advance their own priority projects, without having to go hat-in-hand to the state. If a municipality or public transit agency conceives of a great project that ticks the required boxes under the law—and if they can identify a local matching contribution—BUILD funding is an option.

Most other federal transportation funds are directed to and controlled by state DOTs. (A smaller share goes to regional metropolitan planning organizations.) As most mayors or other local elected leaders know from firsthand experience, a state DOT's priorities for spending within their community's borders are often not the same.

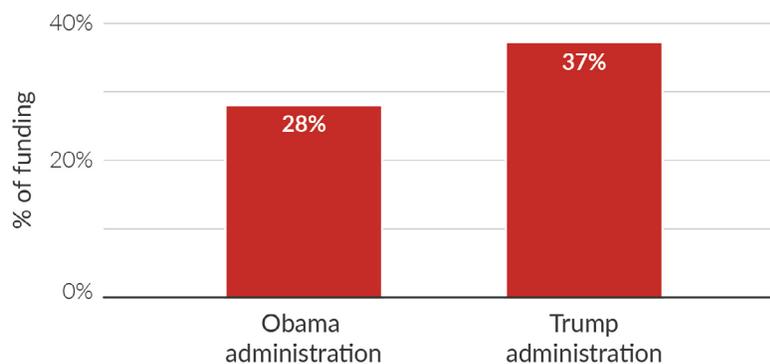
Under the Trump administration, more funds have been going to state DOTs—an average of 37.5 percent awarded to state DOTs compared to 28 percent under the Obama administration.⁶

The BUILD program's greatest strengths lie in its differences from other federal transportation funding programs, which should be reinforced, rather than made to award funding to the same kind of projects as the core federal transportation programs. While the program has the potential to continue to fund great projects, it will only do so if Congress stays diligent and ensures that USDOT executes the program as intended. TIGER is not a roads program, it is not a rural funding program, and it is not another vehicle for funneling more money without any accountability to state DOTs.

TIGER/BUILD funding levels

TIGER I (2009) – \$1.5 billion
 TIGER II – \$600 million
 TIGER III – \$527 million
 TIGER IV – \$500 million
 TIGER V – \$474 million
 TIGER VI – \$600 million
 TIGER VII – \$500 million
 TIGER VIII – \$500 million
 TIGER IX – \$500 million
 BUILD I – \$1.5 billion
 BUILD II (2019) – \$900 million

TIGER/BUILD average percentage of funding awarded to state DOTs



⁶ The first round of TIGER heavily favored state DOTs, given that they were the agencies most likely to have the capacity to produce applications for such a new program on a tight timeline. If you eliminate this first round from the calculation, the average during the Obama administration drops to 25 percent, compared to 37.5 percent for the two rounds under the Trump administration.

BUILDing a better competitive grant program

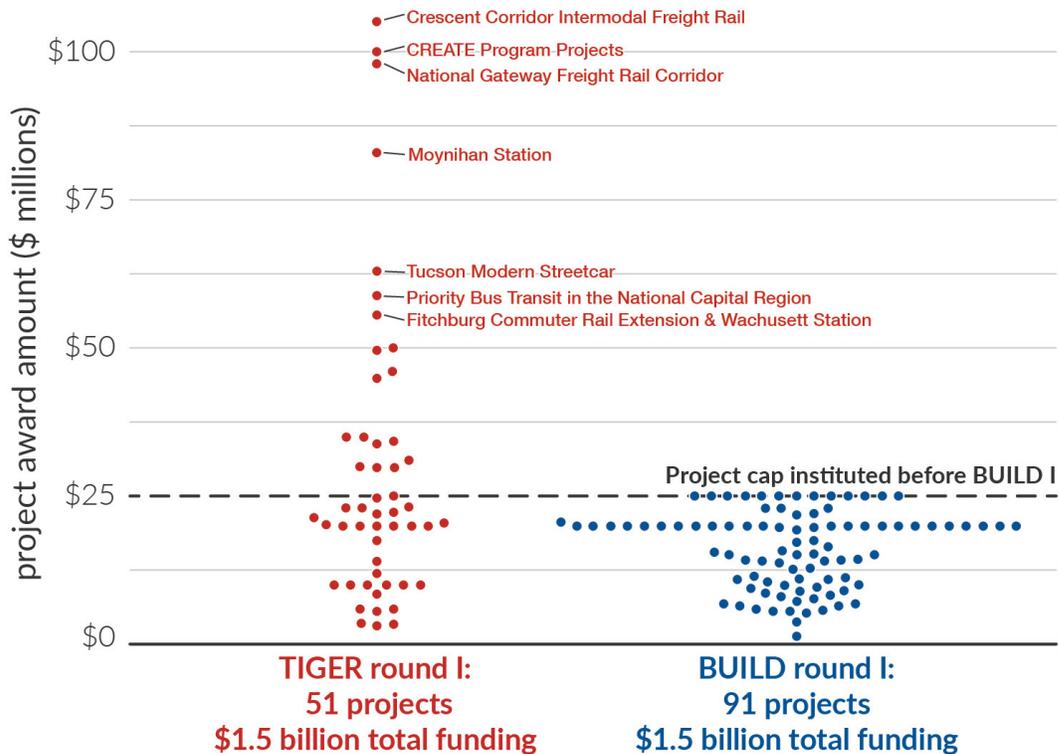
Under President Trump, USDOT has hijacked the TIGER/BUILD competitive grant program, taking it far from its intended function. After a decade of experience with the program there are a number of simple steps that lawmakers could take to get it back on track and even improve it.

Recommendations to improve BUILD

Eliminate the \$25 million cap on awards.

Even though the program is now larger (average of \$967 million during Trump administration) than it was in most years (\$596 million per year on average during the Obama administration), the most recent appropriations bill included a \$25 million cap on BUILD grant awards. This has the unintended consequence of making it more difficult to advance innovative, multimodal, and far more transformative or nationally significant projects. For such projects, \$25 million simply isn't enough.⁷ The maximum award of \$25 million was an informal practice established by USDOT early on when the program was funded at substantially lower levels, in order to help them equitably distribute a small amount of funds across the country, as mandated by Congress. However, with Congress providing larger amounts of funding for BUILD, this unnecessary cap serves only to limit the program's ability to support larger projects that also bring more benefits.

Distribution of funding awards in TIGER I & BUILD I



7 As mentioned in the sidebar in the first section, the huge, nationally significant CREATE program in Chicago received \$100 million. A cap at \$25 million would have drastically reduced the benefits and slowed down the project. Some large projects are worth a greater share of the funding.

Award planning grants, particularly for transit-oriented development and transit projects.

While recent appropriations bills have made planning grants eligible for funding, no such grants have been awarded. Many local communities desire investments in transit, transit-oriented development, and other multimodal infrastructure, but lack the resources or expertise to adequately plan for such investments.

Congress authorized planning grants within TIGER/BUILD four times—in 2010, 2014, 2018, and again in 2019, and USDOT awarded a combined 64 planning grants in 2010 and 2014. These grants helped local communities advance projects that were ultimately funded by a subsequent TIGER/BUILD construction grant, or other sources. For example, the 2014 funding of the San Francisco Bay Area Core Capacity Transit Study helped enable the advancement of the Transbay Corridor Core Capacity project in the transit capital program. In Indiana, another 2014 planning grant helped locals to advance the Red Line BRT project which successfully received funds from the transit capital program and is currently under construction.

Innovative projects can struggle to get off the ground because transportation agencies can be hesitant to spend money on planning a project if there isn't going to be any funding available to build it. But a program like BUILD can't fund the capital costs for a project if no basic planning has been done. That's why these BUILD planning funds are so important. USDOT should use its authority to make planning awards where appropriate, and Congress should also encourage USDOT to use this authority as well.

Strengthen requirements for modal parity.

This administration has made a dramatic shift to use the BUILD program to fund traditional road projects which can already be easily funded without restriction through a variety of conventional federal programs. This misuse of the program should prompt Congress to strengthen requirements to allocate funding to multimodal projects, including transit and passenger rail. Alternatively, Congress should consider dedicating more trust fund money to these modes if BUILD funding is not going to be made available to them.

Require a more equitable urban/rural funding split.

Congress should make clear that a more equitable urban-rural split is appropriate and provide more clear guidance to USDOT about how they are expected to consider the needs of both urban and rural America. Currently, USDOT awards grants to either urban or rural projects, with a set-aside for rural projects. This creates a false choice between the two.

For example, the CREATE project in Illinois, which will relieve freight rail bottlenecks and allow goods to more easily move to market through the country, is considered an “urban” project. This, despite the fact that about 25 percent of rail traffic in the United States travels through the Chicago region, and farmers and businesses from rural areas will benefit from reduced freight congestion. The benefits of an urban or rural project are not limited only to the jurisdiction where construction will take place. USDOT should consider the full impact of a project, on both urban and rural areas when determining a project's classification.

Authorize the BUILD program in long-term transportation policy.

The TIGER/BUILD program stands out as the only major federal transportation program that has not been authorized by the FAST Act and previous authorizing legislation, leaving its fate in limbo each year. While Congress has continued to fund it through the annual appropriations process, authorizing the program over multiple years at \$1.5 billion annually would provide some certainty to potential applicants and allow Congress to establish more policy guardrails to ensure it operates as intended.

Many of these recommendations currently have support in Congress. In particular, 20 members of Congress recently signed a letter led by Representative Mark DeSaulnier (CA-11) to USDOT expressing concern about how they have been facilitating the BUILD program.⁸ That letter endorsed some of these recommendations.

BUILD has long been a bipartisan winner because it's so flexible

It gives communities a unique opportunity (and in some cases the only opportunity) to win direct federal assistance for a priority transportation project that would otherwise be hard or impossible to fund. However, the dramatic shift in focus underway at USDOT seriously undermines the utility of the program by directing dollars away from innovative, multimodal projects and heavily favoring conventional road projects that can be more easily financed. The recommendations above will help Congress keep TIGER roaring (or BUILD building) as the program enters its second decade.

How BUILD can help improve the federal transportation program

Analyzing 10 years of awarding transportation funds competitively through the TIGER/BUILD program illuminates three simple principles that should help guide reform of the federal transportation system.

The federal transportation program is in need of a major overhaul.

America today is very different than the America of the 1920s. The interstate highway system as envisioned is now complete, new technology is changing the way people move almost daily, there is far greater awareness of the social impacts of car-focused transportation, and climate change is an urgent threat and transportation is the largest source of greenhouse gas emissions.

But the most glaring shortcoming is the total absence of a broader vision of what today's program should accomplish tomorrow. While Congress has made small tweaks here and there over last few decades, the program as a whole largely fails to meet the needs of the modern day and the basic goal of the program is not clear. Its initial purpose was to build out the interstate system but that has been completed. What now? Is the purpose to keep the current system in a state of good repair? Reduce fatalities on our roadways by half? Ensure that Americans have access to the majority of regional jobs by car and transit?

8 The letter from Rep. DeSaulnier is available at <https://drive.google.com/file/d/1vPjC7PVAYfKZIUyCEVkyuYVe72GNPgy-/view>

If we can't answer these questions of vision, goals, or purpose—if we don't know why we are spending billions of dollars—it is hard to believe we will accomplish much of anything. Yet Congress is poised to come back to taxpayers and ask for more money, just to accomplish more of the same.

How can this 10-year experiment with awarding a small slice of federal transportation funds competitively to the best possible projects across a range of modes help guide the debate over how to reform the federal transportation program at large? As lawmakers move toward reauthorizing the long-term federal transportation law in 2020, here are three lessons we've learned from 10 years of TIGER/BUILD that we could apply to the broader federal program.

Competition for limited funds results in better projects

Competition for funding helps improve projects. The introduction of a flexible, competitive program has pushed applicants to go further, to dream big, collaborate effectively, and design better projects that meet a community's needs. There are a handful of projects that failed to win funding in one year and came back in another with a stronger application and a recalibrated project and won funding. The BUILD program proves what's possible when we focus on funding the best possible projects instead of relying on blind formulas to dispense money automatically.

Make funds directly available to local communities

Local governments are generally more in tune with community needs and the land-use implications of transportation projects than statewide entities. The BUILD program has given locals a much needed source of direct federal funding that should be emulated in the broader federal transportation program.

As our colleagues at Smart Growth America have shown, most state departments of transportation (DOTs) were initially created solely to build highways and have that DNA embedded deep in their culture and practice.⁹ And they don't always share the same priorities of their local communities when it comes to choosing how to disburse funding. Giving locals more of a say about how funds should be spent within their borders results in a transportation system that's far more responsive to the real needs at a local level.

Incentivize transportation choice

The modern federal transportation program was designed to build the interstate highway system. Today, that system is complete but like a ship with a stuck rudder, federal policy lacks clear new direction and continues to focus primarily on doing the same thing: building roads. The result is a national transportation system that is heavily skewed toward private vehicle travel, often jeopardizing the safety of people walking, biking, and taking transit. But 10 years of BUILD have shown that there is great demand for multimodal infrastructure.

⁹ How to Build a Better State DOT" Smart Growth America. Retrieved April 2019. <https://smartgrowthamerica.org/how-to-build-a-better-state-dot-the-digest/>

There's no reason that the federal government should pay for a greater share of a road project than that of a transit project. Federal policy currently stipulates an 80 percent share for roads but a much lower amount for transit—usually around 50 percent. And when it comes to overall funding levels, again, there is no reason we should we should prioritize roads over other transportation options. If anything, transit projects should be prioritized in light of the great demand for more transportation choices, rising inequality, and climate change. The federal program should create more parity between the modes in terms of federal match and the overall funding levels.

Congress has a vital role in BUILD's future

The greatest strengths of this program have always been found in the numerous ways it is different from other federal transportation funding programs. Over the past decade it has funded numerous projects that have stimulated investment in communities big and small across the country, many of which would have never happened without it. It hypothesized and tested a new model of funding smart projects: funds given directly, allowing more flexibility and innovation in approach, and encouraging teams of multiple partners on complex projects.

While the program still has the potential to continue to fund great projects, it will only do so if Congress stays diligent and ensures that USDOT executes the program as intended.

TIGER is not, nor was it ever intended to be, a roads program, a rural funding program, or just another vehicle for funneling more money without any accountability to state DOTs. It is wildly popular because it is multimodal, advances projects in urban and rural communities alike, funds projects that don't easily fit in today's narrowly defined federal funding silos, and is open to any public entity.

We should keep it that way. 

Appendix

The data in this report is based on information from project fact sheets for TIGER/BUILD projects from rounds I through X (BUILD I). These fact sheets include information about the amount awarded, the project sponsor, the project location, the project description, the full project cost, and the urban/rural project designation.

The summary statistics reported are based on the 490 construction grants awarded over the 10 years of the program, and do not include planning grants. Details on graphics:

- **TIGER/BUILD funding by mode:** Each grant was classified into one of five project types: 1) Road, bridge, and/or highway; 2) public transportation; 3) freight rail or ports; 4) Complete Streets and/or main streets; or 5) other. The projects were classified based on the description included in TIGER/BUILD project fact sheets. The “other” category included 16 projects, totaling \$196 million (2.8 percent of all funding). Some projects classified as “other” fit into more than one of the four categories, such as a rest stop that serves I-95 and doubles as a transit hub. Additional projects classified as “other” did not fit into any of the four categories, such as V2X or adaptive signal enhancements along a corridor.
- **TIGER/BUILD road project funding:** Each of the 143 projects classified as a “road, bridge, and/or highway” project was further classified into one of three types: 1) Capacity expansion, 2) road reconstruction, or 3) bridge replacement. These classifications are based on their project description included in TIGER/BUILD project fact sheets.
- **TIGER/BUILD funding of projects in urban/rural areas:** The TIGER/BUILD program classified each construction grant awardee as either an urban or rural project. One of the 490 projects, the “Securing Multimodal Freight Corridors in the Ozarks” project award in year IX of the program, was classified as both urban and rural. This project represented 2.9% of the funding awarded in year IX. For the purposes of this analysis, this project was assumed to be entirely rural.
- **TIGER/BUILD average percentage of funding awarded to state DOTs:** The percentage of funding awarded to state departments of transportation and local governments was calculated using project sponsor information from the TIGER/BUILD project fact sheets. When a project award was given to more than one entity (e.g. a state DOT and a local government), the funding was assumed to be split equally. This applied to 5 of 490 projects.

TIGER/BUILD project fact sheets

- I: https://www.transportation.gov/sites/dot.dev/files/docs/Tiger_I_Awards.pdf
- II: https://www.transportation.gov/sites/dot.dev/files/docs/TIGER_CAPITAL_GRANTS_2010.pdf
- III: https://www.transportation.gov/sites/dot.dev/files/docs/TIGER_2011_AWARD.pdf
- IV: https://www.transportation.gov/sites/dot.gov/files/docs/fy2012tiger_0.pdf
- V: https://www.transportation.gov/sites/dot.gov/files/docs/TIGER_2013_FactSheets.pdf
- VI: https://www.transportation.gov/sites/dot.gov/files/docs/TIGER14_Project_FactSheets.pdf
- VII: https://cms.dot.gov/sites/dot.gov/files/docs/TIGER%202015%20Project%20Fact%20Sheets_0.pdf
- VIII: <https://www.transportation.gov/sites/dot.gov/files/docs/TIGER%20Fact%20Sheets%20-%207-28.pdf>
- IX: https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/tiger/306331/t9-fact-sheets_0.pdf
- X (BUILD Round I): <https://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/327856/build-fact-sheets-121118-355pm-update.pdf>