OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

SEPTEMBER 19, 2018

1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

AGENDA

OZARKS TRANSPORTATION ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, September 19, 2018 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order ..... 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Juranas)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the July 18, 2018 Meeting Minutes ..... Tab 1
(1 minute/Juranas)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items ..... Tab 2
(5 minutes/Juranas)
Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Staff Report
(5 minutes/Fields)
Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. MoDOT Update
(5 minutes/Miller)
An update on any important information from MoDOT will be given.

G. Legislative Reports
(5 minutes/Legislative Staff)
Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. 2020-2024 STIP Priorities ..... Tab 3
(15 minutes/Fields)
A working committee of the Technical Planning Committee has recommended a prioritized list of projects for possible inclusion in the next Statewide Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED 2019-2023 STIP PROJECT PRIORITIZATION

B. Amendment Number One to the FY 2019-2022 TIP ..... Tab 4
(5 minutes/Longpine)
There is one change requested to the FY 2019-2022 Transportation Improvement Program which is included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2019-2022 TIP AMENDMENT NUMBER ONE TO THE BOARD OF DIRECTORS

C. Bicycle and Pedestrian Funding Update ..... Tab 5
(10 minutes/Thomason)
Staff will give an update on the final Bicycle and Pedestrian Funding application and deadline.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. Bridge, Pavement, and System Performance Measures ..... Tab 6
(5 minutes/Longpine)
The OTO must adopt performance measures related to bridge, pavement, and system performance. The proposed measures are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED PERFORMANCE MEASURES

III. Other Business

A. Technical Planning Committee Member Announcements
(5 minutes/Technical Planning Committee Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review
(5 minutes/Technical Planning Committee Members)
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information ..... Tab 7

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 14, 2018 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Dan Smith, OTO Chairman
Ken McClure, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO 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 Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE 9/19/2018; ITEM I.C.

July 18, 2018 Meeting Minutes

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the July 18, 2018 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

"Move to approve the July 18, 2018 Technical Planning Committee meeting minutes."

OR

"Move to approve the July 18, 2018 Technical Planning Committee meeting minutes with the following corrections…"

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
July 18, 2018

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:30 p.m. by Co-Chair Kirk Juranas.

The following members were present:

Mr. Rick Artman, Greene County
Ms. Kristy Bork, Springfield/Branson Airport (a)
Ms. Megan Clark, SMCOG
Mr. Eric Claussen, City of Springfield (a)
Mr. King Coltrin, City of Strafford
Ms. Dawn Gardner, City of Springfield (a)
Mr. Zeke Hall, MoDOT
Mr. Adam Humphrey, Greene County
Mr. Kirk Juranas, City of Springfield (Co-Chair)
Mr. Joel Keller, Greene County (a)
Ms. Mary Kromrey, Ozark Greenways
Mr. Frank Miller, MoDOT
Mr. Jeremy Parsons, City of Ozark (a)
Mr. Cole Pruitt, Missouri State University
Mr. Jeff Roussell, City of Nixa
Mr. Kelly Turner, City Utilities Transit
Mr. Garrett Tyson, City of Republic

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative
Mr. Joshua Bird, Christian County (a)
Ms. Paula Brookshire, City of Springfield (a)
Mr. Randall Brown, City of Willard (Vice Chair)
Mr. John Caufield, BNSF
Mr. Doug Colvin, City of Nixa (a)
Mr. Justin Coyan, Springfield Chamber of Commerce
Mr. Martin Gugel, City of Springfield (Co-Chair)
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Bradley McMahon, FHWA
Mr. Kent Morris, Greene County Planning
Mr. Andrew Nelson, City of Republic (a)
Mr. David O'Connor, City of Willard (a)
Mr. Jason Ray, SMOG (a)
Mr. David Schaumburg, Springfield/Branson Airport
Mr. Mark Schenkelberg, FAA Representative
Mr. Frank Schoneboom, City of Battlefield
Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Mary Lilly Smith, City of Springfield
Ms. Janette Vomund, MoDOT
Ms. Eva Voss, MoDOT
Mr. Todd Wiesehan, Christian County
Mr. Chad Zickefoose, MoDOT

Others present were: Jeremy Pruett, Congressman Billy Long's Office; Dan Wadlington, Senator Roy Blunt's Office; Mr. Cory Imhoff and Mr. Jason Haynes, HDR; Mr. Carl Carlson, Olsson Associates; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Those in attendance made self-introductions stating their name and the organization they represent.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Artman moved approval of the Technical Planning Committee Meeting Agenda for July 18, 2018. Mr. Pruitt seconded the motion and it was unanimously approved.

C. Approval of the May 16, 2018, Meeting Minutes

Mr. Roussell moved for approval of the minutes from the May 16, 2018, Technical Planning Committee Meeting. Mr. Turner seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields stated staff has been working on prioritizing projects for the September Technical Planning Committee meeting and the October Board of Directors meeting for the Statewide Transportation Improvement Program (STIP). She added a subcommittee meeting will be scheduled in August to perform the initial scoring based on a list of criteria. It is then discussed at the Technical Planning Committee and an opportunity is given to change the priorities.

Ms. Fields noted that at the Board of Directors meeting, the City of Springfield had advised they were applying for a BUILD grant to connect the Wonders of Wildlife to downtown. She noted the application was due on July 19, 2018. She added the Board of Directors had authorized staff to write a letter of support for this application. She stated the application was asking for $26 million to build a multi-modal corridor down Grant Street.

Ms. Fields thanked those who had attended the Traffic Impact Study that the OTO had hosted in June. She added they are working on a final draft of the guidelines for the member entities to use if appropriate. She noted once she receives these guidelines, she will call a meeting of the subcommittee to review them and make any changes deemed appropriate.

Ms. Fields stated the Board of Directors had accepted the recommendation of the Technical Planning Committee and had added $2.5 million to the Transportation Alternative Program (TAP) funds. She added staff is planning on a Fall timeline for applications.

Ms. Fields said she had presented to the Missouri Highway and Transportation Commission last week. She noted it had gone well and that the Commission had asked some questions about the sustained growth of the OTO area. She noted they were very impressed with the growth over time. She added she had pointed out to the Commission that the OTO is planning for projects based on needs, which is supported by real data.

Ms. Fields stated she had no information on the 10-cent fuel tax, adding that the ballot language is very confusing. She said the campaign is going to be led by the Missouri Chamber of Commerce, however, they are going to wait to begin the campaign until after the August election. She added Andy Thomason is working on a brochure that will discuss the amount of funding that will be given to each of the member entities if the tax passes.

In response to question regarding the TAP funding, Ms. Fields stated she had met with all the member entities and none of them had expressed a desire to just fund trails. She noted that a subcommittee would be defining the scoring criteria for the applications prior to date

of acceptance. She explained the group would decide the criteria and they may or may not weight trails higher than sidewalks or vice versa. She added the cap on the project size is $250,000, however, this amount could be changed if necessary.

F. MoDOT Update

Mr. Frank Miller noted that MoDOT has a master plan to look at bridges, paving of roads, etc. He noted they have been looking at this for the past two years and have seen the paving conditions improve, but the bridges are getting worse. He stated he did not believe any of the 185 that are in very poor shape are in the OTO area, but they are in Southwest Missouri.

In response to a request from Ms. Fields, Mr. Miller addressed low water crossings. He stated that in the past low water crossings have been able to be replaced using road and bridge funds. However, USDOT is no longer allowing that, so it has created an issue among Counties. He noted MoDOT had sent a letter out last week explaining the new rules and regulations.

G. Legislative Reports

Dan Waddlington, Senator Roy Blunt's Office, noted that Congress will be in recess in about a week. He stated there are no transportation bills pending in the Senate at this time.

Jeremy Pruitt, Representative Billy Long's Office, noted the House of Representatives will be taking the month of August off. He added there are no transportation bills pending in the House at this time.

II. New Business

A. *Transportation Plan 2040* Amendment 9A

Natasha Longpine stated this proposed amendment is for the Hwy 60/Route 125 interchange. She added this project has been in scoping the past few years and is now ready to be moved to the constrained list so that it can be programmed into the TIP. She stated the FAST Act also requires any updates to the TIP or the Long Range Plan, must include performance-based planning. This amendment also updates Chapter 3 – Goals, to include the most recent guidance on the National Performance Goals.

Mr. Coltrin moved the Technical Planning Committee recommend the Board of Directors approve *Transportation Plan 2040* Amendment 9A. Mr. Artman seconded the motion and it was unanimously approved.

B. *Transportation Plan 2040* Amendment 9B – Greene County MTP Amendments

Natasha Longpine stated this proposed amendment consists of two changes requested by Greene County. The first is a realignment of proposed Farm Road 94 to connect straight across to AB. The second is the removal of proposed Farm Road 140 between Orchard Crest and West Bypass. Ms. Longpine noted this approval is based upon Greene County approving the Board of Directors' recommendation. This request will be considered pending until it is formally approved by Greene County.

Adam Humphrey briefly commented on the proposed changes and explained why Greene County was requesting these changes. With no further discussion, Mr. Artman moved the Technical Planning Committee recommend the Board of Directors approve *Transportation*

Plan 2040 Amendment 9B, pending Greene County approval. Mr. Claussen seconded the motion and it was unanimously approved.

C. Federal Functional Classification Map Change Request

Andy Thomason stated the City of Nixa had applied for a Federal Functional Classification change. He added they are asking to change portions of Truman Blvd. and Norton Rd. He said the two roads do not currently connect, but some proposed development will create a north/south corridor. He stated this requested change would make the classifications Major Collector, which is more in keeping with their use.

Mr. Pruitt moved the Technical Planning Committee recommend approval of the Federal Functional Classification Change to the Board of Directors. Mr. Roussell seconded the motion and it was unanimously approved.

D. Nixa Trail Study Addendum

Andy Thomason stated staff is excited to have the completed Nixa Addendum to the Regional Trail Study. He briefly reviewed the history and the process that had been followed for this project. He noted that Nixa had been donated some land on Route AA, which bordered the James River. The Community leaders wanted to see this area connected to the developed portions of Nixa, so Alta was asked to propose two or three possible trail connections. Mr. Thomason reviewed the proposed trail alignment for the Committee, noting there was approximately 84 miles of trails, with 12 miles being incorporated into the Regional Trail Study.

Mr. Keller moved the Technical Planning Committee recommend acceptance of the Nixa Trail Study Addendum to the Board of Directors. Ms. Gardner seconded the motion and it was unanimously approved.

E. Approved 2019-2023 STIP

Frank Miller stated the Missouri Highways and Transportation Commission approved the Statewide Transportation Improvement Program (STIP) for fiscal years 2019-2023. He stated the Transportation Improvement Program (TIP), which Ms. Longpine will be discussing later in the meeting, and the STIP both match.

Chair Juranas noted that this was for informational purposes only and no action by the Committee was required.

F. Draft FY 2019-2022 Transportation Improvement Program

Natasha Longpine stated the Draft FY 2019-2022 had been sent to the Kindles and explained to the Committee how to access it. She noted the TIP takes projects from the Long Range Plan and designates which projects will be constructed over the next four years. She said the TIP reflects the OTO's investment priorities from *Transportation Plan 2040* and will help us achieve the performance targets. She noted the OTO is required to include any projects that receive federal funding and any project that is regionally significant. Ms. Longpine outlined the process that is used to compile the Draft TIP. She noted the only public comment that had been received was from CC Links in Christian County who contracts with OATS for service. Ms. Longpine stated CC Links had requested OATS services be expanded from what they are currently providing, but she noted the OTO does not have funding available for this service.

Ms. Longpine reviewed the Draft TIP with the Committee highlighting the performance-based planning section, which is new this year.

Ms. Gardner moved the Technical Planning Committee recommend approval of the Draft FY 2019-2022 TIP to the Board of Directors. Mr. Humphreys seconded the motion and it was unanimously approved.

G. OTO/MoDOT Freeway Study

Chair Juranas introduced Jason Haynes, the consultant with HDR who had prepared the OTO/MoDOT Freeway Study. Mr. Haynes stated this study is in line with the mission of the OTO, which is to determine priority projects using real data. Mr. Haynes reviewed for the Committee his PowerPoint presentation on the process for performing the study and the subsequent recommendations. He noted the study centered on I-44 and US 60 from West Bypass to Highway 125.

Mr. Haynes stated the study looked at 2017 traffic counts and then used the OTO travel demand model growth rates to project traffic demands for 2040. He added this resulted in 20 projects being identified, based on high crash rates and poor LOS/capacity deficiencies, bridge and roadway deficiencies, and excessive queue lengths. Mr. Haynes outlined the process and formula used to project the cost of the projects. He then reviewed the list of projects, both using the Benefit/Cost Methodology and the Net Benefits Methodology.

Following a brief discussion, Mr. Turner moved the Technical Planning Committee recommend the acceptance of this study to the Board of Directors. Mr. Humphrey seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Sara Fields announced there was a public meeting on July 24, 2018, regarding Highway 160, from 4:30 to 6:00 p.m., at the Library Center.

Frank Miller introduced Zeke Hall, who is taking Andrew Seiler's position at MoDOT.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles for Technical Planning Committee Member Information

Co-Chair Juranas noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

Adjournment

With no additional business to come before the Committee, the meeting was adjourned at 2:55 pm.

TAB 2

August 23, 2018

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Ms. Sara Fields, AICP
Executive Director
2208 W. Chesterfield Blvd Suite 101
Springfield MO 65807

Re: US Highway 60 Corridor – Republic, Missouri

Sara,

This letter is intended to express a slight change in our thinking and direction concerning the priority of projects of regional significance within our jurisdiction, particularly as it relates to the improvement and expansion of US Highway 60 and State Highway MM in Republic.

As you are aware the Republic community has placed heavy emphasis over the last 10 years on the economic development potential of the State Highway MM corridor from US Highway 60 to Interstate 44. The region has experienced a substantial amount of commercial and industrial growth in the vicinity of this corridor, including the building of over 1 million square feet of commercial and industrial floor area that facilitates hundreds of new employees, patrons and other incidental traffic generators. Given the logistical value of the transportation facilities serving this area, we remain confident this area can, and will, grow to become a major regional activity center over the long term.

In concert with that growth the City has made the improvement and expansion of this corridor a major priority for transportation funding. Our messaging to OTO and MoDOT over this time period has consistently emphasized this priority. We have even filed multiple discretionary grant applications with USDOT in an effort to secure funding and place further emphasis on the potential of this corridor.

Our vision remains fixed in the long term on the potential of the State Highway MM corridor, but we are also increasingly mindful of the other major transportation issue of regional significance in Republic, that being the US Highway 60 corridor. Recent events and close study of the conditions along this corridor have revealed this facility, particularly the stretch which extends from the intersection with State Highway 174 to the interchange with James River Freeway, requires immediate and focused attention. The following list contains a brief summary of our conclusions that have informed the position taken in this letter:

- The US Highway 60 is a major regional transportation corridor that presently carries high volumes of commuter, patron and freight traffic serving a large multi-county area. The present economic value of this corridor is material to the region and should be given priority over the longer-term potential value of the State Highway MM corridor that exists in the future.
- The US Highway 60 corridor is already experiencing demonstrable congestion and safety problems.
- The US Highway 60 corridor carries such a large volume of traffic that development potential along the corridor becomes problematic, as intersections of commercial driveways or public streets almost immediately provide poor levels of service.
- The efficiency of travel along the US Highway 60 corridor for freight and commuter traffic is of great value to Republic and the communities lying west of the Republic along the same corridor. Protecting the efficiency of travel in close proximity to James River Freeway is vital to preserving

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an adequate and safe commute to the existing job and activity centers along James River Freeway in Springfield.

- In the end, while the State Highway MM corridor has tremendous long term potential and requires a dedication of transportation resources in order to realize that potential, we must also recognize the transportation issues present along the US Highway 60 corridor are more immediately pressing and of greater near-term consequence to the region and to our local community. As a result, it is our express desire to work to place a greater short-term emphasis on improvements to the US Highway 60 corridor as a priority. These improvements include:

- The improvement of the intersection of State Highway 174 and US Highway 60.
- The expansion of US Highway 60 to enhance capacity and safety.
- The implementation of a secondary circulation system along both frontages of the US Highway 60 corridor in order to reduce the number of intersections with the highway to as few as possible.
- The facilitation of a new intersection and overpass for the extension of State Highway MM through or over Highway 60 in order to connect to State Highway ZZ.
- The reduction and consolidation of direct access points and cross-access points along the divided highway section of US Highway 60.

I would welcome an opportunity to speak with you and your staff further about this issue, as well as, communicate this to the Executive Board.

Sincerely,

David Cameron
City Administrator

CC: Mayor and City Council
Brenda Jackson, City Clerk
Garrett Tyson, Community Development Director
Andrew Nelson, Public Works Director

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 9/19/2018; ITEM II.A.

2020-2024 STIP Priorities

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the beginning of 2019, MoDOT is expected to develop funding estimates for use in the 2020-2024 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the reflection of an asset management plan ensuring that pavement and bridges are kept in good condition.

The expectation is that there will be funding to add projects to state fiscal years 2022 and 2023 (July 2022 through June 2024). Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects would be considered in the order that the Ozarks Transportation Organization prioritizes them.

The proposed list has a lot of impacts from existing projects which will limit the consideration of projects in order. Please be aware that if a top project cannot be ready, costs more the funding available or is being impacted by an planned construction project, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, bridge repair or replacement, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized.

A working group of the Technical Planning Committee has met to review a list of projects and to determine priority. After scoring the projects per the criteria from *Transportation Plan 2040*, which was slightly modified to include travel time, the group recommended the order as shown in the attached spreadsheet based on many factors.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT

4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions.

"Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2020 – 2024 STIP."

OR

"Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2020 – 2024 STIP."

2020-2024 STIP Priority Projects

Priority	County	Route	Description
1	Greene	60	Land Use and Operational Study from Rte. M to JRF
2	Greene	Arterials	Operational and traffic flow improvements within the City of Springfield
3	Greene	Kansas Expwy	Capacity Improvements from Battlefield to JRF
4	Greene	60	Capacity improvements National to Kansas
5	Greene	60	Intersection Improvements at 174
6	Christian	14	Intersection Improvements at 6th
7	Greene	I-44	Auxillary Lanes and Bridge Replacement to accommodate expansion
8	Christian	14	Capacity improvements, 3rd st. to 14th Street
9	Christian	14	Capacity improvements with sidewalks 14th Street to W
10	Greene	60/Nat'l	Add 3rd left turn lane on EB and WB off ramps, add main line exit option EB off
11	Christian	160	Operational and safety improvements from CC to Hwy 14 in Nixa
12	Greene	60/65	Add 3rd lane to SB65 between ramps to 60
13	Greene	60	Capacity and safety improvements from Rte. 174 to Rte. M
14	Christian	14	Intersection Improvements at 3rd & Oak St.
15	Greene	I-244	Designation of an Interstate Loop on US65 and James River Freeway
16	Greene	60	Convert to freeway standards from US 65 to 125

Additional Priorities

County	Route	Description
Christian	14	Sidewalks from 6th to 14th
Greene	60	Capacity and safety improvements from Rte. M to JRF
Christian	14	Nicholas to OTO Western Limits
Christian	14	Capacity and Pedestrian Improvements Cheyenne to 32nd
Greene	65	Interchange Improvements at Kearney
Greene	60	Capacity improvements Glenstone to National
Greene	60	Capacity and safety improvements from Kansas to West Bypass
Christian	14	Intersection improvements at 3rd & Church St.
Greene	60/65	Extend WB to SB decel ramp and SB to EB accel ramp
Christian	14	Intersection Improvements at 32nd
Greene	60	Capacity and safety improvements west of Republic (Illinois St to OTO Boundary)
Greene	I-44/125	Signalize WB Off-Ramp at 125, extend ramps, close ramps to weigh station
Greene	MM	Capacity improvements I-44 to Rte. 360
Christian	65	Capacity Improvements from Route 14 to South/F
Christian	65	Capacity Improvements, Route CC to 14
Christian	14	Capacity and safety improvements from Rte. JJ to Hwy W
Greene	MM	Railroad overpass w/o Rte. 60
Greene	I-44/160	Add 2nd left turn lane on WB off ramp, extend all ramps
Greene	I-44	Capacity improvements from Rte. 360 to West Bypass
Greene	65	Evans Road Interchange Improvements
Greene	I-44/MM/B	Extend ramps and roundabout ramp terminals
Greene	MM	Capacity improvements Rte. 360 to US60
Greene	MM	Intersection Improvements at Sawyer
Greene	160	Intersection Improvements at West Bypass and FR146
Christian	160/CC	CC Extension from Main to 160
Christian	CC/22nd	Intersection Improvements
Christian	CC	Capacity and Safety Improvements west of 65
Christian	160	Capacity and Safety Improvements 14 to OTO southern Limits
Greene	125	Intersection Improvements at OO
Greene	FF	Intersection improvements at Weaver Rd
Christian	NN	Capacity and Safety Improvements east of J/NN
Greene	ZZ	Roundabout at FR 182
Christian	J	Capacity and Safety Improvements east of 65
Greene	P	Capacity and Safety Improvements US 60 to Miller
Greene	OO	Intersection Improvements at Washington
Greene	125	Intersection Improvements at FR 84
Christian	NN/Pheasant Rd	Intersection improvements
Christian	NN	Capacity and safety improvements Pheasant to Melton
Christian	NN	Capacity and safety improvements J to Sunset
Christian	NN	Capacity and safety improvements Sunset to Weaver
Christian	NN	Capacity and safety improvements Weaver to 14
Greene	413	Land Use and Operational Study from JRF to West Bypass
Greene	AB	Safety Improvements from 160 to EE
Chr/Gree	Various	Sidewalks according to Bike/Ped Plan on various routes
Christian	14	Sidewalks along Highway 14 from Main to Ridgecrest

2020-2024 STIP Priority Projects

Priority	Total Points	County	Route	Description	Priority Project	Safety Points	2017 PCE Volume	2040 PCE Volume	Capacity	Current Ratio	Future Ratio	Current VC	Future VC	RR Grade Separation	EJ	Multi-Modal	Freight	Travel Delay	Project Pending with Impacts
1	54	Greene	60	Land Use and Operational Study from Rte. M to JRF	25	10	12,662	16,729	15,500	0.817	1.079	0	5	0	1	1	5	7	
2	70	Greene	Arterials	Operational and traffic flow improvements within the City of Springfield	25	15	20,076	19,543	17,750	1.027	1.101	7	5	0	5	1	5	7	
3	70	Greene	Kansas Expwy	Capacity Improvements from Battlefield to JRF	25	15	20,076	19,543	17,750	1.027	1.101	7	5	0	5	1	5	7	$1.5 Million to look at safety
4	66	Greene	60	Capacity improvements National to Kansas	25	15	36,754	33,496	41,250	0.891	0.812	7	5	0	3	1	5	5	Auxillary lanes from Nat to Glenstone
5	65	Greene	60	Intersection Improvements at 174	25	15	16,015	15,322	14,650	1.093	1.046	7	5	0	2	1	5	5	
6	55	Christian	14	Intersection Improvements at 6th	25	15	6,584	7,500	7,800	0.844	0.962	0	5	0	2	1	0	7	Widening from US65 to Third
7	64	Greene	I-44	Auxillary Lanes and Bridge Replacement to accommodate expansion	25	15	29,147	31,511	33,000	0.883	0.955	7	5	0	4	1	5	2	
8	62	Christian	14	Capacity improvements, 3rd st. to 14th Street	25	15	6,610	4,733	7,100	0.931	0.667	7	5	0	2	1	0	7	Intersection Improvment at 3rd
9	62	Christian	14	Capacity improvements with sidewalks 14th Street to W	25	15	6,584	5,447	7,100	0.927	0.767	7	5	0	2	1	0	7	
10	60	Greene	60/Nat'l	Add 3rd left turn lane on EB and WB off ramps, add main line exit option EB off	25	5	10,782	11,471	10,000	1.078	1.147	7	5	0	5	1	5	7	
11	60	Christian	160	Operational and safety improvements from CC to Hwy 14 in Nixa	25	15	11,616	17,342	19,900	0.584	0.871	0	5	0	2	1	5	7	Intersection Improvements
12	60	Greene	60/65	Add 3rd lane to SB65 between ramps to 60	25	15	38,334	30,738	33,000	1.162	0.931	7	5	0	2	1	5	0	
13	60	Greene	60	Capacity and safety improvements from Rte. 174 to Rte. M	25	10	16,232	18,467	15,125	1.073	1.221	7	5	0	2	1	5	5	
	60	Christian	14	Intersection Improvements at 3rd & Oak St.	25	15	7,322	11,834	7,100	1.031	1.667	7	5	0	2	1	0	5	
	67	Greene	I-244	Designation of an Interstate Loop on US65 and James River Freeway	25	15	29,147	31,511	33,000	0.883	0.955	7	5	0	4	1	5	5	
	56	Greene	60	Convert to freeway standards from US 65 to 125	25	10	17,104	19,953	18,350	0.932	1.087	7	5	0	1	1	5	2	Interchange at 125
	55	Christian	14	Sidewalks on 14 from 6th to 14th	25	15	6,610	7,035	7,800	0.847	0.902	0	5	0	2	1	0	7	
	54	Greene	60	Capacity and safety improvements from Rte. M to JRF	25	10	12,662	16,729	15,500	0.817	1.079	0	5	0	1	1	5	7	
	53	Christian	14	Nicholas to OTO Western Limits	25	15	7,085	7,753	7,800	0.908	0.994	7	5	0	0	1	0		Intersection Improvement at Nicholas
	53	Christian	14	Capacity and Pedestrian Improvements Cheyenne to 32nd	25	10	7,363	8,290	8,850	0.832	0.937	0	5	0	2	1	5	5	Widening east of 32nd
	52	Greene	65	Interchange Improvements at Kearney	25	5	8,947	14,516	15,800	0.566	0.919	0	5	0	4	1	5	7	
	51	Greene	60	Capacity improvements Glenstone to National	25	15	31,978	31,634	41,250	0.775	0.767	0	0	0	5	1	5	0	Capacity improvements programmed
	51	Greene	60	Capacity and safety improvements from Kansas to West Bypass	25	15	20,884	27,472	35,000	0.597	0.785	0	0	0	3	1	5	2	
	50	Christian	14	Intersection improvements at 3rd & Church St.	25	5	7,322	11,834	7,800	0.939	1.517	7	5	0	2	1	0	5	
	50	Greene	60/65	Extend WB to SB decel ramp and SB to EB accel ramp	25	5	35,810	18,071	33,000	1.085	0.548	7	5	0	2	1	5	0	
	48	Christian	14	Intersection Improvements at 32nd	25	10	7,363	8,290	15,800	0.466	0.525	0	0	0	2	1	5	5	Capacity added east of 32nd
	46	Greene	60	Capacity and safety improvements west of Republic (Illinois St to OTO Boundary)	25	0	8,117	8,739	8,450	0.961	1.034	7	5	0	1	1	5	2	
	46	Greene	I-44/125	Signalize WB Off-Ramp at 125, extend ramps, close ramps to weigh station	25	10	19,906	31,718	33,000	0.603	0.961	0	5	0	0	1	5	0	
	44	Greene	MM	Capacity improvements I-44 to Rte. 360	25	5	4,920	8,463	8,450	0.582	1.002	0	5	0	1	1	5	2	
	43	Christian	65	Capacity Improvements from Route 14 to South/F	25	10	24,964	24,587	35,000	0.713	0.702	0	0	0	2	1	5	0	
	43	Christian	65	Capacity Improvements, Route CC to 14	25	10	24,347	26,163	33,000	0.738	0.793	0	0	0	2	1	5	0	
	43	Christian	14	Capacity and safety improvements from Rte. JJ to Hwy W	25	5	6,584	7,225	7,800	0.844	0.926	0	5	0	2	1	0	5	
	42	Greene	MM	Railroad overpass w/o Rte. 60	25	5	4,708	3,795	7,800	0.604	0.487	0	0	5	1	1	5	0	
	41	Greene	I-44/160	Add 2nd left turn lane on WB off ramp, extend all ramps	25	5	6,718	7,114	15,000	0.448	0.474	0	0	0	3	1	5	2	
	40	Greene	I-44	Capacity improvements from Rte. 360 to West Bypass	25	5	26,624	21,817	35,000	0.761	0.623	0	0	0	2	1	5	2	
	39	Greene	65	Evans Road Interchange Improvements	25	10	3,830	2,406	7,100	0.539	0.339	0	0	0	1	1	0	2	
	38	Greene	I-44/MM/B	Extend ramps and roundabout ramp terminals	25	5	3,106	3,409	10,000	0.311	0.341	0	0	0	2	1	5	0	
	37	Greene	MM	Capacity improvements Rte. 360 to US60	25	5	4,708	3,795	7,800	0.604	0.487	0	0	0	1	1	5	0	
	37	Greene	MM	Intersection Improvements at Sawyer	25	5	4,708	3,795	7,800	0.604	0.487	0	0	0	1	1	5	0	
	36	Greene	160	Intersection Improvements at West Bypass and FR146	0	15	15,907	18,892	19,900	0.799	0.949	0	5	0	3	1	5	7	
	33	Christian	160/CC	CC Extension from Main to 160	0	15	4,954	8,706	7,800	0.635	1.116	0	5	0	2	1	5	5	
	33	Christian	CC/22nd	Intersection Improvements	0	15	5,428	11,435	7,100	0.765	1.611	0	5	0	0	1	5	7	
	31	Christian	CC	Capacity and Safety Improvements west of 65	0	15	5,428	10,762	7,800	0.696	1.380	0	5	0	0	1	5	5	
	25	Christian	160	Capacity and Safety Improvements 14 to OTO southern Limits	0	10	6,005	8,868	7,800	0.770	1.137	0	5	0	2	1	5	2	
	21	Greene	125	Intersection Improvements at OO	0	15	4,498	5,090	7,100	0.634	0.717	0	0	0	0	1	5		
	19	Greene	FF	Intersection improvements at Weaver Rd	0	10	5,624	7,235	7,100	0.792	1.019	0	5	0	3	1	0		
	18	Christian	NN	Capacity and Safety Improvements east of J/NN	0	10	4,888	7,258	7,800	0.627	0.931	0	5	0	2	1	0		
	17	Greene	ZZ	Roundabout at FR 182	0	15	4,040	4,724	6,500	0.622	0.727	0	0	0	1	1	0		
	13	Christian	J	Capacity and Safety Improvements east of 65	0	10	7,238	7,458	9,750	0.742	0.765	0	0	0	2	1	0		
	13	Greene	P	Capacity and Safety Improvements US 60 to Miller	0	5	4,108	6,854	7,100	0.579	0.965	0	5	0	2	1	0		
	11	Greene	OO	Intersection Improvements at Washington	0	10	4,527	5,815	7,100	0.638	0.819	0	0	0	0	1	0		
	11	Greene	125	Intersection Improvements at FR 84	0	10	1,468	2,607	6,500	0.226	0.401	0	0	0	0	1	0		
	18	Christian	NN/Pheasant Rd	Intersection improvements	0	15	1,940	4,706	7,800	0.249	0.603	0	0	0	2	1	0		
	13	Christian	NN	Capacity and safety improvements Pheasant to Melton	0	10	1,940	4,309	7,800	0.249	0.552	0	0	0	2	1	0		
	13	Christian	NN	Capacity and safety improvements J to Sunset	0	5	4,888	5,280	7,800	0.627	0.677	0	5	0	2	1	0		
	13	Christian	NN	Capacity and safety improvements Sunset to Weaver	0	5	4,860	7,284	7,800	0.623	0.934	0	5	0	2	1	0		
	13	Christian	NN	Capacity and safety improvements Weaver to 14	0	5	4,968	7,272	7,800	0.637	0.932	0	5	0	2	1	0		
		Greene	413	Land Use and Operational Study from JRF to West Bypass	0														
		Greene	AB	Safety Improvements from 160 to EE	0														
--		Chr/Gree	Various	Sidewalks according to Bike/Ped Plan on various routes															
TAP		Christian	14	Sidewalks along Highway 14 from Main to Ridgecrest	25	15	7,024	8,332	7,900	0.889	1.055	7	5	0	2	1	5	5	Project planned without sidewalks

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 9/19/2018; ITEM II.B.

Amendment Number One to the FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

One change is proposed for Amendment Number One to the FY 2019-2022 Transportation Improvement Program.

1. *Revised* Route 160 Safety Improvements at FR 157 and FR 192 (SP1807-19A1)
   MoDOT has requested to change the description to add a southbound turn lane from Plainview Road to Farm Road 157. There is no change in the cost estimate for the project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

"Move to recommend approval of FY 2019-2022 Transportation Improvement Program Amendment Number One to the Board of Directors."

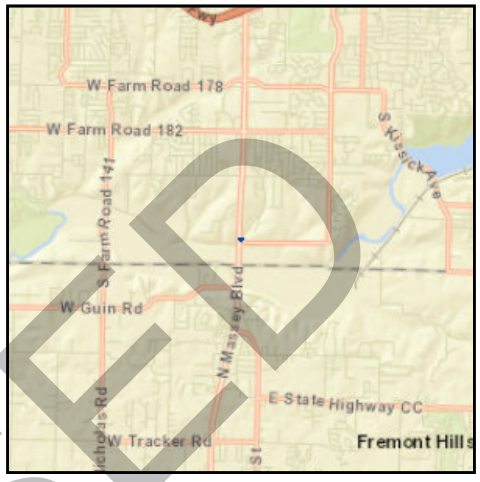
OR

"Move to recommend approval of FY 2019-2022 Transportation Improvement Program Amendment Number One to the Board of Directors with the following changes..."

F) Roadways Section

TIP # SP1807-19A1 ROUTE 160 SAFETY IMPROVEMENTS AT FR 157 AND FR 192

Route	Rte. 160
From	FR 157
To	FR 192
Location	City of Springfield
Federal Agency	FHWA
Project Sponsor	MoDOT
Federal Funding Category	Safety
MoDOT Funding Category	Safety
Bike/Ped Plan?	**EJ?** Yes
STIP #	8P3091B
Federal ID #	



Project Description

On Rte. 160, adding J-Turn at Farm Road 157, turn lanes at Farm Road 192, and southbound turn lane from Plainview Road to Farm Road 157.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (SAFETY)	Federal	ENG	$386,100	$0	$0	$0	$386,100
MoDOT	State	ENG	$42,900	$0	$0	$0	$42,900
FHWA (SAFETY)	Federal	ROW	$4,500	$0	$0	$0	$4,500
MoDOT	State	ROW	$500	$0	$0	$0	$500
FHWA (SAFETY)	Federal	CON	$1,688,400	$0	$0	$0	$1,688,400
MoDOT	State	CON	$187,600	$0	$0	$0	$187,600
Totals			**$2,310,000**	**$0**	**$0**	**$0**	**$2,310,000**

Notes

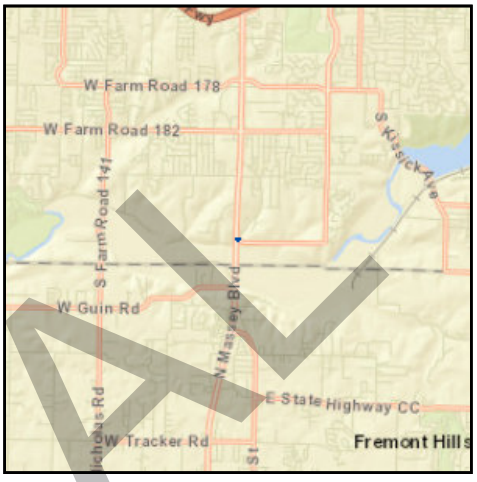
Non-Federal Funding Source: State Transportation Revenues

Prior Cost	$198,000
Future Cost	$0
Total Cost	$2,508,000

F) Roadways Section

TIP # SP1807-18 ROUTE 160 SAFETY IMPROVEMENTS AT FR 157 AND FR 192

Route Rte. 160
From FR 157
To FR 192
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
Bike/Ped Plan? **EJ?** Yes
STIP # 8P3091B
Federal ID #



Project Description
Adding J-Turn on Rte. 160 at Farm Road 157 and turn lanes Farm Road 192.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (SAFETY)	Federal	ENG	$386,100	$0	$0	$0	$386,100
MoDOT	State	ENG	$42,900	$0	$0	$0	$42,900
FHWA (SAFETY)	Federal	ROW	$4,500	$0	$0	$0	$4,500
MoDOT	State	ROW	$500	$0	$0	$0	$500
FHWA (SAFETY)	Federal	CON	$1,688,400	$0	$0	$0	$1,688,400
MoDOT	State	CON	$187,600	$0	$0	$0	$187,600
Totals			**$2,310,000**	**$0**	**$0**	**$0**	**$2,310,000**

Notes
Non-Federal Funding Source: State Transportation Revenues

Prior Cost	$198,000
Future Cost	$0
Total Cost	$2,508,000

TECHNICAL PLANNING COMMITTEE AGENDA 9/19/2018; ITEM II.C.

Bicycle and Pedestrian Funding

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO has issued a call for bicycle and pedestrian projects. The application period opened on September 4, 2018 and will close on October 26, 2018. We are making approximately $2.6 million in funding available, with some set aside for trails and some set aside for sidewalks. The table below contains important funding characteristics.

Funding Characteristics	
Available Funding	$2,564,918
Years of Funding Available	3.5 + Omnibus Appropriations
Minimum Project (Federal Funds)	$40,000
Maximum Project (Federal Funds)	$400,000
Minimum Sidewalk Funding	$750,000
Minimum Trail Funding	$1,000,000

The current scoring criteria are very similar to past criteria. Minor changes have been made, such as replacing 'communities' with 'jurisdictions' in section D or altering the plans referenced in section H. The big picture intent has not changed for any of the criteria. The table below outlines the big ideas we want covered in each section.

Application Section	Big Picture Intent
A: PROJECT SPONSOR INFORMATION	We need basic contact information.
B: PROJECT PARTNERS	We like to see projects that have brought a community together and have multiple sponsors.
C: BASIC PROJECT INFORMATION	We want to know how much money you are asking for, proof that you have thought about maintenance, and documentation showing progress on right-of-way acquisition.
D: PROJECT LOCATION INFORMATION	We like to see projects that connect jurisdictions in the OTO region. (We also want to know where your project is located.)
E: PROJECT DESCRIPTION	We want to know whether you are focused on repairing existing sidewalks and ADA issues, or if you are expanding your trail and sidewalk network.
F: CONNECTIVITY	We like to see projects that connect to existing bike/pedestrian facilities or transit (Springfield).
G: COMMUNITY	We like to see projects that are a part of larger redevelopment plans or are being considered because of a project's economic impact.

Application Section	Big Picture Intent
H: PUBLIC OUTREACH	First, we want to see projects that have been vetted by your community, i.e. included in some type of plan or priority list. Second, we like to see projects that help implement regional plans, such as the Regional Trail Study or the LRTP.
I: DISTANCE FROM SCHOOL	We like projects that can be utilized by students.
J: COST ESTIMATES	We like projects that have well-development, reasonable cost estimates.
K: SIGNATURE	We like people who follow instructions.

BICYCLE/PEDESTRIAN FUNDING SUBCOMMITTEE ACTION TAKEN:
The Bicycle and Pedestrian Funding Subcommittee met on August 1 and August 13 to review and revise the application and guidebook for this call-for-projects. The group recommended approval at the end of the Aug. 13 meeting.

BOARD OF DIRCTORS ACTION TAKEN:
The application and guidebook were taken directly to the Board of Directors on August 16. The Board approved the updated application and guidebook.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
This item is included for informational purposes only. No action is required.

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 9/19/2018; ITEM II.C.

Bicycle and Pedestrian Funding

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO has issued a call for bicycle and pedestrian projects. The application period opened on September 4, 2018 and will close on October 26, 2018. The application can be found at http://www.ozarkstransportation.org/Documents/Fill-InApplication2018.pdf.

We are making approximately $2.6 million in funding available, with some set aside for trails and some set aside for sidewalks. The table below contains important funding characteristics.

Funding Characteristics	
Available Funding	$2,564,918
Years of Funding Available	3.5 + Omnibus Appropriations
Minimum Project (Federal Funds)	$40,000
Maximum Project (Federal Funds)	$400,000
Minimum Sidewalk Funding	$750,000
Minimum Trail Funding	$1,000,000

The current scoring criteria are very similar to past criteria. Minor changes have been made, such as replacing 'communities' with 'jurisdictions' in section D or altering the plans referenced in section H. The big picture intent has not changed for any of the criteria. The table below outlines the big ideas we want covered in each section.

Application Section	Big Picture Intent
A: PROJECT SPONSOR INFORMATION	We need basic contact information.
B: PROJECT PARTNERS	We like to see projects that have brought a community together and have multiple sponsors.
C: BASIC PROJECT INFORMATION	We want to know how much money you are asking for, proof that you have thought about maintenance, and documentation showing progress on right-of-way acquisition.
D: PROJECT LOCATION INFORMATION	We like to see projects that connect jurisdictions in the OTO region. (We also want to know where your project is located.)
E: PROJECT DESCRIPTION	We want to know whether you are focused on repairing existing sidewalks and ADA issues, or if you are expanding your trail and sidewalk network.
F: CONNECTIVITY	We like to see projects that connect to existing bike/pedestrian facilities or transit (Springfield).

Application Section	Big Picture Intent
G: COMMUNITY	We like to see projects that are a part of larger redevelopment plans or are being considered because of a project's economic impact.
H: PUBLIC OUTREACH	First, we want to see projects that have been vetted by your community, i.e. included in some type of plan or priority list. Second, we like to see projects that help implement regional plans, such as the Regional Trail Study or the LRTP.
I: DISTANCE FROM SCHOOL	We like projects that can be utilized by students.
J: COST ESTIMATES	We like projects that have well-development, reasonable cost estimates.
K: SIGNATURE	We like people who follow instructions.

BICYCLE/PEDESTRIAN FUNDING SUBCOMMITTEE ACTION TAKEN:
The Bicycle and Pedestrian Funding Subcommittee met on August 1 and August 13 to review and revise the application and guidebook for this call-for-projects. The group recommended approval at the end of the Aug. 13 meeting.

BOARD OF DIRCTORS ACTION TAKEN:
The application and guidebook were taken directly to the Board of Directors on August 16. The Board approved the updated application and guidebook.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
This item is included for informational purposes only. No action is required.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 9/19/2018; ITEM II.D.

Bridge, Pavement, and System Performance Targets

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. OTO established Transit Asset Management targets in February 2017. Safety Targets were established in December 2017. Now, Bridge and Pavement Targets and System Performance Targets must be set by November 2018. These are a combination of two- and four-year targets.

Six individual targets comprise the Bridge and Pavement Targets:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

There are also six individual targets for System Performance, however only three of them apply to OTO:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. *Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. ~~*Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS)~~
4. ~~Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS)~~
5. ~~Emissions Measure: Total Emissions Reduction for PM2.5, Ozone and CO individually (only applies to EWG, St. Louis)~~
6. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)

*4-year target for 2022 initially for phase in and may be adjusted in 2020; in 2022, must establish 2- and 4-year targets

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets for all measures.

MoDOT Pavement and Bridge Targets:

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percentage of NHS Bridges Classified as in Good Condition	30.9	30.9
Percentage of NHS Bridges Classified as in Poor Condition	7.1	7.1
Percentage of Pavements of the Interstate System in Good Condition	N/A	77.5
Percentage of Pavements of the non-Interstate NHS in Good Condition	61.1	61.1
Percentage of Pavements of the Interstate System in Poor Condition	N/A	0.0
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.0	1.0

MoDOT System Performance Targets:

Performance Measure	2019 Statewide Target	2021 Statewide Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	88.9	87.1
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	N/A	87.8
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.28	1.30

PERFORMANCE MEASURES SUBCOMMITTEE ACTION TAKEN:
At its meeting on August 20, 2018, the Performance Measures Subcommittee unanimously recommended that OTO should plan and program in support of the statewide targets for Bridge, Pavement, and System Performance.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
That a member of the Technical Planning Committee makes one of the following motions:

"Move to recommend that the Board of Directors supports the statewide targets for Bridge, Pavement, and Performance."

OR

"Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations…"

Bridge, Pavement, and System Performance Target Meeting Summary – 8/20/2018

Recommendation:
It was the recommendation of the committee that OTO support the statewide bridge and pavement and statewide system performance targets.

Discussion:
Natasha Longpine reviewed the performance measure and target setting process as required in the current surface transportation authorization bill. This included a reminder of targets already set and those to be set. The committee discussed data provided by MoDOT which addressed both OTO and statewide current trends. Ms. Longpine explained that each target can be set individually and any combination can be set locally or to support the statewide targets.

Pavement
The discussion around pavement compared the OTO's current performance measure of "Major Roads in Good Condition" to the required measure of Interstate and Non-Interstate pavements in Good and Poor condition. Then, OTO's numbers were compared to the statewide trends and targets. While OTO has great numbers for the Interstate, Frank Miller explained that the interstate is broken into five segments and condition is based on the segment level, so if one segment changes to fair, it can have a large impact. Non-Interstate NHS conditions are not as strong as the Interstate, and this can especially be seen on the locally-owned roads. OTO's numbers are above the statewide numbers, but it was decided that since the majority of the affected lane miles are the responsibility of MoDOT and MoDOT's asset management plan, that it would make sense to support the state targets.

Performance Measure	**2017 (OTO)**
Percentage of Pavements of the Interstate System in Good Condition	98.2
Percentage of Pavements of the non-Interstate NHS in Good Condition	64.6
Percentage of Pavements of the Interstate System in Poor Condition	0.0
Percentage of Pavements of the non-Interstate NHS in Poor Condition	0.2

Bridge
A similar discussion was had for the bridge targets. OTO has very few bridges in poor condition, but there are a number of bridges in fair condition. Also, when bridge improvements are made, the bridge condition is only updated with the next bridge inspection. For these reasons, it was also recommended that OTO support the state targets.

Performance Measure	**2017 (OTO)**
Percentage of NHS Bridges Classified as in Good Condition	49.5
Percentage of NHS Bridges Classified as in Poor Condition	2.2

System Performance
OTO staff demonstrated the portal available through RITIS, which helps track the system performance measures. Not all of the system performance requirements apply to OTO, but for those that do, data is

only available for one year, so a trend is difficult to establish. Since data is so limited, it was recommended that OTO support the state targets.

Performance Measure	2017 (OTO)
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	100.0
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	93.3
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.07

MoDOT Pavement and Bridge Targets:

Performance Measure	Statewide 2- and 4-Year Targets
Percentage of NHS Bridges Classified as in Good Condition	30.9
Percentage of NHS Bridges Classified as in Poor Condition	7.1
Percentage of Pavements of the Interstate System in Good Condition	77.5*
Percentage of Pavements of the non-Interstate NHS in Good Condition	61.1*
Percentage of Pavements of the Interstate System in Poor Condition	0.0
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.0

*Only 4-year targets

MoDOT System Performance Targets:

Performance Measure	2-Year Statewide Target	4-Year Statewide Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	88.9	87.1
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	N/A	87.8
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.28	1.30

Missouri DOT/ FHWA Pavement and Bridge Target Setting Coordination

September 2017

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six infrastructure performance measures. Two and four-year targets must be established first by State DOTs, then by each MPO, with the MPOs adopting state targets or establishing their own for:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA TPM portal (to be released). If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition. If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.

Pavement and Bridge Target Setting Collaboration with Partners:

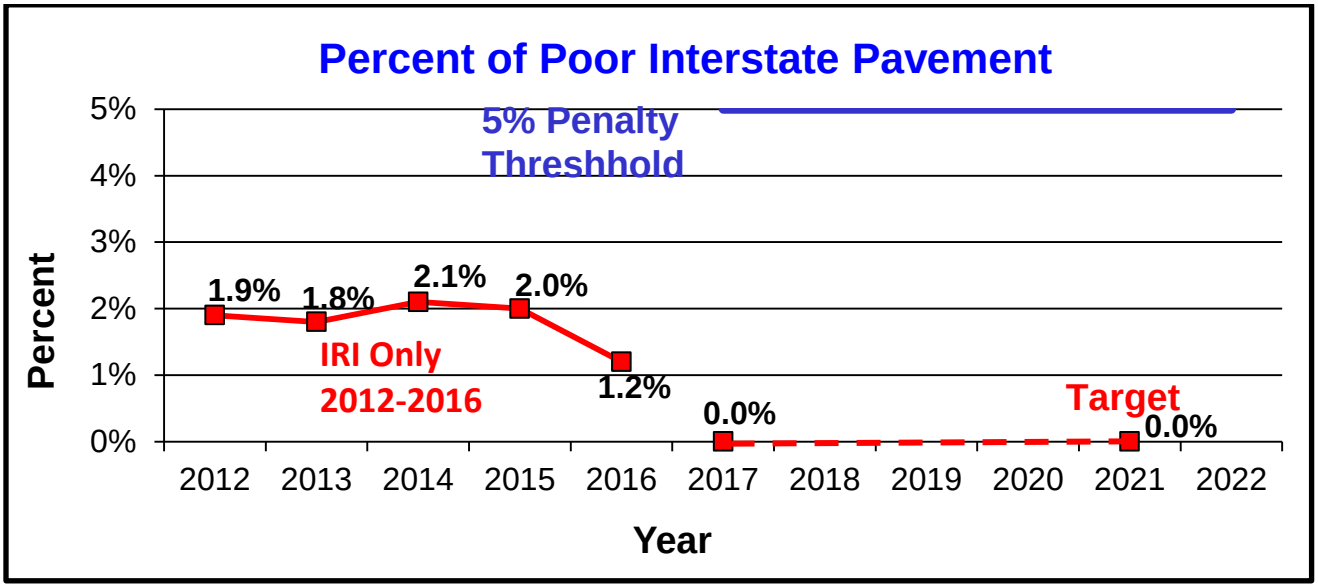
Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration calls.
Nov. – Dec. 2017	MoDOT Bridge and Pavement staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Feb. 13, 2018	MoDOT Bridge and Pavement staff calculates data for each performance measure statewide and by MPO, as available. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration call.
Feb. – Mar. 2018	MoDOT solicits target setting feedback from partners by email.
Mar. 12, 2018	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration call.
By Apr. 30, 2018	MoDOT applies assumptions to pavement and bridge data to establish targets for initial Transportation Asset Management Plan and submits to FHWA Division Office.
By May 20, 2018	MoDOT shares targets with planning partners through email and monthly partner collaboration calls.
By Oct. 1, 2018	MoDOT posts pavement and bridge targets on FHWA TPM portal website.

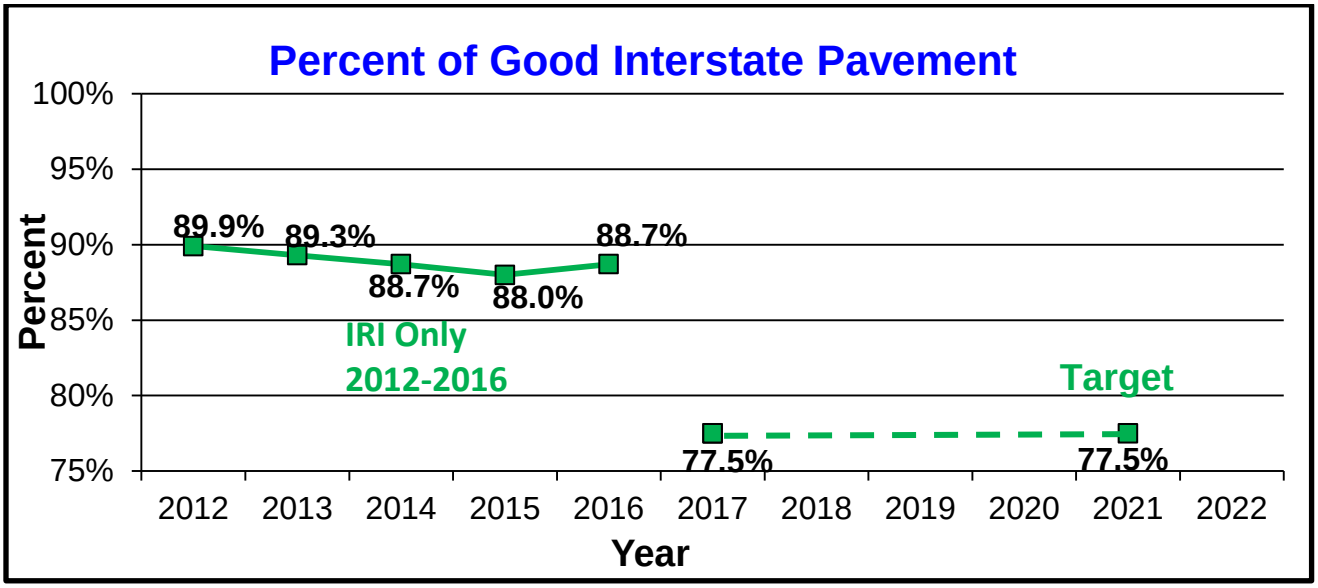
MoDOT Statewide Pavement and Bridge Targets

May 2018

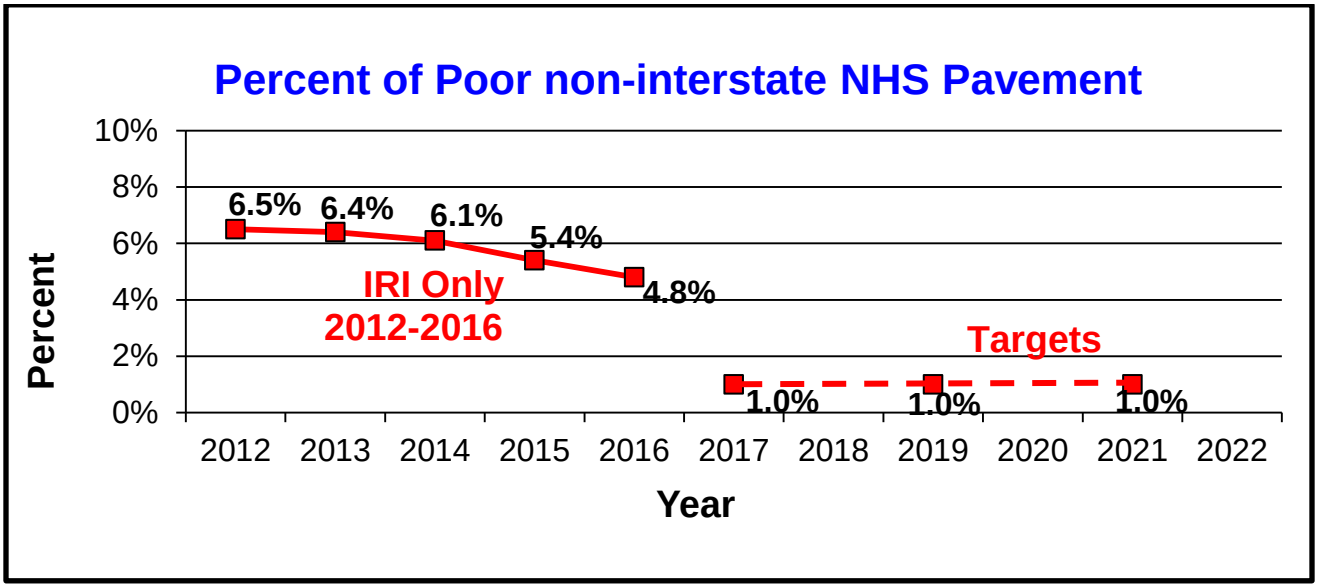
Performance Measure	**2017 Baseline**	**2019 Target**	**2021 Target**
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	30.9%
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	7.1%
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%		0.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

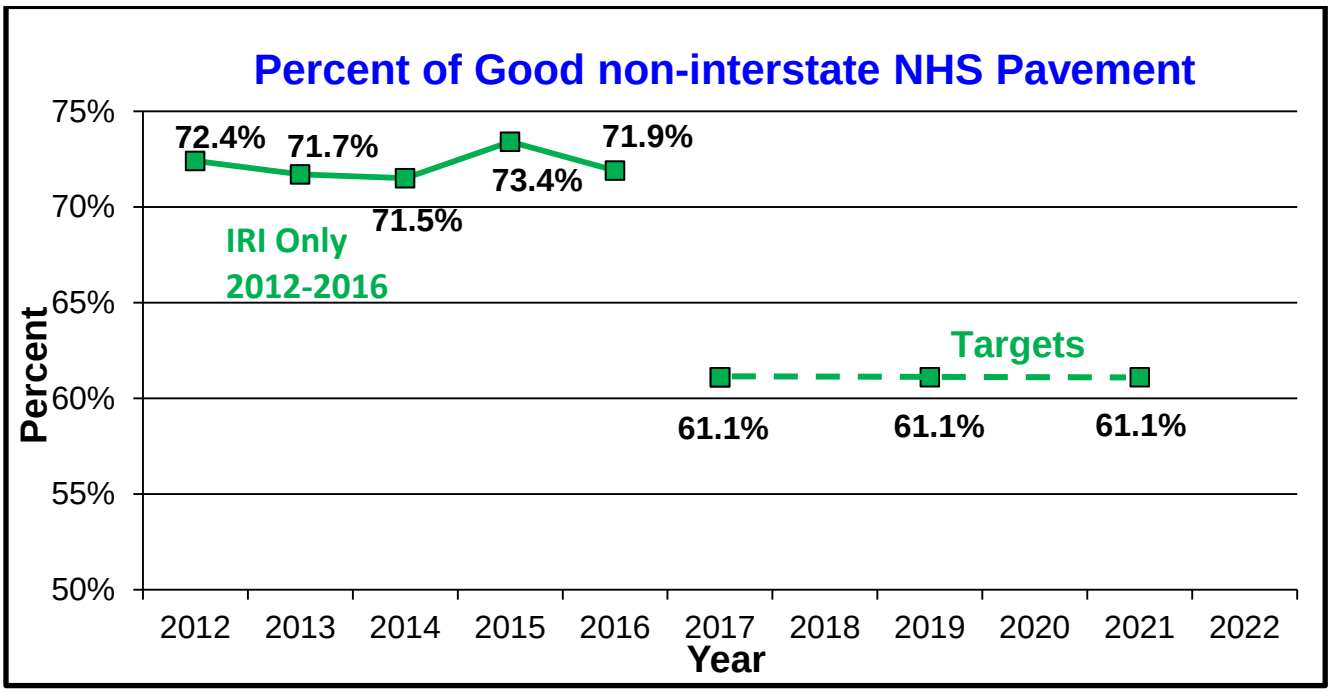
MoDOT PM2 Targets
May 20, 2018



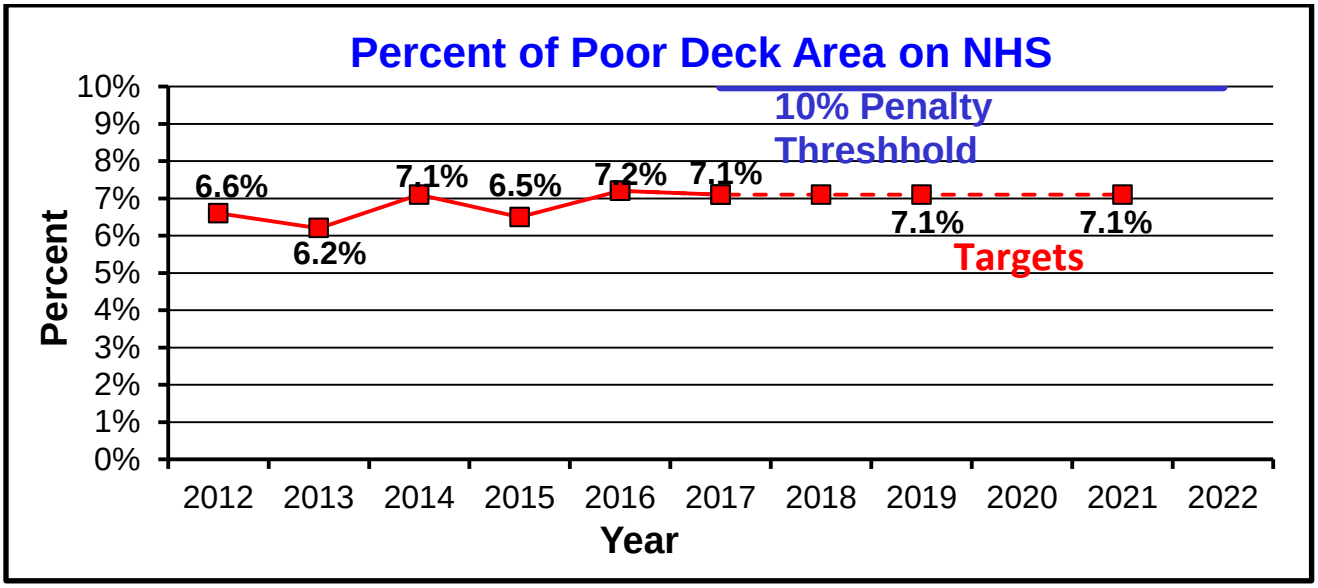


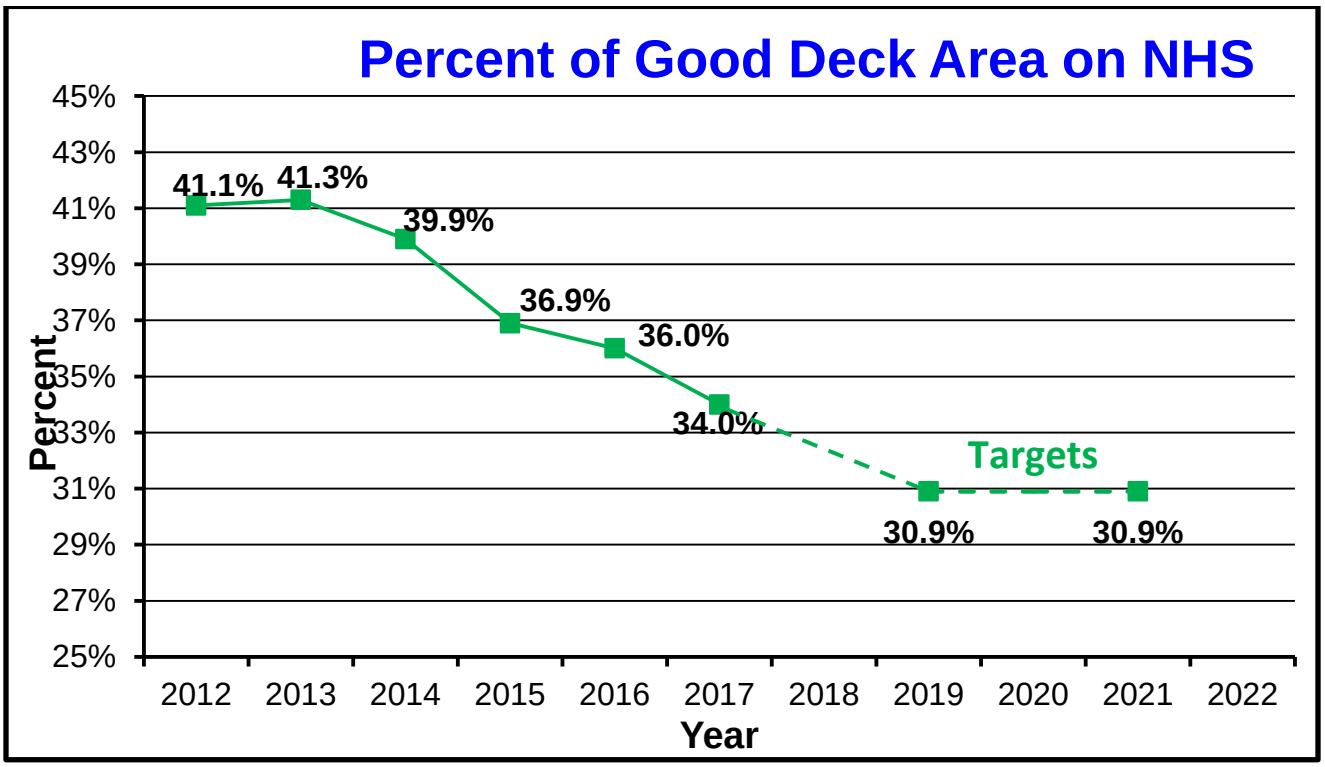
MoDOT PM2 Targets
May 20, 2018



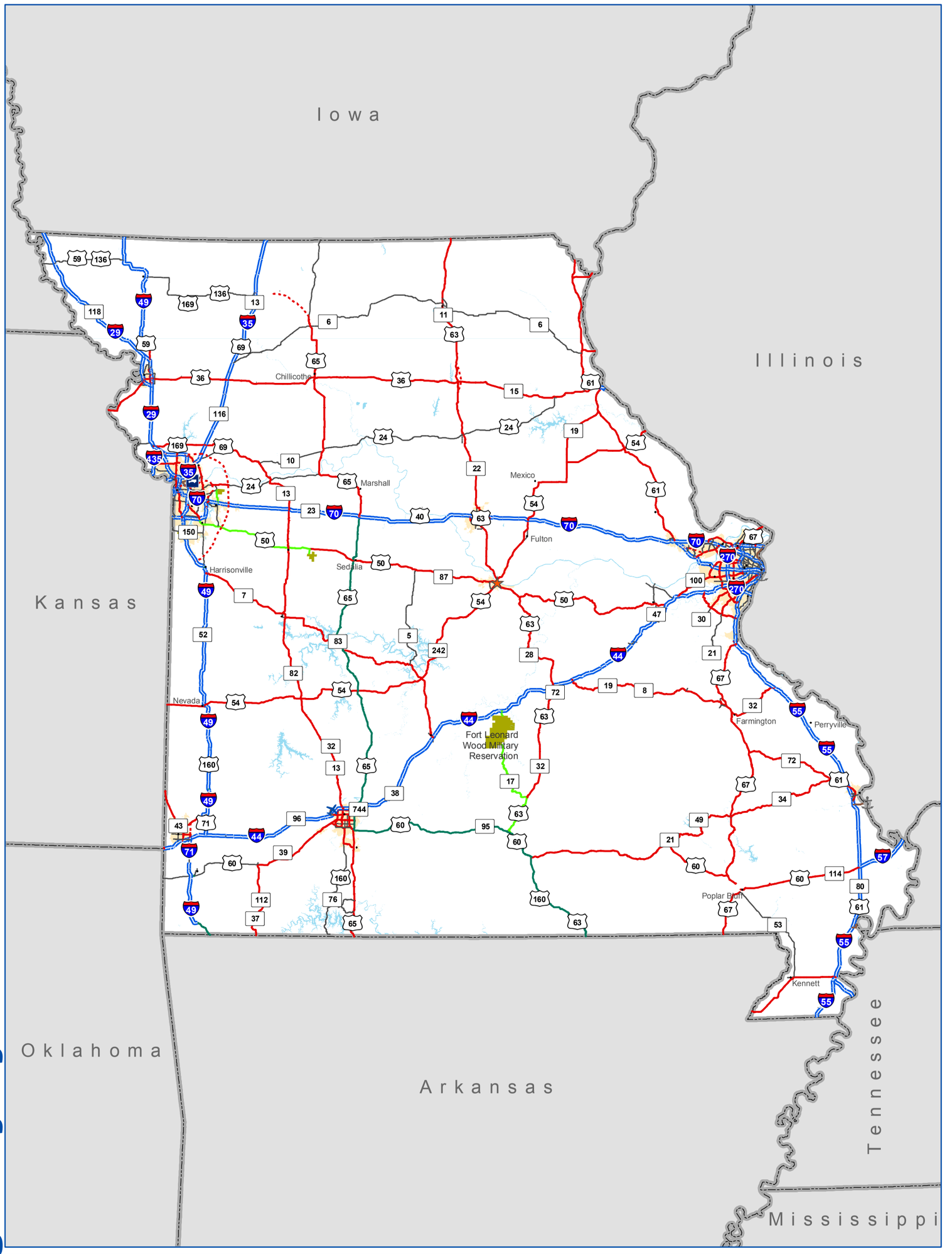


MoDOT PM2 Targets
May 20, 2018





National Highway System: Missouri



U.S. Department of Transportation
Federal Highway Administration

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- Unbuilt NHS Routes
- MAP-21 NHS Principal Arterials

- Census Urbanized Areas
- Department of Defense
- Water

- Airport
- Intercity Bus Terminal
- Ferry Terminal
- Truck/Pipeline Terminal

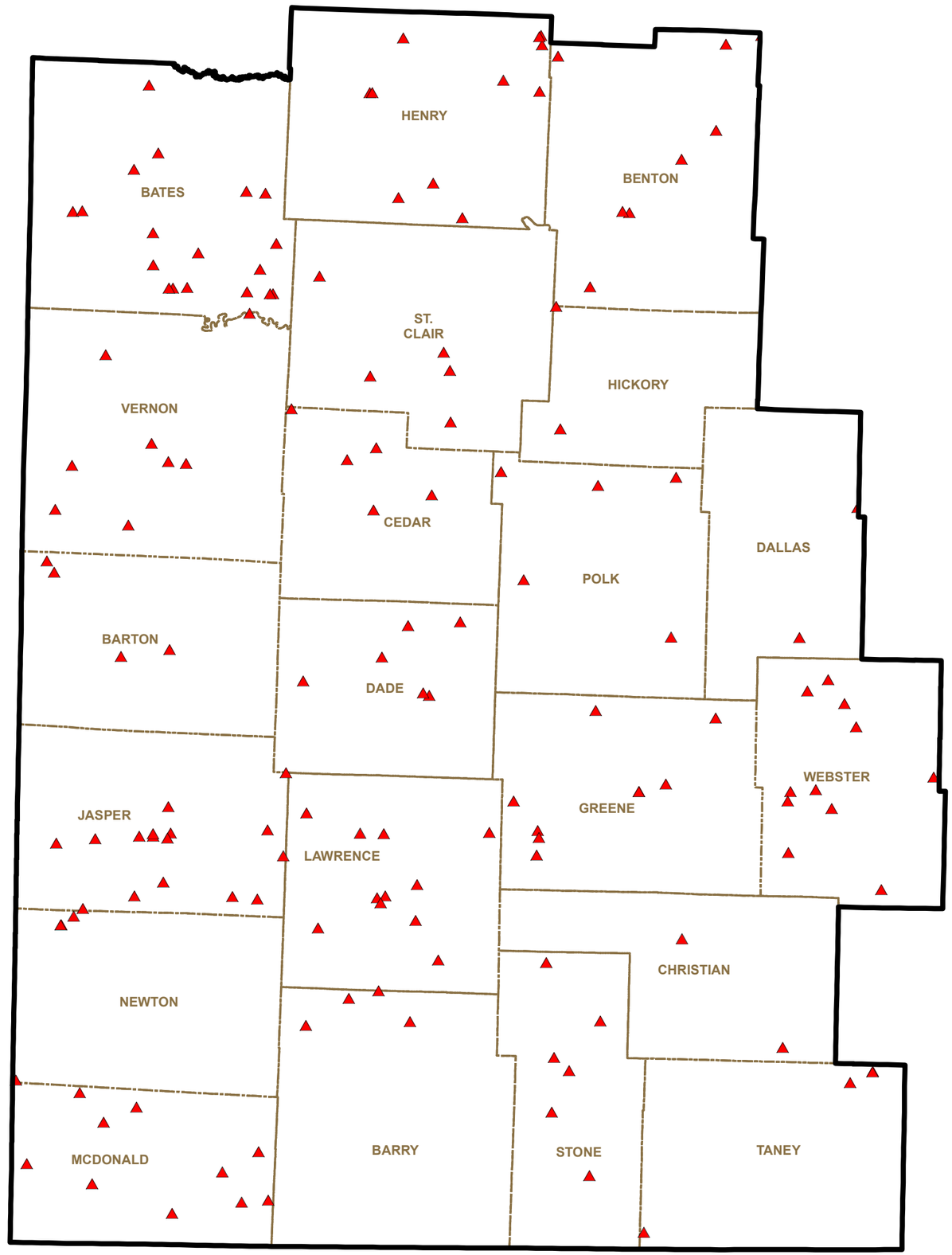
- Multipurpose Passenger Facility
- Port Terminal
- Truck/Rail Facility
- AMTRAK Station
- Public Transit Station

0 40 80 Miles
0 90 180 Kilometers

FHWA: May 09, 2016

Southwest District

Poor Bridges



150 Number of Poor Bridges

2017 Poor Bridges

County

MoDOT

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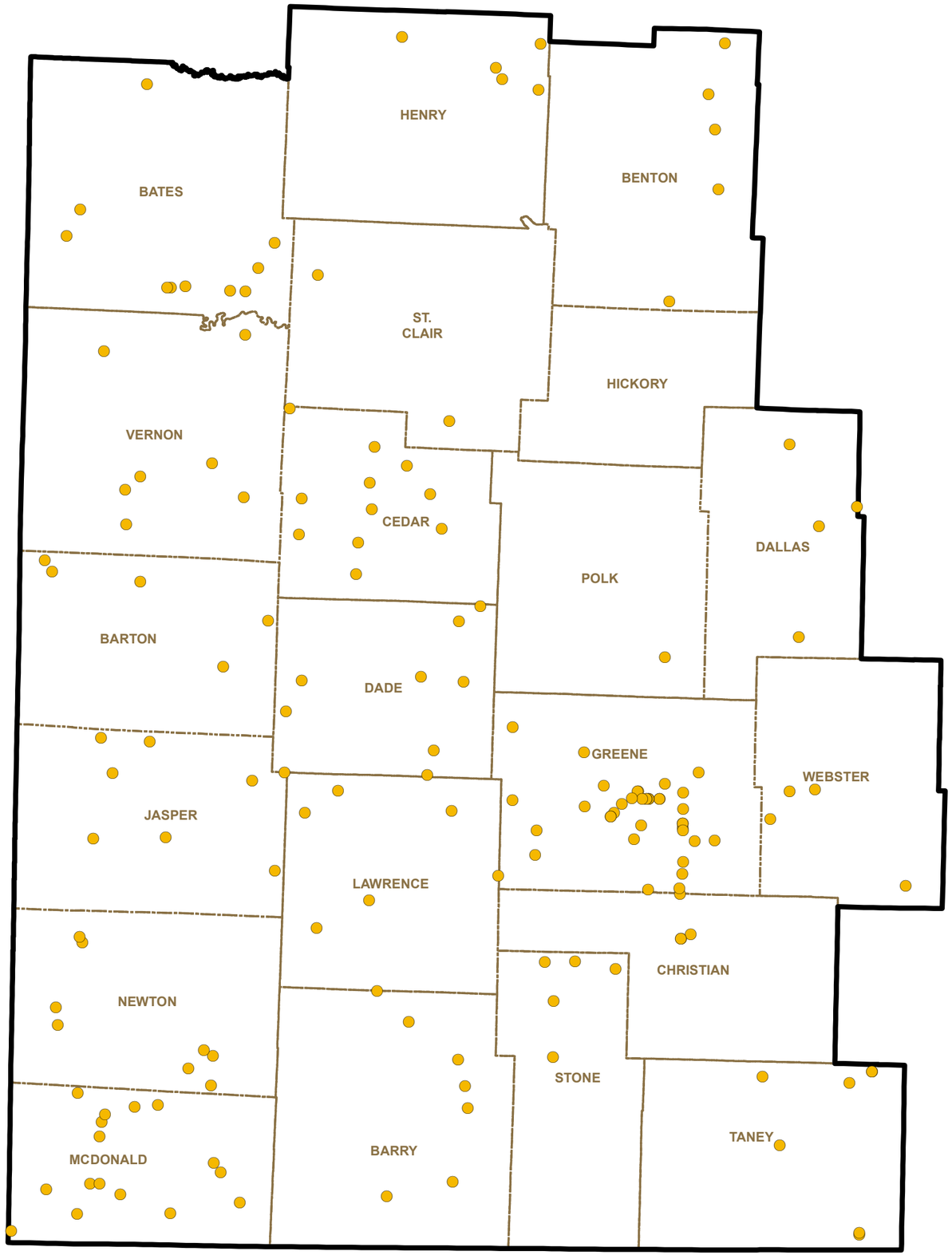
Southwest District

Weight Restricted Bridges



160 **Number of Weight Restricted Bridges**

2017 Weight Restricted Bridges

County

MoDOT

N
W E
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Poor Bridges

2017 Poor Bridges

Interstates

Kansas City Area

St. Joseph Area

Joplin

Springfield

Jefferson City

St. Louis Area

Columbia

Cape Girardeau

Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
May 2017

Weight Restricted Bridges

2017 Weight Restricted Bridges

Interstates

Kansas City Area

St. Joseph Area

Joplin

Springfield

Jefferson City

St. Louis Area

Columbia

Cape Girardeau

MoDOT

Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
May 2017

N W E S

Missouri DOT/ FHWA System Performance Target Setting Coordination

September 2017

FAST Act/ MAP-21 was the first transportation reauthorization bill requiring target setting collaboration between State DOTs and planning partners on national performance measures. Targets are required to be established in 2018 for six system performance measures. Two and four-year targets must be set by State DOTs, then by each MPO, with the choice of MPOs adopting state targets or establishing their own for:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. *Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. *Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS)
4. Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS)
5. Emissions Measure: Total Emissions Reduction for PM2.5, Ozone and CO individually (only applies to EWG, St. Louis)
6. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)

*4-year target for 2022 initially for phase in and may be adjusted in 2020; in 2022, must establish 2 and 4 year targets

Targets may be adjusted every two years by the State DOT, with MPOs able to adjust their targets. Targets must be reported in the FHWA TPM portal (to be released). If FHWA determines the State DOT has not made significant progress on the first two reliability targets, the State DOT must document actions it will take to achieve targets. If FHWA determines the State DOT has not made significant progress on the freight reliability target, then include this in the next State DOT Biennial report:

- Identification of significant freight system trends, needs, and issues
- Description of freight policies and strategies that will guide the freight-related transportation investments
- Inventory of truck freight bottlenecks and description of the ways in which the State DOT is allocating funding to improve those bottlenecks

System Performance Target Setting Collaboration with Partners:

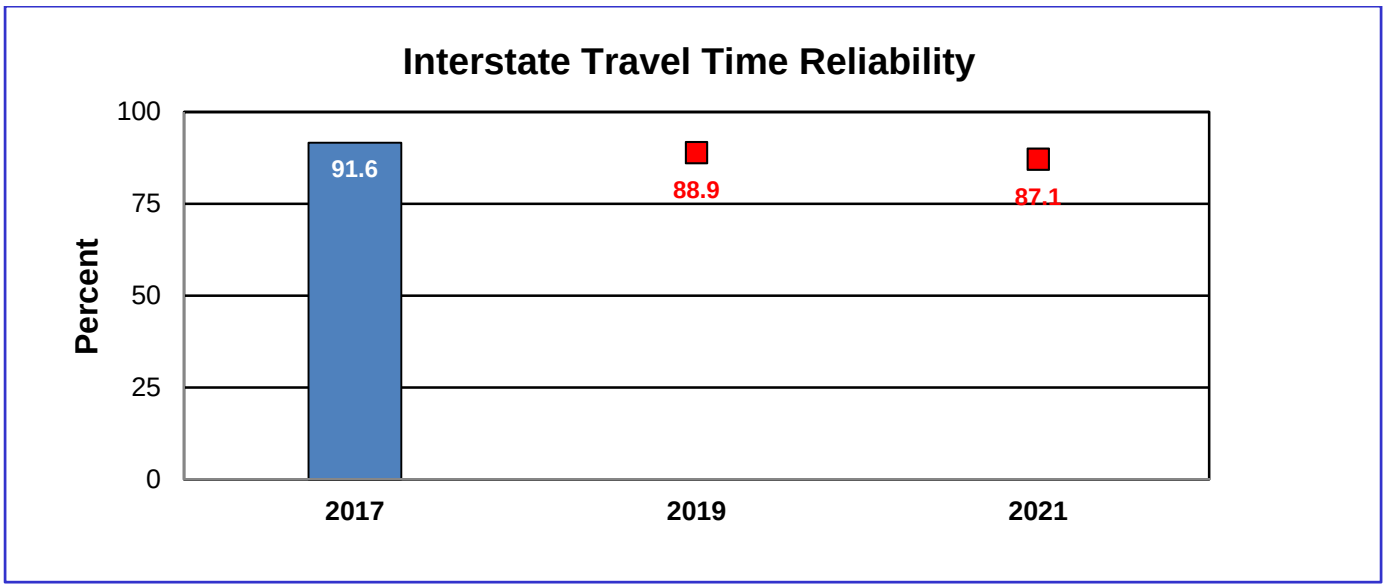
Sept. – Oct. 2016	MoDOT shared, solicited feedback and gained consensus from the MPOs on the target setting coordination process during the monthly partner collaboration calls.
Jan. 2018	MoDOT staff calculates data for each performance measure statewide, as available. Meet with MoDOT Executive Team.
Mar. 12, 2018	MoDOT staff calculates data for each performance measure statewide and by MPO, as applicable. MoDOT shares data with MPOs and FHWA with discussion on data, assumptions and challenges for setting targets during the monthly partner collaboration call.
Mar. – Apr. 2018	MoDOT solicits target setting feedback from partners by email.
Apr. 9, 2018	MoDOT and MPOs finalize assumptions to use for targets during the monthly partner collaboration call.
By May 20, 2018	MoDOT shares targets with planning partners through email and monthly partner collaboration calls.
By Oct. 1, 2018	MoDOT posts system performance targets on FHWA TPM portal website.

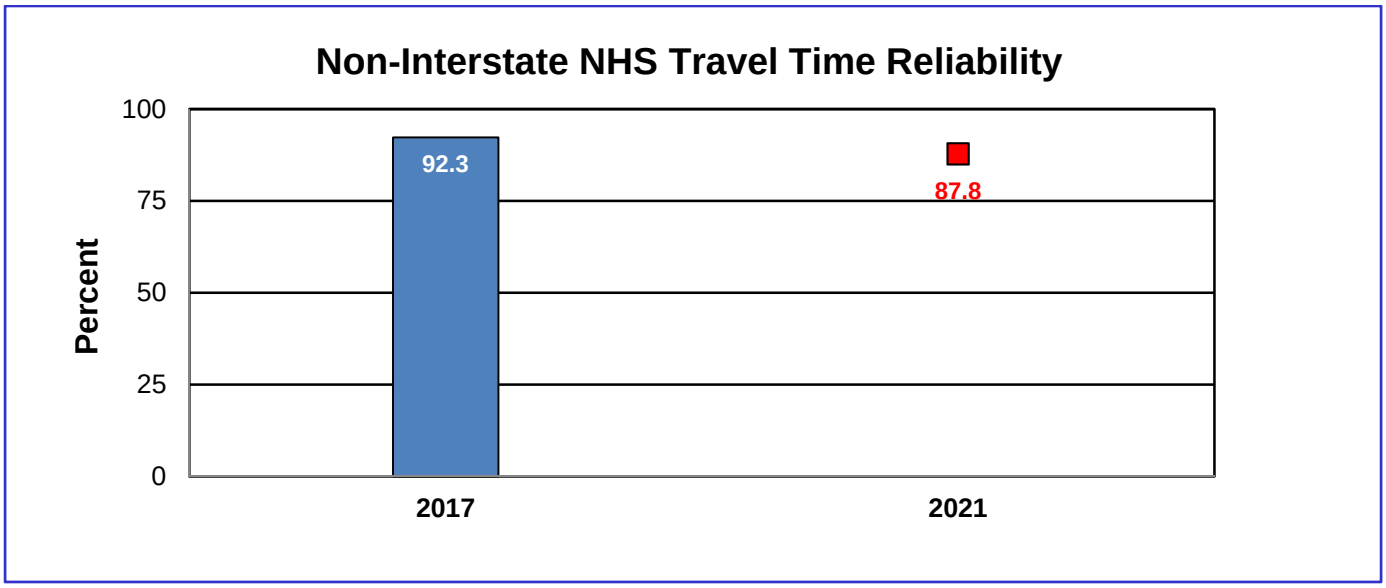
MoDOT/ EWG System Performance Targets

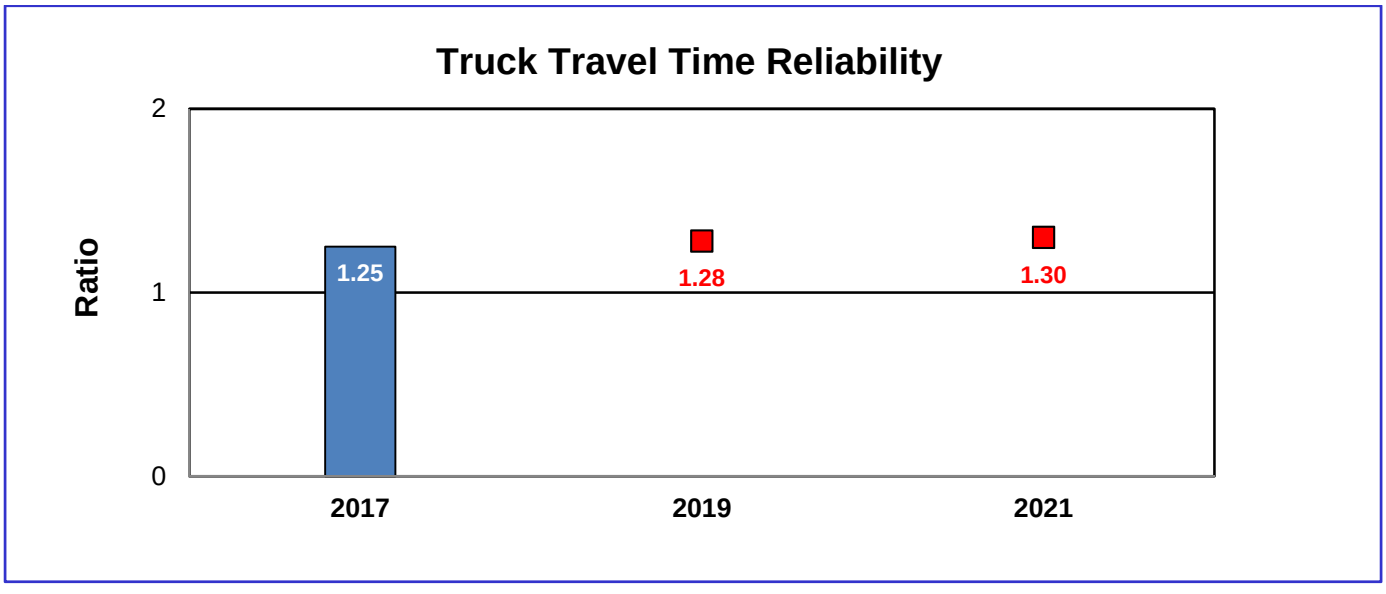
May 2018

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.30
Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT)	9.5		9.5
Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT)	17.8%	16.7%	17.0%
Total Emissions Reduction for PM2.5 reported in kg/day			
Total Emissions Reduction for NOx reported in kg/day			
Total Emissions Reduction for VOC reported in kg/day			
Total Emissions Reduction for CO reported in kg/day	0.000		

MoDOT PM3 Targets
May 20, 2018







TAB 7

News

Gov. Parson: Mayors Focused on Transportation and Infrastructure

By:

Missourinet ()

Updated: Jul 24, 2018 05:34 AM CDT

JEFFERSON CITY, Mo. -- Odessa's mayor supports the ten-cent gasoline tax increase that will appear on your November statewide ballot, noting that his growing western Missouri community needs a new I-70 interchange.

This is the Missouri House voting board, as Governor Mike Parson addressed a joint session of the Legislature on June 11, 2018 (file photo courtesy of Tim Bommel at House Communications)

Missouri Governor Mike Parson tells Missourinet he's hearing a lot of support for the gas tax increase, from mayors like Odessa's Adam Couch.

"I think everybody knows that infrastructure is going to be a priority," Parson says. "It's going to be a priority of this administration and I think right now it's just a priority for the state of Missouri. And I think there's a huge opportunity to be able to do some projects much like what he's (Mayor Coach) talking about, maybe."

Odessa's population is now about 5,300, and its median household income has jumped to $48,932, according to the Odessa Chamber of Commerce website.

Odessa's median household income was about $34,000 in 2000.

Odessa Mayor Couch says transportation is one of the biggest issues facing his town.

If Missourians approve the gasoline tax increase, it would be phased in over four years at 2.5 cents annually.

Missouri's fuel tax hasn't been increased since 1996.

Governor Parson says he'll continue to reach out to rural and urban mayors across the state to hear their

concerns

concerns.

Parson met last week at the Statehouse in Jefferson City with five mayors from the Kansas City region, including Couch.

“But really we want those second layer of mayors that we want to be able to reach out to in those smaller communities to make sure their voices are being heard and see how the things are that we might be able to help them to do their jobs,” says Parson.

Independence Mayor Eileen Weir, Sugar Creek Mayor Mike Larson, Lee’s Summit Mayor Bill Baird, Oak Grove Mayor Jeremy Martin and Mayor Couch all participated in the meeting.

All of those cities are located on or near I-70.

Governor Parson says infrastructure and workforce development are two of the biggest priorities for mayors.

(Brian Hauswirth, Missourinet)

News

Jefferson City rolls out new bicycle-sharing program

By:

Zachary Farwell (https://www.abc17news.com/meet-the-team/zachary-farwell/49185127)

(mailto:zachary.farwell@kmiz.com)

Posted: July 23, 2018 04:50 PM CDT

Updated: July 23, 2018 04:50 PM CDT

Courtesy: Jefferson City Parks and Recreation

JEFFERSON CITY, Mo. - The Jefferson City Parks and Recreation Department launched a new bicycle-sharing system this week.

According to community relations manager Amy Schroeder, the company the city is partnering with, Spin, dropped off about 75 orange bicycles on Monday morning and crews began distributing them across the city.

The city plans to place the bicycles at several starting locations. Anyone can use the bicycles by downloading the Spin app to their smartphone.

JC Parks
20 hours ago

Knock knock.
Who's there?
Orange.
Orange who?
Orange you so excited that Spin bike share arrived today?! ... See More

299 59 256

The bicycles are dockless and don't require their users to return them to a designated station.

Schroeder said the city can monitor the bicycles to better understand how people are using them and to determine high-traffic areas.

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The bicycles are equipped with several anti-theft devices, including a GPS tracking system, anti-theft screws and locking features that only unlock when a person uses the Spin app.

It costs $1 to use a bicycle for 30 minutes. Spin also offers low-income and student pricing options to users with proper documentation.

Jefferson City has a contract in place to operate the bicycle-sharing system for at least one year. ABC 17 News is told that the city's contract with Spin has options for a second year and a permanent option.

Schroeder said the future of the Spin program could include the addition of more bicycles, e-assist bicycles and battery-powered scooters.

POLITICAL FIX

https://www.stltoday.com/news/local/govt-and-politics/appeals-judge-tosses-attempt-to-scrub-gas-tax-increase-from/article_f1272073-ed36-5436-808c-f88c5084791d.html

Appeals judge tosses attempt to scrub gas tax increase from Missouri's November ballot

By Jack Suntrup St. Louis Post-Dispatch Sep 4, 2018

A view looking west of traffic on Interstate 70 on Wednesday, Dec. 17, 2014 in Foristell. Photo by Huy Mach, hmach@post-dispatch.com

JEFFERSON CITY • A state appeals court in Kansas City on Tuesday dismissed a lawsuit that was attempting to remove a proposal to raise Missouri's fuel tax from the November ballot.

The Missouri Court of Appeals Western District tossed the lawsuit on Tuesday, which was brought by activist Ron Calzone and state Rep. Mike Moon, R-Ash Grove.

Proposition D would raise Missouri's gasoline tax by 10 cents over four years in order to help fund a backlog of state road projects. Lawmakers approved the ballot question in the frantic closing hours of their spring legislative session.

Moon had said the referendum violated the Missouri Constitution because the measure's wording deals with two topics, which is not allowed. With the legislative session ending in May, lawmakers tacked the gasoline tax issue onto a bill authorizing a tax deduction for Olympic medalists.

An Osage County judge ruled last month that the legislation's different aspects fit together under a common title.

"(T)he provisions undoubtedly have a natural connection to regulating Missouri's state revenue stream," Associate Circuit Judge Robert Schollmeyer said on Aug. 14.

Judge Victor C. Howard, writing an opinion Tuesday on behalf of a three-judge appellate panel, ruled that procedural concerns were not enough to allow the court to weigh in on the proposal.

Howard also said that because the legislation "may never be enacted by voters," it was premature for the court to consider Calzone's and Moon's lawsuit.

Moon said he and Calzone were considering their next move, which could include asking the Missouri Supreme Court to intervene.

Safer MO, a group backing the gasoline tax increase, said it was pleased with the appellate court's ruling.

“Missourians understand the need (for road improvements), as shown by our broad and growing coalition in support of Prop D, and that is why we are confident Missouri voters will say ‘yes’ on Prop D on Nov. 6,” spokesman Scott Charton said in a statement.

Jack Suntrup

Jack Suntrup is a reporter at the Post-Dispatch

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(http://www.(https://www.facebook.com/pages/Roads-
gid=19... (http://twitter.com/RBNews)

Looking deep into the eyes

Search

Green light on TMAs could be another option for DOTs

WORK-ZONE SAFETY (ATTENUATORS) (/WORK-ZONE-SAFETY-ATTENUATORS) | ARTICLE | BY SIYANG ZHANG, ZHU QING, HENRY BROWN, P.E., CARLOS SUN, PH.D., P.E., J.D. AND PRAVEEN EDARA, PH.D., P.E., P.T.O.E. | SEPTEMBER 04, 2018

Facebook LinkedIn Twitter
(http://facebook.com/sharer.php?u=https%3A%2F%2Fwww.roadsbridges.com%2Flooking-deep-eyes ... eyes&ro=false&summary=&source=)
(https://www.roadsbridges.com/print/looking-deep-eyes)

Figure 1. TMA light configurations investigated in the study.

As state departments of transportation (DOTs) shift their attention towards maintenance of existing infrastructure, improving safety in both stationary and mobile work zones is becoming more of a consideration.

One countermeasure to help improve safety in mobile work zones is the truck-mounted attenuator (TMA). TMAs protect the work vehicle by absorbing impacts of rear-end collisions and also perform other functions such as enhancing work-zone visibility, getting drivers' attention, and notifying drivers of the work-zone presence. Collisions of vehicles with TMAs are a major concern. A TMA crash report by the Missouri Department of Transportation (MoDOT) indicated that there were 139 TMA crashes in Missouri from 2012 to 2017 with distracted driving given as the main reason for 44% of these crashes.

In order to reduce the number of vehicle collisions with TMAs, innovative solutions are needed. MoDOT sought to explore the use of green lights on TMAs as a possible countermeasure to improve mobile work-zone safety. The objective of this project was to assess the effectiveness of green lights on TMAs for MoDOT. To achieve this objective, both a simulator test and field test were used to obtain quantitative measures for different TMA light configurations. For the simulator study, four light configurations were examined as shown in Figure 1: amber/white, green only, green/amber and green/white. The field study included an investigation of only the amber/white and green-only configurations.

Prior studies by the American Association of State Highway & Transportation Officials determined that flashing lights on work vehicles with an asynchronous pattern were more readily recognized by drivers. The studies also found that higher effective intensity lights were better able to garner drivers' attention but also led to increased glare.

Practices regarding the use of warning lights on maintenance vehicles vary between the state DOTs. Currently, the Ohio Department of Transportation (ODOT) is the only state DOT using green lights. The ODOT color configuration includes green, amber, and white, and its use is limited to snow-removal vehicles. ODOT believes that the green lights help to improve visibility and safety but is still working towards a formal assessment of their safety impacts. The Michigan Department of Transportation (MDOT) is in the process of implementing green and amber lights on snow-removal vehicles with an expected rollout date of Fall 2018. MDOT is currently developing the final layout of the light configuration that will be used.

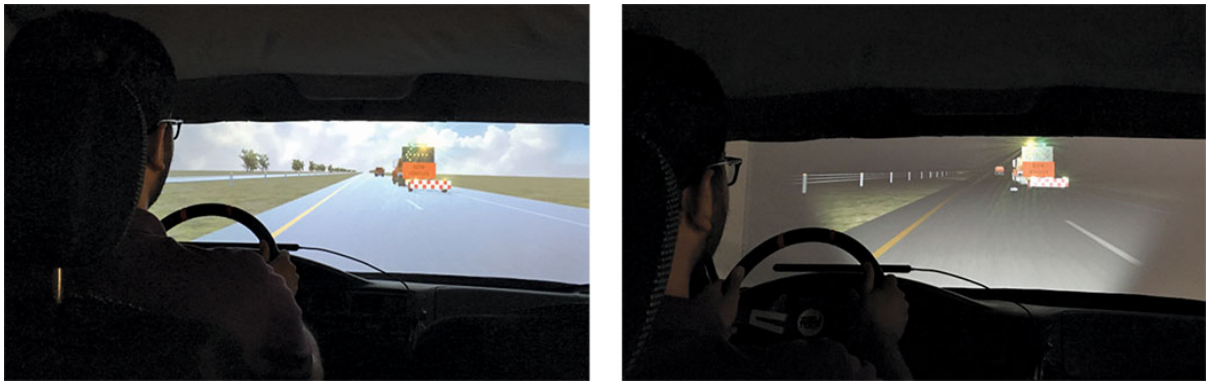

Figure 2. TMA experiment using ZouSim: (a) Daytime example: green-only TMA; and (b) Nighttime example: green/amber TMA.

Capturing the light

The assessment of the green lights included several approaches: driving simulator study, post-simulator survey and field monitoring. The simulator provided for the efficient assessment of four TMA light configurations in a safe, controlled environment. The post-simulator survey captured information regarding drivers' preferences and perceptions of the different configurations. In the field study, vehicle speeds and driver behavior were directly observed in a real-world environment for two of the four light configurations from the simulator study.

Driving simulator study

ZouSim, the University of Missouri's driving simulator, was used for the simulator component of the green-light study. ZouSim is a medium-fidelity simulator built around the half-cab of a sedan. Figure 2 shows an example of the ZouSim configuration for the green-light experiment. The work-zone layout met the requirements of the MoDOT Engineering Policy Guide and is shown in Figure 3.

The simulator testing was comprised of three elements: a TMA light configurations test, a TMA visibility test and a post-simulator survey. Each of the four TMA light configurations shown in Figure 1 was encountered once during daytime and once during nighttime by each participant, with the lights dimmed by half for nighttime. To assess possible disability glare effects at nighttime, a rolling water bottle was placed next to the rear advance TMA, and an eye tracker was utilized to determine if the participants detected the water bottle. The TMA light configurations and disability glare were examined during the same road test. In the post-simulator survey, participants were asked for feedback regarding the four TMA light configurations, including their overall preferences and ratings for the attributes of visibility of work-zone vehicles, awareness of work zones, clear recognition of arrow direction, and easiness on the eyes. For the visibility testing, participants pressed a button when they first ascertained the presence of the work zone and the arrow direction in trials that were conducted separately from the road test.

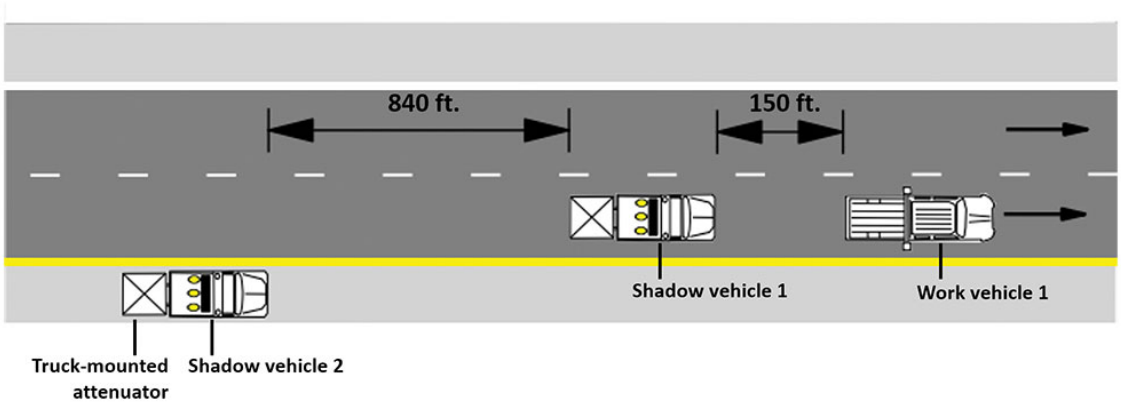

Figure 3. Mobile work-zone layout for simulator testing.

Field study

The field study included an evaluation for the amber/white TMA and green-only TMA. The field testing was performed on a 31.7-mile stretch of U.S. 50, a four-lane freeway near Kansas City, Mo., in December 2017. For each of the two configurations, four hours of daytime video data and four hours of nighttime video data were collected. The distance of vehicles from the rear advance TMA were measured using an eye-safe active infrared LiDAR detector. A camera was deployed as shown in Figure 4 to capture traffic conditions and driver behavior. Although Missouri state law does not currently allow for the use of green lights on work vehicles, a change in state law was not required for this pilot study. A change in state law would be necessary if MoDOT decides to implement the green lights.

Measurements of Effectiveness (MOEs)

The six MOEs used for the simulator study are described below:

- MOE 1 (First blinker distance, feet): Distance between the participant's vehicle and the shoulder TMA when the participant first flashed the blinker;
- MOE 2 (Merge distance, feet): Distance between the participant's vehicle and the shoulder TMA when the participant initiated a merge to the passing lane;
- MOE 3 (Speed when passing the rear advance TMA, mph): Speed of the participant's vehicle as it passed the back end of the rear advance TMA;
- MOE 4 (Water bottle recognition): Binary indicator of whether or not the participant discerned the presence of the water bottle at nighttime;
- MOE 5 (Work-zone recognition distance, feet): Distance from the participant's vehicle to the back of the shoulder TMA when the participant observed the work zone; and
- MOE 6 (Arrow direction recognition distance, feet): Distance from the participant's vehicle to the back of the shoulder TMA when the participant first noticed the arrow direction.

MOE 3 was the main MOE used for the field study. Other MOEs were not useful as vehicles usually merged far upstream from the TMA. The speed of the rear advance TMA (mph) also was measured in the field study to control for the effect of TMA vehicle speed. Vehicle speeds were measured in the field study by applying photogrammetry on the rear videos.

Figure 4. The distance of vehicles from the rear-advance TMA were measured using a LiDAR detector.

Following the eye

There were 30 participants in the simulator road test and 20 participants in the visibility testing. Eye-tracker data were obtained for 18/30 participants as eye-tracking effectiveness depended on physiology. The daytime results for the simulator tests are shown in Table 1. Driver reactions appeared to be the fastest with the amber/white TMA as this configuration experienced the farthest distances for first blinker, merging and work-zone recognition. The green/amber TMA experienced the second-farthest distances for first blinker, merging and arrow direction. Speed differences between the configurations were not statistically significant. The nighttime simulator results are similar to the daytime results as shown in Table 1. The amber/white configuration led to the lowest rate of water bottle recognition, indicating that disability glare could be a concern with this configuration.

In the post-simulator survey, the green/amber TMA was ranked as the participants' top preference for both daytime and nighttime. The green-only TMA received the lowest ranking for daytime while the amber/white TMA was ranked the lowest for nighttime. Approximately 2⁄3 of the participants felt that the amber/white TMA lights were too bright at nighttime. For the attribute ratings, the amber/white TMA was rated the highest for visibility and awareness of the work zone but the lowest for arrow direction recognition and easiness on the eyes. The green-only TMA was rated the highest for arrow direction recognition and easiness on the eyes.

The results from the field study are shown in Table 2. During the testing of the amber/white TMA, the TMA speed was significantly lower in the afternoon than in the morning which resulted in reduced vehicle passing speeds. Overall, the passing speeds for the green-only and amber/white configurations were comparable during daytime even with the lower amber/white TMA speeds. Therefore, it is reasonable to conclude that vehicle speeds would be lower with the green-only TMA under similar TMA speeds, i.e., green only is more effective than amber/white. Nighttime vehicle speeds also were lower with the green-only TMA. Vehicle nighttime speeds were lower than daytime speeds.

Table 1. Driving Simulator Results

	Daytime			Nighttime		
	MOE 1: First Blinker Distance (ft)					
	Mean	SD	Diff.	Mean	SD	Diff.
Amber/White	1,039.1	589.2	Baseline	1,577.6	748.1	Baseline
Green Only	813.8	377.7	-225.3*	869.1	389.7	-708.5*
Green/Amber	973.1	508.6	-66.0	1,483.0	1,218.3	-94.6
Green/White	788.4	444.4	-250.7*	887.3	462.8	-690.3*
	MOE 2: Merge Distance (ft)					
	Mean	SD	Diff.	Mean	SD	Diff.
Amber/White	971.0	599.5	Baseline	1,309.4	762.3	Baseline
Green Only	649.0	336.6	-322.0*	706.5	398.1	-602.9*
Green/Amber	814.5	468.2	-156.5	1,288.7	1,134.5	-20.8
Green/White	750.1	643.4	-220.9*	851.9	603.6	-457.5*
	MOE 3: Speed at Rear Advance TMA (mph)					
	Mean	SD	Diff.	Mean	SD	Diff.
Amber/White	51.0	8.3	Baseline	48.6	11.2	Baseline
Green Only	52.1	9.6	1.2	49.3	10.4	0.8
Green/Amber	50.6	9.6	-0.4	47.7	9.6	-0.9
Green/White	50.8	8.5	-0.2	48.2	9.4	-0.4
	MOE 4: Water Bottle Recognition Percentage					
Amber/White	n/a			71.4%	11.2	Baseline
Green Only				91.7%	10.4	0.8
Green/Amber				84.6%	9.6	-0.9
Green/White				92.3%	9.4	-0.4
	MOE 5: Work Zone Recognition Distance (ft)					
	Mean	SD	Diff.	Mean	SD	Diff.
Amber/White	1554.2	746.2	Baseline	1388.7	419.0	Baseline
Green Only	1166.2	469.6	-388.0	976.5	319.9	412.2*
Green/Amber	1292.8	546.0	-261.4	1162.5	473.3	226.2
Green/White	1382.6	722.6	-171.6	1296.0	667.8	92.7
	MOE 6: Arrow Direction Recognition Distance (ft)					
	Mean	SD	Diff.	Mean	SD	Diff.
Amber/White	569.7	195.2	Baseline	530.9	156.4	Baseline
Green Only	663.0	224.8	93.3	555.1	161.5	24.2
Green/Amber	644.6	215.8	74.9	546.9	110.6	16.0
Green/White	578.6	137.6	8.9	519.5	142.5	11.4

Does it have the green light?

The study was the first formal evaluation of the performance of green lights on work vehicles under both simulated and real conditions. Overall, the results show that there appears to be an inverse relationship between visibility/awareness of work zone and arrow board recognition/easiness on the eyes leading to trade-offs between the different configurations. In other words, a light configuration that is visible from far away due to high intensity also inhibits arrow-board recognition due to the same high intensity. Due to these trade-offs, none of the four configurations appear to be clearly superior although they all seem to be viable. The trade-offs are an important consideration for agencies contemplating the use of green lights on work vehicles, especially if nighttime operation is contemplated. MoDOT is currently in the process of deciding whether to implement the green lights on its TMAs.

The research produced the first evaluation of green lights on TMAs as current DOT implementations are limited to snow vehicles. The study could be enhanced in several ways in the future, such as testing for novelty effects, seasonal effects due to foliage and other configurations in the field. The use of green lights represents one possible countermeasure for improving work-zone safety. Agencies can consider other countermeasures such as increasing public education and using audio alerts for work zones to help improve mobile work-zone safety.

Table 2. Field Study Results

	Daytime			
	TMA Speed (mph)		Leader Speed (mph)	
	Green Only	Amber/White	Green Only	Amber/White
Count	45	48	702	752
Mean	19.0	12.6*	62.5	62.6
	Nighttime			
	TMA Speed (mph)		Leader Speed (mph)	
	Green Only	Amber/White	Green Only	Amber/White
Count	45	48	504	631
Mean	22.2	12.6*	52.1	52.9*

About the author:

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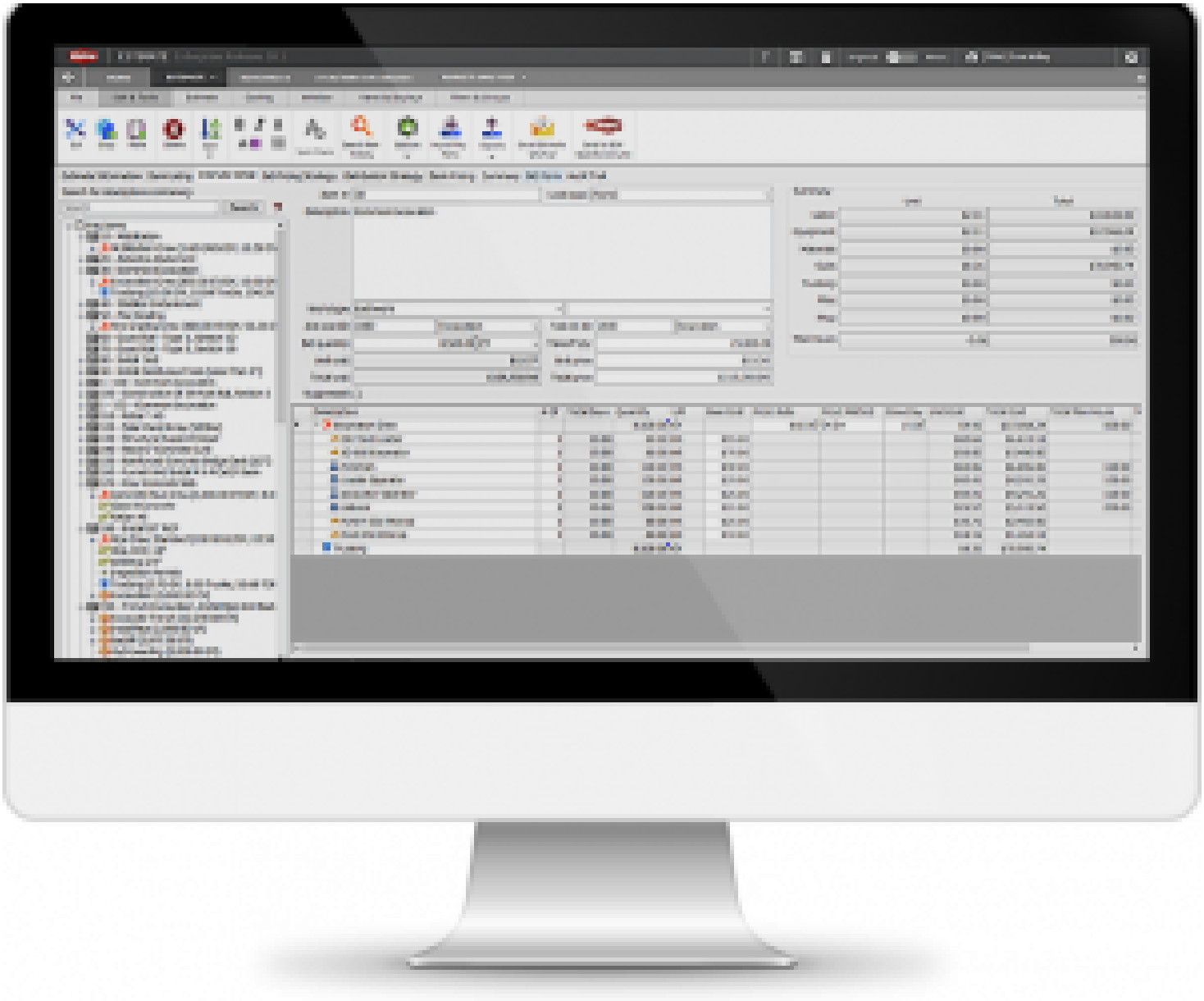

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AWARDS

Missouri Transportation Dept. head hopes Prop D passes to address urgent road projects

SEPTEMBER 5, 2018 BY JASON TAYLOR

The head of the Missouri Department of Transportation (MoDOT) hopes a ballot measure to increase the motor fuel tax is approved by voters and is used on crucial projects.

The measure itself was challenged in court. A three-judge panel in the Missouri Court of Appeals-Western District in Kansas City dismissed a lawsuit from a conservative activist and a Republican state lawmaker who wanted it taken off the voting ticket.

Ron Calzone and GOP state Representative Mike Moon of Ash Grove had claimed Proposition D, as it's labeled, violates state law by failing to meet certain requirements including a stipulation that all ballot measures pertain to a single subject. The appeals court reaffirmed a circuit court judge in mid-Missouri's Cole County who also had dismissed their lawsuit.

If the ballot measure is approved by voters, the state's motor fuel tax would be raised from 17-cents to 27-cents per gallon by 2022.

MODOT Director Patrick McKenna

MoDOT Director Patrick McKenna contends the hike simply makes up for the rate of inflation since the motor fuel tax was last increased in 1996. "Even though it doesn't solve the entire problem, it trends us in the right direction across the board," McKenna said. "It's really useful in the way that we can purchase construction in the way that we could back in 1996."

MoDOT has pegged the state's high-priority unfunded annual transportation needs at $825 million. The motor fuel tax increase, when fully implemented, is projected to provide $288 million in additional resources annually to MoDOT for use on roads and bridges.

Another $123 million would flow to cities and counties for local road maintenance and improvement. About 30% percent of the motor fuel tax is sent to cities and counties, with an even split of 15% distributed to each one.

Missouri has the 7th largest transportation system in the country but ranks 46th in revenue per mile. The reason the system is so large is that the state has long taken care of county roads that are named after letters in the alphabet.

Missouri has a lower fuel tax rate than any of its nine neighboring states except Oklahoma. Oklahoma maintains 12,257 miles of highway while Missouri manages 33,856 miles. Both states tax gasoline sales at 17-cents per gallon although Oklahoma's levy on diesel is three cents less than Missouri's.

According to data from 2016, the busiest portion of Interstate 270 in the St. Louis area carries 198,800 vehicles per day and is the most well-traveled stretch of roadway in the state. McKenna says I-270 is in the worst condition of any highway in Missouri and needs attention quickly because of the amount of freight it carries.

"We have over 500 million tons of freight that move on that facility each year valued at about $700 billion," said McKenna. "So, the current condition is it requires immediate work."

Proposition D includes a component to establish a dedicated fund for certain road projects in order to reduce traffic bottlenecks that affect freight. McKenna says three projects are at the top of the list as needing swift action – I-270, the I-70 bridge across the Missouri River at Rocheport in mid-Missouri and the Buck O'Neal Bridge in Kansas City.

"Those three projects affect every Missourian, whether you live near them or not because of their value and connection to the rest of the nation and to the movement of goods throughout our state," said McKenna. "These are vital, vital very large projects and we need to get going on them."

Efforts in recent years to raise money for roads have been met with public resistance. A 2014 sales tax ballot measure was rejected by voters. There's thinking that this year's proposal which targets those who use the roads through the fuel tax will be more acceptable to voters.

The ballot measure actually boosts funding for the Missouri State Highway Patrol's oversight of motor vehicle laws and traffic regulations.

The same source of funding is used by the Department of Transportation (MoDOT) to address roads and bridges once the Highway Patrol's budget needs are met as required by the Missouri Constitution.

The ballot measure will ask voters to weigh in on a third issue beyond the motor fuel tax and the fund to reduce traffic bottlenecks that affect freight. They'll be asked if they want to exempt Olympic (as well as Special Olympic, Paralympic) prizes from state taxes. The three measures were lumped together and passed as a single bill during the final days of this year's legislative session.

FILED UNDER: NEWS, POLITICS & GOVT, TRANSPORTATION, TRAVEL

MoDOT's innovative truck saving time, money and potentially lives

POSTED 6:49 PM, AUGUST 28, 2018, BY KERA MASHEK

KANSAS CITY, Mo. -- It's saving time, money, and could save lives. The Missouri Department of Transportation is hoping to expand use of a new truck called JAWS, an innovation that came from tragedy.

Most of us have had the not-so-fun experience of driving down the interstate, and wham! There's a tire, mattress, or ladder laying smack in the middle of the road. MoDOT responds round the clock to clear that debris and now they're able to do it much more safely.

"Very tense moment. Your heart's racing, your heart's pounding," said Marcus Slaughter.

That's how Slaughter describes the sensation of jumping out of a truck, to remove debris from the middle of a busy highway.

"But now, you can do it from the seat of your pants," he said.

That ability is thanks to an innovative new truck dubbed JAWS. At first glance, it might look like your average motorist assist vehicle. But this rig is outfitted with a special skid plate. It drops down, allowing the vehicle to push debris to the shoulder more quickly and safely than before.

"We wanted something that could be self contained and still have the maneuverability of the truck itself," said Slaughter, KC SCOUT incident management coordinator.

JAWS was an idea many years in the making. It stands for Julie's Automated Waste-removal System.

Back in 2004, Marcus lost a friend and colleague, Julie Love. Love was picking up road debris near I-435 and Front Street when she was hit and killed.

"Our wheels have constantly been turning on how we can do things better and safer," said Slaughter.

It was two years ago when Slaughter transferred to a new department that he had an idea. MoDOT and KC SCOUT experimented using a snow plow on a motorist assist truck to push away road debris. It worked well, but needed some tweaking to be less wide and move at slightly quicker speeds.

"So it definitely eases our minds to know we have JAWS out there on the road," Slaughter said.

Last fall, JAWS was born. The skid plate is manuevered by a joystick. And the driver can see the debris through a camera display in the rearview mirror. It also prevents a need for multiple crews to respond. Just one person can do the job.

"We all want to go home each day. We want to be safe. We want the public to be safe. And this is our tool to do so," he said.

The truck is so unique, it's won local and international safety awards and is being used as a model for safer debris removal around the country.

Right now, MoDOT only has one JAWS vehicle, and that truck's already racked up almost 100,000 miles. So the department's planning to get two more JAWS trucks on the road in the coming months.

00:30 / 00:30

Kansas Highway Patrol gives details about I-435 wrong-way crash, identifies driver killed

Crash involving Brinks truck injures one man, sends coins flying for Northland drivers to collect

https://www.postandcourier.com/news/scdot-giving-state-roads-to-local-governments-hoping-to-shrink/article_cd13378c-aa3f-11e8-a884-27b190333273.html

SCDOT giving state roads to local governments, hoping to shrink huge maintenance backlog

BY ABIGAIL DARLINGTON ADARLINGTON@POSTANDCOURIER.COM

AUG 31, 2018 UPDATED AUG 31, 2018

This Mar. 11, 2016 photo shows the Williamson-Johnson Road at the Orangeburg-Aiken county line in Salley. Transportation officials say 46 percent of the pavement on South Carolina's state roads are in poor condition. File/AP Photo/Jeffrey Collins

Even as more road funding rolls in with the higher gas tax approved last year, the S.C. Department of Transportation is looking to shrink the number of roads the state is responsible for maintaining.

The department is launching a pilot program this year to give local governments the option to take over certain state roads in their communities. Each transfer would come with an advance payment from DOT to cover the road's maintenance costs for the next 40 years.

About two dozen municipalities have submitted letters of intent to apply, according to Transportation Secretary Christy Hall. The cities of Charleston, North Charleston and Greenville, as well as Charleston County, are among them.

Local officials in some of those communities say the plus side of the program is that it would give them control over their repaving schedules, speed limits and improvement plans. Hall says it will help the state narrow its focus on improving larger highways and bridges.

But even with the offer of upfront maintenance money, some local officials question whether their governments are equipped to shoulder more of the burden of the state's aging road network in the long run.

South Carolina has the fourth largest state-owned road system, with DOT controlling 41,330 of 76,250 total roadway miles. About 16 percent are in poor condition, according to the American Society of Civil Engineers' 2017 Infrastructure Report Card.

BREAKDOWN OF S.C. ROAD OWNERSHIP

STATE RESPONSIBLE FOR MAJORITY OF ROAD NETWORK

THE POST AND COURIER

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The state's crumbling roads and bridges led the Legislature last year to increase the gas tax by 12 cents per gallon over six years, generating about $600 million annually. It was the first state gas tax hike in 30 years.

The 10-year spending plan includes repaving and widening roads, rebuilding 465 bridges and making safety improvements along the deadliest rural stretches. But DOT leaders have said at least $1.1 billion would be needed annually to bring the whole road system up to good condition.

"We're basically dealing with almost three decades of backlogs," Hall said.

Adam McConnell, executive project manager for North Charleston, said taking over some of their state-owned roads such as Spruill Avenue would give the city more flexibility with things like bike lanes and road designs. The state has rigid permitting standards that don't always match what the local community wants, he said.

"For us, it's about being able to control our own destiny," he said.

Charleston County already maintains some of the roads on the list it submitted to the state, such as a portion of Betsy Kerrison Parkway on Johns Island. The new program at least provides some funds to cover those costs, said Jim Armstrong, director of the county's transportation department.

County Councilman Teddie Pryor cast the sole "no" vote against the proposal.

"Once we accept these roads and they give us whatever money that is, when the money runs out, that's it. We're going to be responsible for the roads for a lifetime," he said.

Other local officials around the state echoed those concerns.

Richland County Council voted against the proposal to apply for the program on July 24. Councilman Norman Jackson said the state has more funding for road maintenance than cities and counties.

"We have to find additional funding while they're collecting the gasoline tax," he said.

Hall said that's not exactly true, because a portion of the gas tax revenue does go to county-run transportation committees.

"I would argue that these county-based organizations are receiving increased funding as part of the gas tax increase," she said.

She emphasized that the program is voluntary and that the state will only transfer roads to the interested governments if both parties agree on the price.

"This is not meant to be a trap for local governments," she said. "We feel like we're trying to be responsive to local governments' request to have more authority over the roads within their communities."

City Councilman Mike Seekings, chairman of the Traffic and Transportation Committee, voted in favor of participating in the program. The city applied to take over portions of 10 roads, including St. Philip Street and Rutledge Avenue downtown and Cane Slash Road on Johns Island.

Seekings said he still has his doubts about the concept.

“Roads are expensive. They’re expensive to build. They’re expensive to maintain. They’re expensive to improve,” he said. “I go into this cautiously pessimistic, but willing to learn through the pilot program whether it will work.”

The initial budget for this fiscal year, which ends June 30, 2019, is $10 million, a relatively small pool. The maintenance fee the state would pay would be more than $560,000 per mile of a two-lane road in good condition, and much more for roads that are larger and in poorer conditions.

Reach Abigail Darlington at 843-937-5906 and follow her on Twitter @A_Big_Gail.

ABIGAIL DARLINGTON

Abigail Darlington is a local government reporter focusing primarily on the City of Charleston. She previously covered local arts & entertainment, technology, innovation, tourism and retail for the Post and Courier.

News

Traffic Tuesday: Roundabout Planned Near Republic High School

By:
Daniel Shedd (https://www.ozarksfirst.com/meet-the-team/daniel-shedd/56316124) (mailto:dshedd@kolr10.com)

Updated: Sep 04, 2018 08:09 AM CDT

(Interactive Media Not Supported by Print)

Video

REPUBLIC, Mo -- Citizens in Republic are hoping plans for a new roundabout will help eliminate a dangerous intersection just north of the high school, at Highway M and Farm Road 103.

"We try to make a presence out here when we can just to be visible and to wake drivers up," said Cpl. Peery with Republic PD. "The side affect of that is them watching what they're doing and not running into the person in front of them."

Currently, Highway M has a right hand turn lane into the high school, but no left turn lane onto Farm Road 103. Drivers looking to turn left onto 103 often cause sudden stops on a major highway.

Holly Garrison's son, Wyatt, was involved in a non-injury collision less than 2 weeks ago.

"If he was just 2 feet further, he could have been killed. Is it going to take someone to get killed before something is done with this intersection?"

"I can start a petition and get thousands of signatures to get something done on this," she continued. "We just need some help."

MODOT proposed the $2.3 million dollar project to begin in 2019, and to be paid for in conjunction between the City of Republic and the school district.

From: Statewide.news@modot.mo.gov
Subject: Two MoDOT Projects Among the Winners in in National Competition
Date: Wednesday, August 29, 2018 1:04:15 PM

Statewide

August 29, 2018

Two MoDOT Projects Among the Winners in in National Competition

For more information on the Route 65: The Rebuild project, contact Jennifer Williams, 417.895.7713.

For more information on the Ozark County North Fork River Bridge Replacements, contact Nicole Thieret, 573.472.6632

TRAVERSE CITY, Mich. – Eight outstanding transportation projects from five mid-America states were honored today in the fourth and final regional America's Transportation Awards competition. The projects were recognized for major achievements, including: engaging small businesses through a "first of its kind" training program; replacing bridges to reconnect communities after major flooding; increasing mobility through a $2 billion overhaul of the most popular Amtrak route in the Midwest; and modernizing an aging freeway to improve safety and economic development.

"State DOTs are committed to making America safer, better and stronger by improving connections between communities both large and small, urban and rural," said John Schroer, president of the American Association of State Highway and Transportation Officials and commissioner of the Tennessee Department of Transportation. "The transportation projects in this competition are part of a national multimodal network that is moving millions of people and tons of goods where they need to go every day."

Sponsored by AASHTO, Socrata, AAA, and the U.S. Chamber of Commerce, the 11th annual America's Transportation Awards competition recognizes transportation projects in three categories: Quality of Life/Community Development, Best Use of Technology and Innovation, and Operations Excellence. Project categories are also broken down by size: small (projects costing less than $25 million), medium (projects that cost between $25 million and $200 million), and large (projects costing more than $200 million).

The Mid America region winners are:

- **Missouri Department of Transportation**'s Route 65: The Rebuild (Quality of Life/Community Development, Small category)
- **Michigan Department of Transportation**'s I-94 Modernization Project—Advanced Bridges Phase I Small Business Enterprise (Quality of Life/Community Development, Medium category)
- **Illinois Department of Transportation**'s Chicago-St. Louis Passenger Rail Improvements (Quality of Life/Community Development, Large category)
- **Missouri Department of Transportation**'s Ozark County North Fork River Bridge Replacements (Operations Excellence, Small category)
- **Ohio Department of Transportation**'s Diverging Diamond Interchange (Operations Excellence, Small category)
- **Michigan Department of Transportation**'s US-23 Flex Route (Operations Excellence, Medium category)
- **Indiana Department of Transportation**'s I-70 Twin Bridges over State Road 121 (Best Use of Technology and Innovation, Small category)

- **Illinois Department of Transportation**'s Interstate 55 and Lake Shore Drive Interchange (Best Use of Technology and Innovation, Medium category)

These award winners are the last to be announced in the regional competition. The three highest-scoring projects from each region will earn a place on the list of "Top 12" projects. Those 12 projects will compete for the Grand Prize, selected by an independent panel of industry judges and the Socrata People's Choice Award, which is chosen by the general public through online voting. The top two winners also receive $10,000 cash awards, to be donated to a charity or scholarship of the state DOT's choosing. The Top 12 projects will be announced on Aug. 30, when online voting for the Socrata People's Choice Award will begin. The winners of the top two awards will be announced Sept. 23 at the AASHTO Annual Meeting in Atlanta.

Learn more about the nominees and the competition at www.AmericasTransportationAwards.org.
