

Serving Barry, Christian, Dade, Dallas, Greene, Lawrence, Polk, Stone, Taney, & Webster Counties

**Transportation Advisory Committee (TAC)**

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

**Meeting Agenda**

**August 14, 2019**

**9:00 AM**

**Library Center (Auditorium)  
 4653 S Campbell Ave,  
 Springfield, MO**

- 1. Introductions & Pledge**
- 2. Approval of Agenda – (ACTION ITEM)**
- 3. Approval of Minutes – July 10, 2019 (ACTION ITEM)**
- 4. Elections: Chair and Vice Chair**
- 5. 2019 Bike and Pedestrian Review – Megan Clark**
- 6. Bridges – Megan Clark**
- 7. Regional Transportation Plan- Megan Clark**
  - a. Goal 2: Access and Mobility
- 8. SMCOG Staff Update – Megan Clark**
  - a. INFRA Grant
  - b. Governor's Cost Share
  - c. Other Items of Interest
- 9. MoDOT Update – Frank Miller/ Zeke Hall/ Beth Schaller, MoDOT SW District**
- 10. MPO Update – Andy Thomason, OTO**
- 11. Legislative Reports**
- 12. Other Member Updates & Guest Reports**
- 13. Adjourn by Chairman – next meeting November 13, 2019 @ LIBRARY CENTER**

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

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# Transportation Advisory Committee Meeting

Wednesday, July 10, 2019  
Library Station

**Attending:** Dennis Pyle (Barry), Todd Wiesehan (Christian), Miranda Beadles (Christian), Kim Kinder (Dade), Roger Bradley (Dallas), Hollie Elliott (Dallas), J. Howard Fisk (Greene), Joel Keller (Greene), Jon Holmes (Lawrence), Max Springer (Lawrence), Sydney Allen (Polk), Rick Davis (Polk), Dennis Wood (Stone), Jerry Harman (Stone), Buddy Roberts (Taney), Rick Ziegenfuss (Taney), John Benson (Webster), Randy Owens (Webster)

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

Dan Wadlington (Senator Roy Blunt), Jeremy Pruett (Congressman Billy Long), Zeke Hall (MoDOT), Beth Schaller (MoDOT), Frank Miller (MoDOT), Jason Ray (SMCOG), Megan Clark (SMCOG), Adam Olinger (SMCOG), Ben Mohler (SMCOG)

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

**1. Introductions & Pledge**

Self-introductions were made.

**2. Approval of the agenda:**

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

**3. Approval of minutes:**

Motion to approve the May 15, 2019 meeting minutes made by Rick Ziegenfuss, motion seconded by Buddy Roberts. All yeas. Motion carried.

**4. 2019 Road and Bridge Prioritization:**

Megan Clark reviewed the prioritization process and explained that the top 10 road and bridge needs would be taken to the MoDOT Southwest District meeting in October. Bike and pedestrian needs will be discussed at the August 14 meeting.

Chair Wood asked if any county had changes in their priorities before discussion began. Max Springer stated that he would like to switch Lawrence County priority number two with number three.

Clark presented on the top two needs for each county. TAC members did not feel the need to have the number three need presented. TAC members and MoDOT staff provided input throughout the presentations. TAC members then ranked the top 10 regional needs.

Motion to rank safety and capacity improvements on US 60 from OTO boundaries in Republic to Monett, and Rte. 37 from Monett to Arkansas as regional priority number one made by Rick Davis, motion seconded by Dennis Pyle. All yeas. Motion carried.

Motion to rank safety, capacity, and intersection improvements on US 60 through Greene and Webster counties as regional priority number two made by Joel Keller, motion seconded by Roger Bradley. All yeas. Motion carried.

Motion to rank safety and intersection improvements on Rte. 65 in Christian and Taney counties as regional priority number three made by Todd Wiesehan, motion seconded by Rick Davis. All yeas. Motion carried.

Motion to rank capacity improvements, the construction of a new Taney County Expressway as regional priority number four made by Rick Ziegenfuss, motion seconded by Buddy Roberts. 17 yeas, 1 nay. Motion carried.

Motion to rank capacity and geometric improvements on MO 32 in Polk County as regional priority number five made by Sydney Allen, motion seconded by Dennis Pyle. All yeas. Motion carried.

Motion to rank safety, capacity, and intersection improvements on Rte. 65 in Dallas County as regional priority number six made by Roger Bradley, motion seconded by Sydney Allen. All yeas. Motion carried.

Motion to rank alignment and safety improvements on Rtes. 160 & 39 in Dade County as regional priority number seven made by Kim Kinder, motion seconded by Max Springer. All yeas. Motion carried.

Motion to rank safety and capacity improvements on Rte. EE in Christian County as regional priority number eight made by Jerry Harman, motion seconded by Buddy Roberts. All yeas. Motion carried.

Motion to rank intersection improvements, adding a turn lane on Rte. 76 onto Indian Point road in Stone County as regional priority number nine made by Todd Wiesehan, motion seconded by Jerry Harman. All yeas. Motion carried.

Motion to rank safety and capacity improvements on Rte. 125 in Greene County as regional priority number ten made by Howard Fisk, motion seconded by Buddy Roberts. All yeas. Motion carried.

**5. Regional Transportation Plan:**

Megan Clark informed TAC members that as promised she would be bringing a goal from the regional transportation plan to each meeting for discussion. She stated Goal 1 is System Preservation and Safety- transportation infrastructure that is properly maintained and safe, preserving past investments for the future. She asked the committee if anyone felt that it was not relevant or if changes should be made. Committee members did not have comments at this time, but Clark asked for feedback on the goal and identified objectives.

**6. SMOG Staff Update:**

a. Unfunded needs exercise:

Megan Clark explained that she had been participating in meetings with MoDOT and other district planning partners to identify unfunded needs for two different scenarios. Last year's prioritized list was used to populate the exercise document. It is important to note that the list was developed with as a hypothetical scenario with no planned funding but rather to be prepared in the event funding becomes available.

Frank Miller noted that this list will be updated annually and likely adopted in some form by the State Highway and Transportation Commission.

b. Other Items of Interest:

The Ozarks Chapter of the Institute of Transportation Engineers and Ozark Mountain Section of the American Planning Association are hosting a technical workshop on July 18<sup>th</sup> in Springfield. Topics to be discussed include the Route 65 safety audit and area comprehensive plans. Cost to attend is \$50 and registration information is provided in packet.

The packet includes several articles and a report on pedestrian fatalities in Missouri for members to review.

SMCOG received the NADO Excellence in Regional Transportation Award for the Dade, Dallas, and Polk counties low water crossing inventory. Megan attended the conference in June to accept the award and presented during a session.

Included in the packet is information pertaining to a rules of the road survey from a professor at UMKC. She is researching how much people know and understand the rules of the road with bicycles

This is the last meeting at this library, future meetings will be held at library Center in the Auditorium.

Yesterday, the Governor signed Lyndon's law which allows the Department of Revenue to revoke a drivers' license for striking a worker in work zone or an emergency worker during an accident.

#### **7. MoDOT Update**

Beth Schaller reported that the 65 rebuild project was scheduled to begin the first week of August. The I-44 rebuild project, which includes 19 bridges mostly in Lawrence County, will begin to effect traffic more heavily towards the end of July. This will include some lane closures and head to head traffic.

Frank Miller added that the 160 widening from Willard to Springfield will begin soon and likely impact those in Dade County.

Dennis Wood asked with the 160 project south of Nixa was scheduled to begin. Beth Schaller responded that it would likely begin this week.

Schaller also recommended everyone sign-up for email alerts for any projects they are interested in keeping updated.

#### **8. MPO Update**

No comments were made from OTO representatives

#### **9. Other Member Updates & Guest Reports**

Dan Wadlington with Senator Roy Blunt's office reported that the Senate returned from the Fourth of July recess and would be taking up appropriations bills.

Jeremy Pruet with Congressman Billy Long's office reported that the House would be discussing appropriations bills.

#### **10. Adjourn by Chairman**

Meeting was adjourned at 10:12 a.m. by Chair Wood.

The next meeting will be August 14, 2019 at 9 a.m. at Library Center in Springfield.

SMCOG 2019 Pre-Score Bike and Pedestrian							Keep Customers and Ourselves Safe					Operate a Reliable and Convenient Transportation System			Advance Economic Development			Total
							Long-range Plan Goal: Safety					Long-range Plan Goals: Connections and Choices, Maintenance			Long-range Plan Goals: Economic Development, Connections and Choices			
							Number and rate of fatalities and serious injuries (max. 10 points)					Bike/pedestrian and ADA Transition Plan Improvements (max. 5 points)			Economic Return from Transportation Investment (max. 5 points)			
ID Number	Planning Partner	County	City	Need	Route	Location	Separates pedestrian traffic from vehicular traffic (+2)	Separates bike traffic from vehicular traffic (+2)	Grade separated road or railroad crossing for bicyclists/pedestrians (+5)	Pedestrian signal at road crossing (HAWK, LED Flasher, ped push buttons, etc. (+3)	Includes Traffic calming features (+1)	Adds Elements of MoDOT's ADA Transition Plan (+3)	Preserves a Bike/Ped Facility (+1)	Safe Routes to School (connects directly to a school) (+1)	Locally Significant Trail or Bike Route (Tourism, Health) (+1)	Statewide Significant Trail or Bike Route (Tourism, Health) (+2)	Implements a complete street concept (Tourism, Talent Attraction) (+3)	
Barry 1	SMCOG	Barry	Roaring River State Park	Bike/Ped	on Rte. 112	over Dry Hollar Branch	2	2	0	0	0	0	0	0	0	0	1	5
Christian 1	SMCOG	Christian	Clever	Bike/Ped	on Rte. 14	in Clever	2	0	0	0	0	0	0	1	0	0	0	3
Dade 1	SMCOG	Dade	Greenfield	Bike/Ped	on Rte. 160/39	From Pennington Seed to Simmons along 160	2	0	0	0	0	0	0	0	0	0	0	2
Dallas 1	SMCOG	Dallas	Buffalo	Bike/Ped	on Rte. 32	from Hwy 65 to Maple, south side	2	0	0	0	0	0	0	0	0	0	0	2
Greene 1	SMCOG	Greene	Fair Grove	Bike/Ped	on Rte. 125	in Fair Grove, Main St. & eastward	2	0	0	0	0	0	0	0	0	0	1	3
Lawrence 1	SMCOG	Lawrence	Miller	Bike/Ped	on Rte. 39	from 6th to DD	2	0	0	0	0	0	0	0	0	0	0	2
Polk 1	SMCOG	Polk	Pleasant Hope	Bike/Ped	on Rte. H	through Pleasant Hope (215 and H)	2	0	0	0	0	0	0	1	0	0	0	3
Stone 1	SMCOG	Stone	Crane	Bike/Ped	on Rte. 413	through Crane	2	0	0	0	0	0	0	0	0	0	0	2
Taney 1	SMCOG	Taney	Hollister	Bike/Ped	on BU 65 S	from Birch Street to College of the Ozarks	2	0	0	3	0	1	0	1	0	0	1	8
Webster 1	SMCOG	Webster	Marshfield	Bike/Ped	Courthouse Square	Downtown Marshfield	2	0	0	0	0	0	1	0	0	0	1	4
Barry 2	SMCOG	Barry	Cassville	Bike/Ped	on Rte. 76/86	over Flat Creek	2	0	0	0	0	0	0	0	1	0	0	3
Christian 2	SMCOG	Christian	Chadwick	Bike/Ped	on Rte. 125	at Chadwick School	0	0	0	2	0	0	0	1	0	0	0	3
Dade 2	SMCOG	Dade	Rural	Bike/Ped	on Rte. 160/39	across county- Barton to Greene County lines	0	2	0	0	0	0	0	0	0	0	0	2
Dallas 2	SMCOG	Dallas	Buffalo	Trail improvement	Autoscope Dr	In Dallas County Community Park	0	0	0	0	0	0	0	0	1	0	0	1
Greene 2	SMCOG	Greene	Fair Grove	Bike/Ped	on CC/BB	from Fair Grove to Walnut Grove	0	2	0	0	0	0	0	0	0	1	0	3
Lawrence 2	SMCOG	Lawrence	Marionville	Bike/Ped	on Rte. 14	from Lincoln to School	2	0	0	0	0	0	0	1	0	0	0	3
Polk 2	SMCOG	Polk	Bolivar	Bike/Ped	on Rte. 83	from Jackson to Mt. Gilead Rd	2	2	0	0	0	0	0	0	0	0	1	5
Stone 2	SMCOG	Stone	Reeds Spring	Bike/Ped	on Rte. 413	from Rt. 248 to elementary school	2	0	0	0	0	0	0	1	0	0	0	3
Taney 2	SMCOG	Taney	Kirbyville	Bike/Ped	on Rte. 76/86	Near elementary school and post office	2	0	0	0	0	0	0	1	0	0	0	3
Webster 2	SMCOG	Webster	Marshfield	Bike/Ped	Hidden Waters Park	Intersection of Hwy CC & Rte. 38	0	2	0	0	0	0	0	0	0	2	1	5

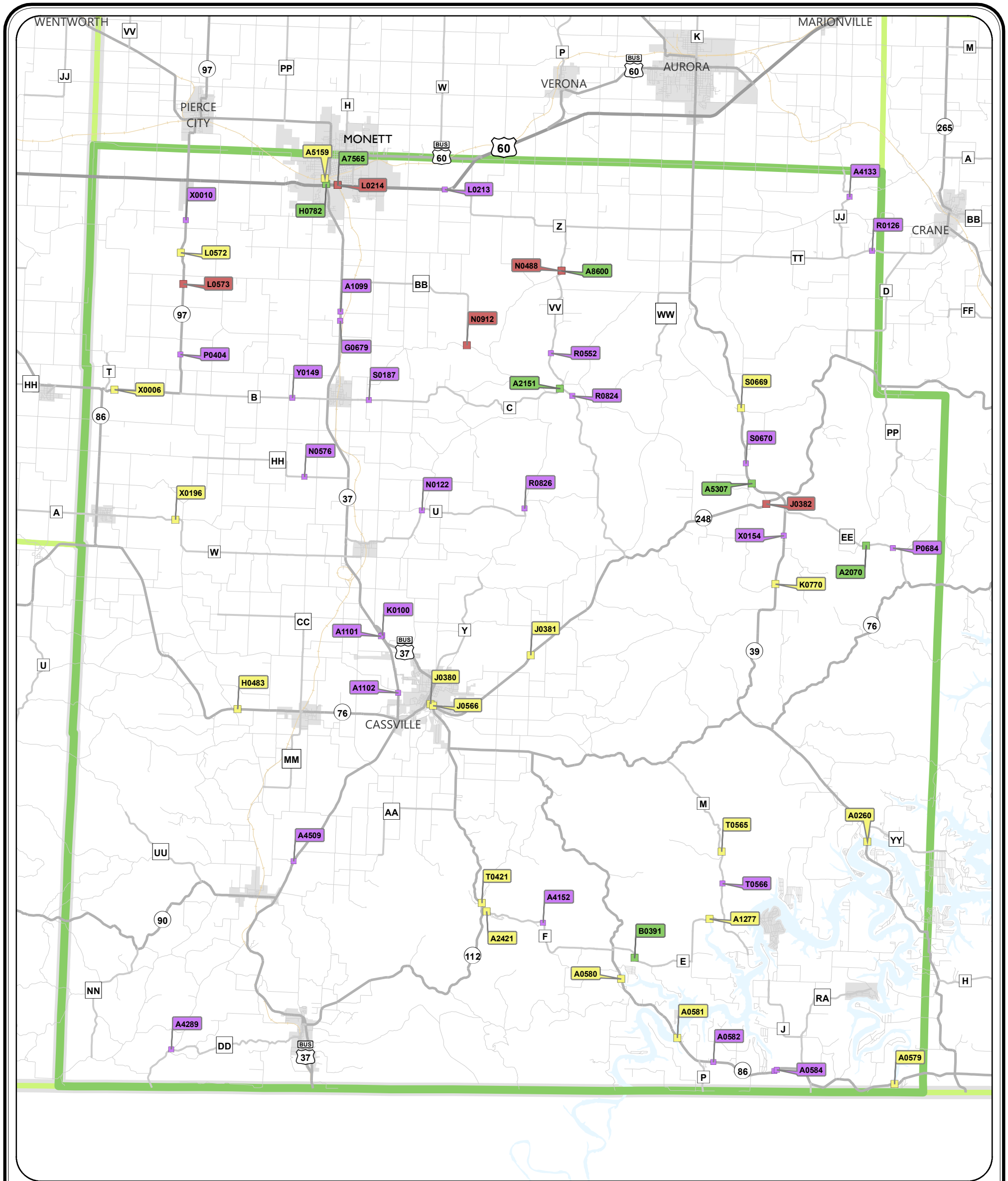
SMCOG 2019 Road and Bridge											Keep Customers and Ourselves Safe					Operate a Reliable and Convenient Transportation System					Advance Economic Development							
											Long-Range Plan Goal: Safety					Long-Range Plan Goal: Connection and Choices					Long-range Plan Goal: Economic Development							
											Number and rate of fatalities and serious injuries (max. 10 points)					Cost and Impact of Traffic Congestion (max. 5 points)					National Ranking of Transportation Infrastructure; Truck Reliability Index (max. 5 points)							
Score No.	County	City	Need	Route	Location	Tway	Beg Log	End Log	2018 AADT	Accidents	Need is also in Southwest District Safety Plan (+5)	Improves run-off-road crashes, not in a curve (+1)	Improves run-off-road crashes, in a curve (+1)	Reduce collisions with roadside objects (+1)	Reduce head-on collisions (+1)	Improve intersection safety (signalized and unsignalized) (+1)	Improves capacity on Route >10,000 AADT (+1)	Improves capacity on Route > 5,000 AADT (+1)	Improves capacity on a Route > 2,500 (+1)	Improves capacity on a Principal Arterial (+2)	Improves capacity on a Minor Arterial (+1)	Improves a Tier 1 freight corridor (+2)	Improves a Tier 2 or Tier 3 freight corridor (+1)	Improves access to an industrial park, downtown, business park or tourist attraction (+1)	Addresses a structurally or functionally deficient bridge (+1)	Addresses a highway/railroad grade separation (+1)	Total	
1	Barry, Greene, Lawrence	Countywide	Safety and Capacity Improvements	US 60, Rte. 37	US 60 from Republic (OTO Boundary) to Monett and Route 37 from Monett to Gateway, AR.	MO 37: 7783 US 60: 3147	MO 37: 269.095 US 60: 46.136	MO 37: 298.969 US 60: 78.682	7437 on 37 to Arkansas 5340 on 37 thru Monett 9471 on 60 In Monett, 11,000		3	1	1	1	1	1	1	1	1	2	0	0	1	1	1	0	0	16
2	Greene & Webster	Countywide	Safety, Capacity, & Intersection improvements	on US Hwy 60	Hwy 60 Corridor; Greene county into Webster county to Wright county	3147	46	79	10,302 eb 9,735 wb	2017: 2 Fatality, 7 DI, 29 MI 2018: 2 Fatality, 4 DI, 24 MI	3	1	1	1	0	1	1	1	2	0	2	0	1	0	0	0	15	
3	Christian, Taney	County Wide	Safety and Intersection Improvements	On Rte. 65	Upgrade to freeway status throughout Christian and Taney County . Address intersections such as Saw Mill, State Hwys A & BB; at Hopkins Rd.; At Saddlebrooke exit, and more	2010	0	32.181	13,871 sb at A_BB 13,270 nb at A_BB 16,678 sb at Hopkins 13,761 nb at Hopkins 14,061 sb at Saddlebrooke 12,764 nb at Saddlebrooke		5	1	1	1	1	1	1	1	2	0	0	1	1	1	0	0	18	
4	Taney	Hollister/Kirbyville	Capacity Improvements	NEW	Phase I: From Birch Street/ 65 Interchange to BB Hwy	2407	53.458	53.54	Hwy 76 - close to 20,000 AADT		0	0	1	1	0	1	0	1	1	0	1	0	0	1	0	0	7	
5	Polk	Stockton, Bolivar	Capacity and geometric improvements	MO 32	from Rte. 97 in Cedar County to Rte. 13 in Polk County.	1056	6.406	43.528	2901 Curves in Polk County - 5,387		0	1	1	1	0	1	0	1	1	0	1	0	0	1	1	0	9	
6	Dallas	Countywide	Safety, Capacity, and Intersection Improvements	on Rte. 65	Through county; including at Kelly Rd; at Truman Rd; at 64; S of MO32				65: 5,843 65 & 64: 4,661 65 & Kelly : 6,079 65 & Truman: 4,222	2017: 1 Fatality, 1 DI, 6 MI 2018: 1 Fatality, 8 MI	0	1	0	1	1	0	1	1	2	0	0	1	1	0	0	0	10	
7	Dade	Greenfield/Countywide	Alignment & Safety Improvements	on Rte. 160 & 39	From Barton County line to Rtes. MM/FF, and intersection at Rte. 39 in Greenfield	7806	36.75	68.65	160: 1,585 160 & 39: 4,223	2017: 1 fatality, 5 DI, 7 MI 2018: 3 DI, 5 MI	0	1	1	1	1	0	0	1	0	1	0	0	1	0	0	8		
8	Christian	County/Highlandville	Safety and Capacity Improvements	on Rte. EE	from Rte. 65 to Rte. 160/13	2708	0	3.64	4,559	2018: 2 fatal, 2 DI, 3 MI	3	1	1	1	0	1	0	0	1	0	0	0	0	1	0	0	9	
9	Stone	Indian Point	Intersection Improvements	MO 76	at Indian Point Road	7824	239.366	248.69	24856	2018: 1 Di, 2 MI	0	0	0	0	0	1	1	1	2	0	0	0	1	0	0	7		
10	Greene	Countywide	Safety and Capacity Improvements	on Rte. 125	Hwy 125 through County				3,031	2017: 1 Fatality, 4 DI, 18 MI 2018: 2 DI, 26 MI	0	1	1	1	1	0	0	1	0	1	0	0	0	0	0	7		

Priority #	County	City	Need	Route	Location	Include bridge(s)?	Status
2	Barry	Cassville	Bridge Replacements and intersection improvements	on Rte. 76/86/112/248	Over Flat Creek & Brock Branch at 112/248 intersection	J0380- Fair (6) J0566- Fair (6)	Not programmed
6	Barry	Cassville	Bridge Replacement	on Rte. 112	over Dry Hollar Branch	T0421 - Fair (6)	Not programmed
8	Barry		Bridge Improvement	on Rte. 97	over Shoal Creek	X0006 - Fair (5)	Not programmed
10	Barry		Bridge Replacement	on 248	over Flat Creek	J0382- Poor (4)	Not programmed
12	Barry		New bridge	on Rte. C	Over Flat Branch	R0824 - Fair (6)	Not programmed
15	Barry		Bridge Replacement	on Rte. 39	at Shell Knob	A0260 - Fair (6)	Not programmed
2	Christian		Safety and intersection improvements	on Rte. 65	Throughout Christian County- at State Hwys A & BB; at Hopkins Road; at Saddlebrook exit	A3804- Fair (6) A0572 - Fair (6) A3805 - Fair (6) A0896- Fair (6) A0895 - Fair (5) A5865- Good (7) A5866 - Good (8) A0897 - Good (7) A0898 - Fair (6) A0899- Fair (6)	Not programmed
3	Christian		Intersection Improvements	on Rte. 160	from Nixa to County Line- include intersections at Rte. EE and at Kentling St (two intersections) at Highlandville	A4038 - Fair (6) A4039 - Fair (6)	Not programmed
1	Dade	Greenfield/ Countywide	Safety/ Alignment Improvements	on Rte. 160 & 39	From Barton County line to Rtes. MM/FF, and intersection at Rte. 39 in Greenfield	T0147 J0552- Fair (5) B0409 A2932 - Poor (3) A2931 - Poor (3) A2542 - Fair (6) A2541- Good (7)	Not programmed
6	Dade		Bridge Replacement	on Rte. 245	Bridge over Little Sac River	L0396 - Fair (5)	Not programmed

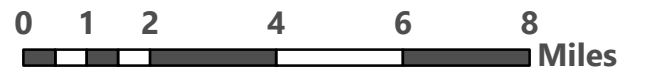
Priority #	County	City	Need	Route	Location	Include bridge(s)?	Status
1	Dallas		Safety, Capacity, and Intersection Improvements	on Rte. 65	Through county; including at Kelly Rd; at Truman Rd; at 64; S of MO32	H0822- Fair (6) A4130 - Fair (6) A4129 A4128- Fair (6) A4127- Fair (6) H0837- Fair (5) H0836 - Fair (5) H0835- Fair (6) H0834 - Fair (5) J0113 - Fair (6)	Not programmed
3	Dallas		Safety Improvements	on Rte E	towards Leadmine	N0190 - Fair (5)	Not programmed
4	Dallas		Bridge Replacement	on Rte. 73	1/2 mile N. of Tunas (Little Niangua)	G0911 - Fair (5)	Not programmed
7	Dallas		Bridge Improvement	on Rte. 64	over Niangua River	J0782 - Poor (4)	Not programmed
9	Dallas		Bridge Replacement	on Rte. E	over little Niangua	S0454- Fair (5)	Not programmed
3	Greene	Fair Grove	Bridge Replacement	on Rte CC	east of Rte. H	X0560 - Fair (5)	Not programmed
1	Greene, Christian, Lawrence, Barry	Billings/ Marionville/ Aurora/ Monett	Capacity and Safety Improvements	on Rte. 37 & Rte 60	Route 60 from Republic (OTO Boundary) to Monett and Route 37 from Monett to Gateway, AR.	A0872 - Fair (6) A0871 - Good (7) A0870 - Fair (6)	Not programmed
1	Polk		Safety Improvements	on Rte. 32	west of Rte. 13 about 2miles	H0022- Fair (6) NP H0074- Fair (6) NP H0021- Fair (6) NP	Not programmed
6	Polk		Culvert Replacement	On Rte. 123	Near 410th St.	H0411- Fair (5)	Not programmed
9	Polk		Bridge Replacement	on Rte. V	low water bridge between Rte. 123 and Rte. 83	A1846-Poor (4)	Not programmed
2	Stone/ Christian		Capacity & Intersection Improvements	on Rte. 13	from Nixa to Branson West	A6081 - Fair (6) NP A7913- Good (8) NP A7914- Good (7) NP	Not programmed
5	Stone		Safety Improvements; Low water crossing upgrades	on Rte. U	Outside Hootentown area; floods frequently	P0214- Good (7)	Not programmed
10	Stone	Hurley	Safety Improvements	on Hwy A	In Hurley, adjacent to Hurley City Park	A4494- Good (7)	Raise road or install larger capacity box culvert.



Priority #	County	City	Need	Route	Location	Include bridge(s)?	Status
2	Taney		Safety and Capacity Improvements	Hwy 65	Upgrade US 65 to freeway standards for the entire length across Taney County	A0929 - Fair (4) NP A5827- Good (7) A5654- Good (7) A5653- Good (7) A0930 - Fair (5) A5652- Good (7) A5592- Good (7) A0931- Good (7) A5515- Fair (6) A5381- Fair (6) A5380- Good (7) A3064- Fair (6) A3066- Fair (5) A3067 - Good (7) A3068 - Good (7) A3070- Fair (5) A7002- Good (7) A6927- Good (7) A7111- Good (8)	Not programmed
1	Webster/ Greene	Southern Corridor	Safety, Capacity, & Intersection improvements	on US Hwy 60	Hwy 60 Corridor-from Hwy 125 to Wright County line: Greene county, through Webster County	A8349 - Good (7) A2627- Fair (5) A2627- Fair 6)	Not programmed
4	Webster	rural Rogersville	Bridge Improvement	on Rte. B	Where Route B crosses Panther Creek; low-water bridge N. of Rogersville; South of Compton Hollow Rd	X0933- Fair (5)	Not programmed
5	Webster	rural Fordland	New Bridge	on Rte. Z	over Finley River	X0737- Good (7)	Not programmed



# MoDOT SW District Bridges & Culverts Barry County



## Structure Condition

- Good
- Fair
- Poor
- State Culverts



	Number	SQFT
Good	13	38,083
Fair	39	171,485
Poor	5	29,819
<b>Total</b>	<b>57</b>	<b>239,387</b>

Source: 2018 NBI Submittal  
Modified 7/26/2019

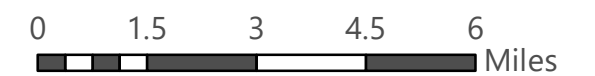


# MoDOT SW District Bridges & Culverts Christian County

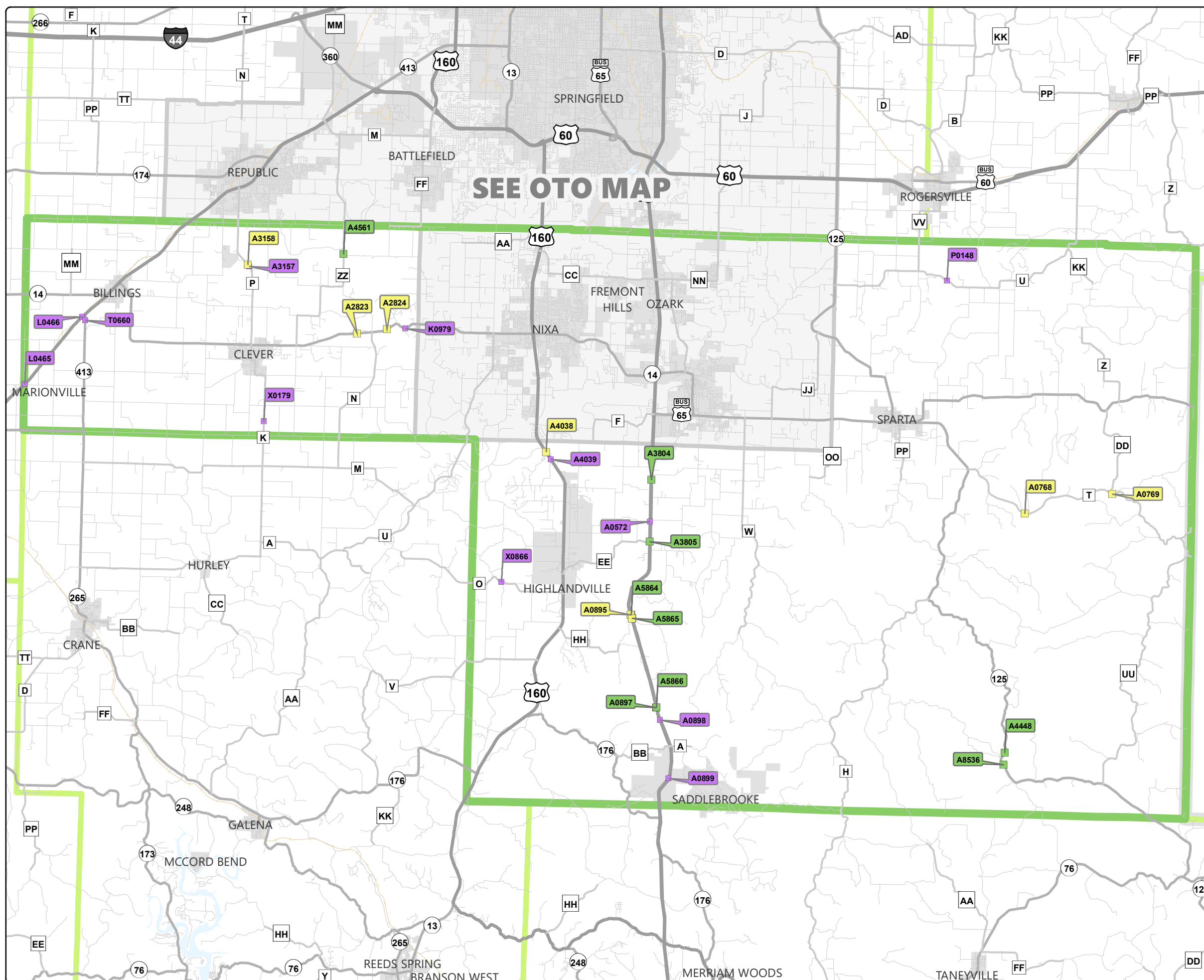
## Structure Condition

- Good
- Fair
- Poor
- State Culverts

	Number	SQFT
Good	11	74,388
Fair	18	122,575
Poor	0	0
<b>Total</b>	<b>29</b>	<b>196,963</b>



Source: 2018 NBI Submittal  
Modified 7/26/2019



SEE OTO MAP

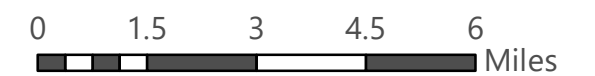


# MoDOT SW District Bridges & Culverts Dade County

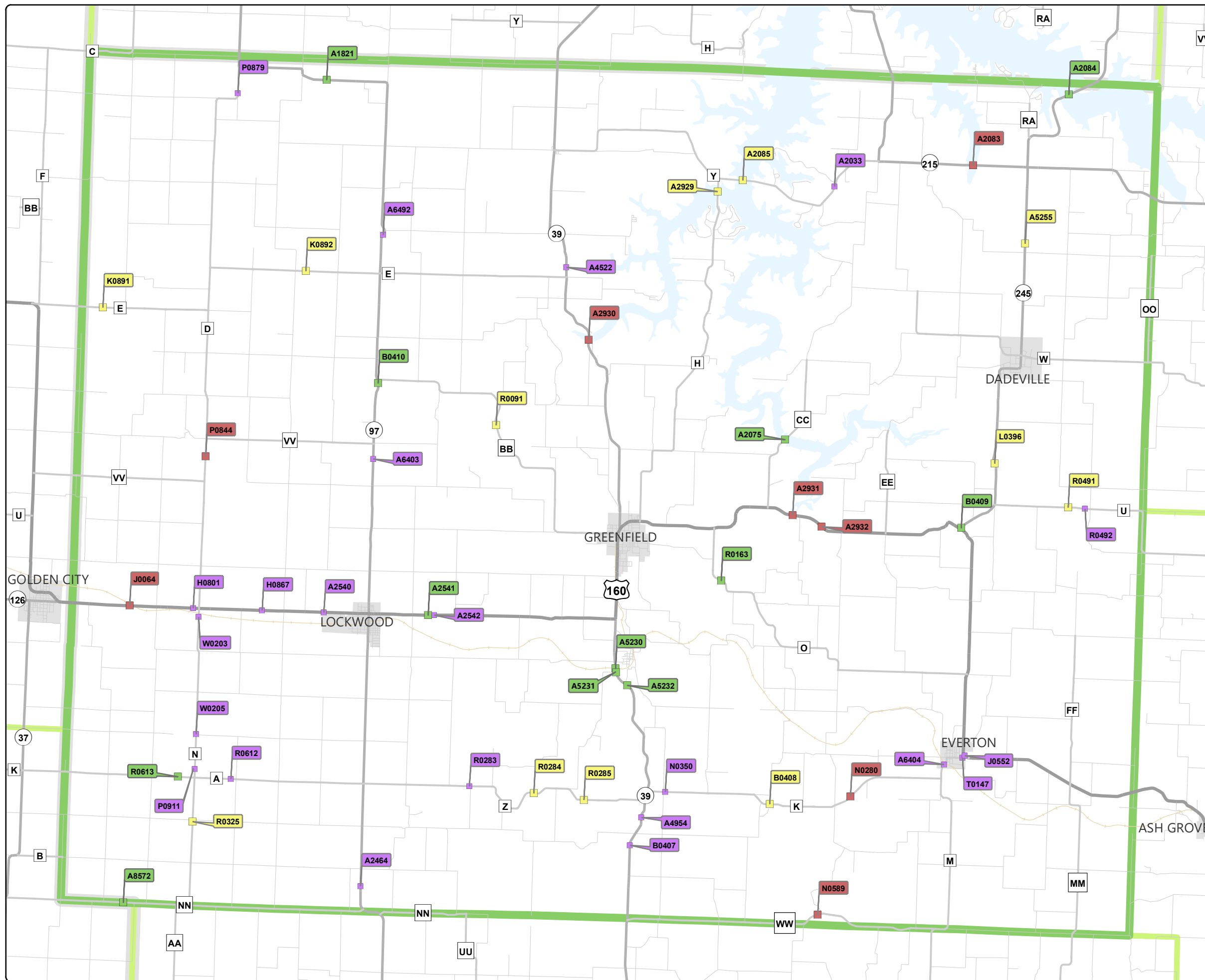
## Structure Condition

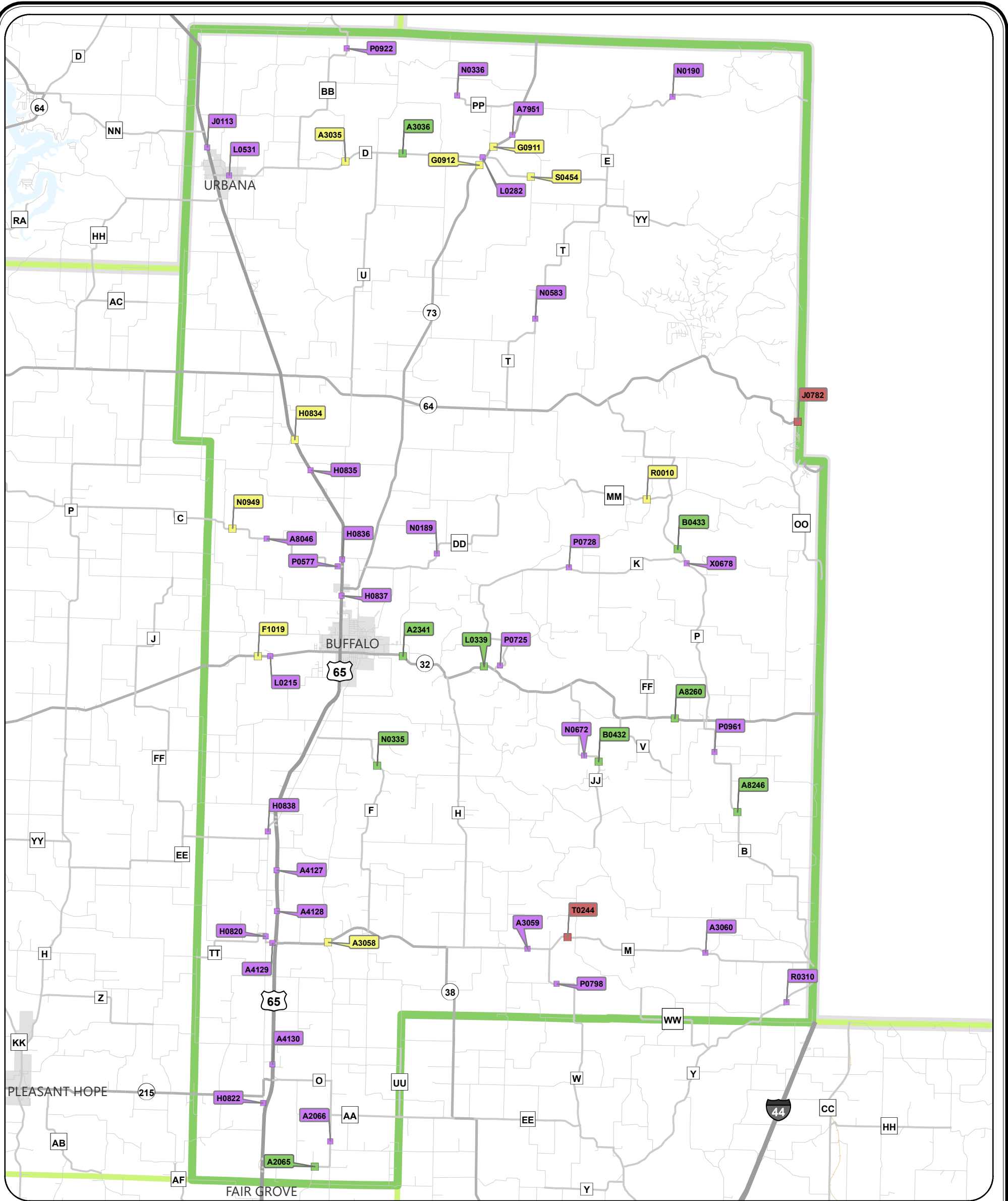
- Good
- Fair
- Poor
- State Culverts

	Number	SQFT
Good	15	130,531
Fair	31	164,708
Poor	8	58,324
<b>Total</b>	<b>54</b>	<b>353,564</b>

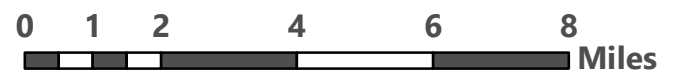


Source: 2018 NBI Submittal  
Modified 7/22/2019





# MoDOT SW District Bridges & Culverts Dallas County



## Structure Condition

- Good
- Fair
- Poor
- State Culverts

	Number	SQFT
Good	14	48,283
Fair	36	71,177
Poor	2	21,574
<b>Total</b>	<b>52</b>	<b>141,035</b>



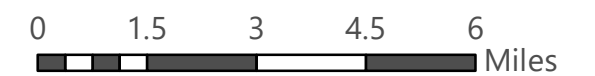


# MoDOT SW District Bridges & Culverts Greene County

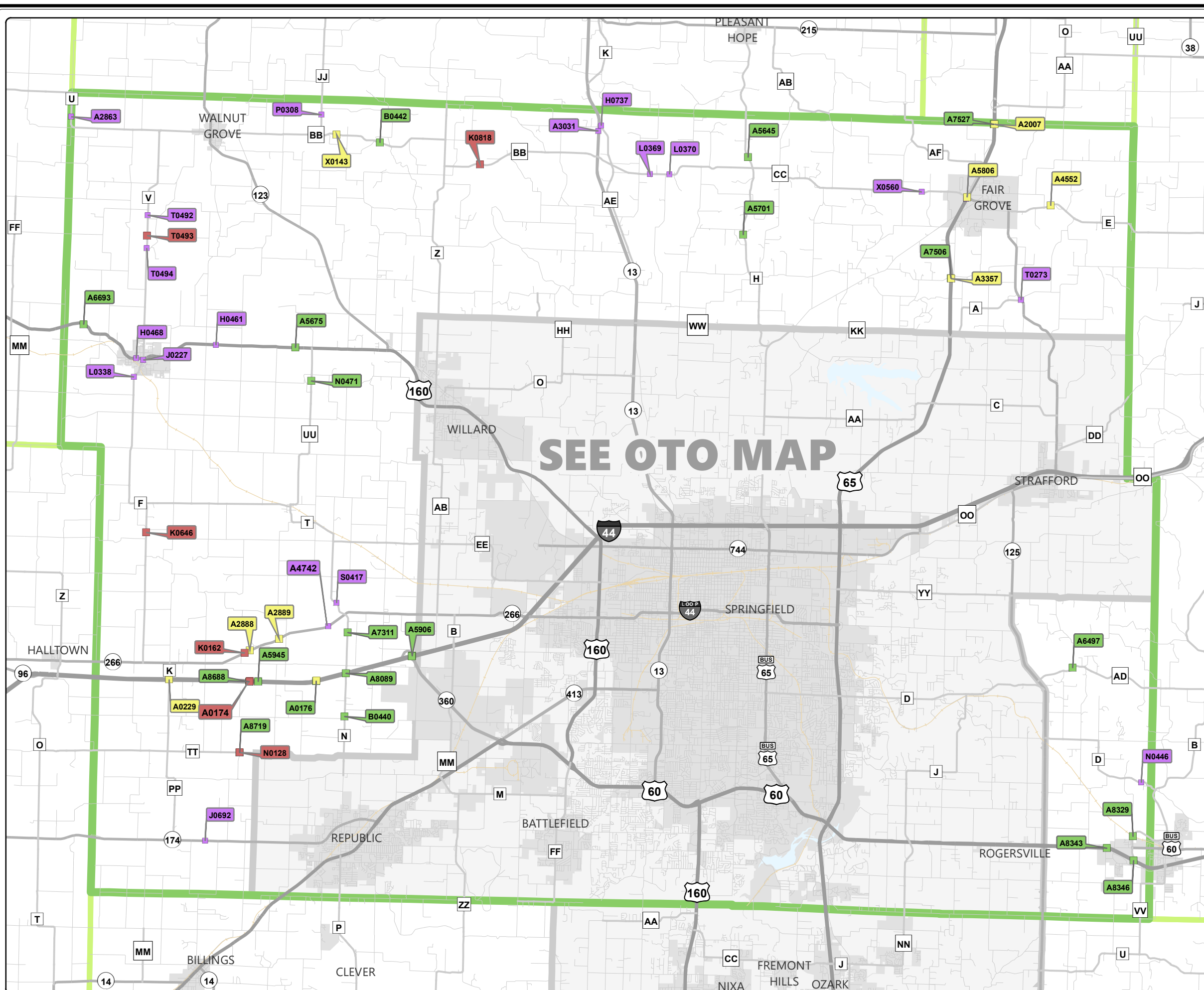
## Structure Condition

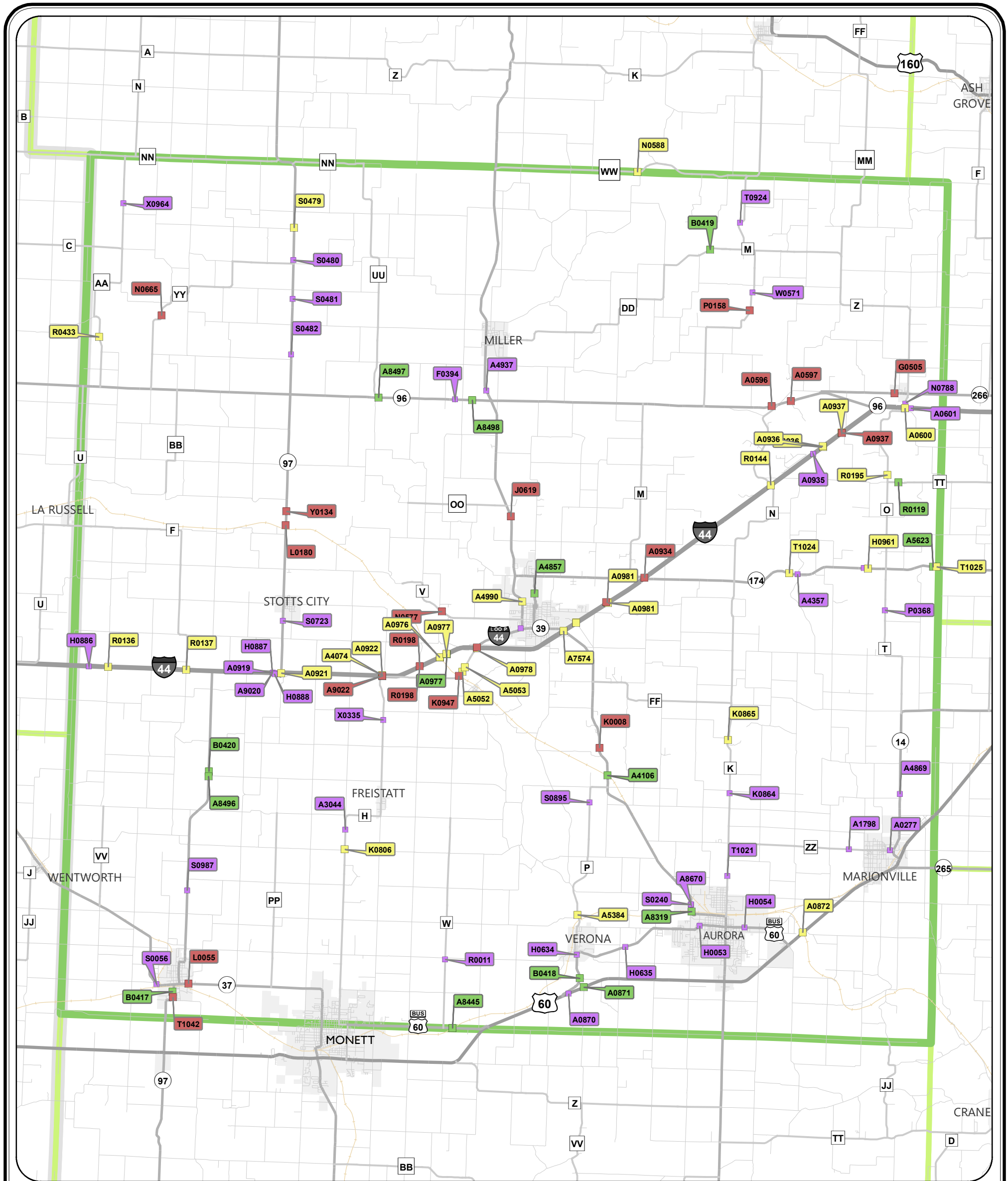
- Good
- Fair
- Poor
- State Culverts

	Number	SQFT
Good	21	155,163
Fair	28	118,057
Poor	8	46,029
<b>Total</b>	<b>57</b>	<b>319,249</b>

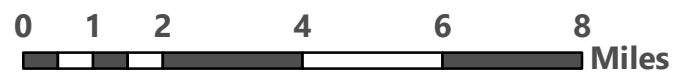


Source: 2018 NBI Submittal  
Modified 7/26/2019





# MoDOT SW District Bridges & Culverts Lawrence County



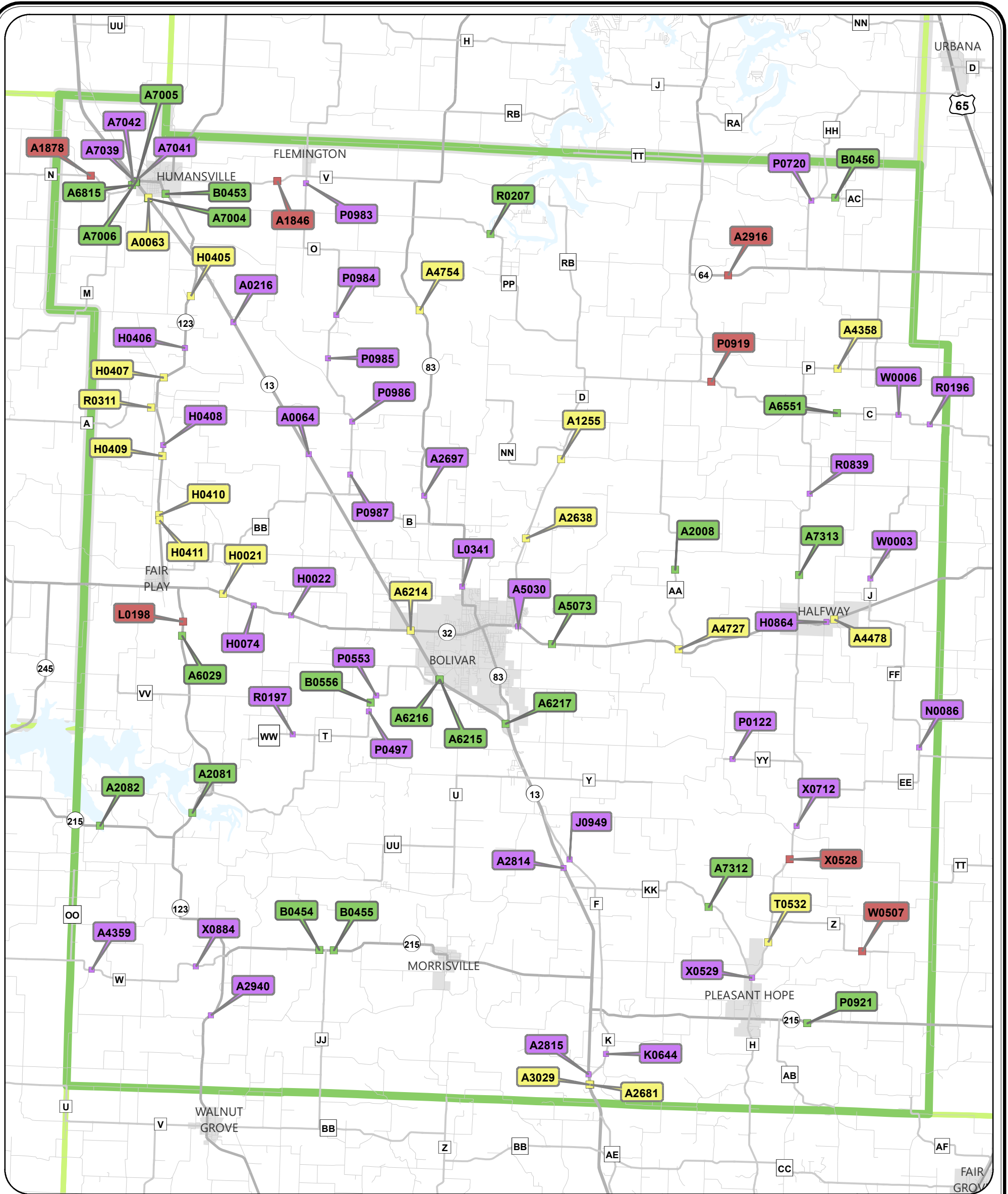
## Structure Condition

- Good
- Fair
- Poor
- State Culverts

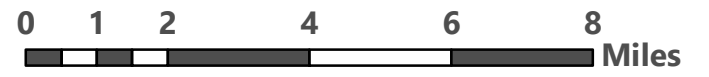


	Number	SQFT
Good	20	106,539
Fair	66	285,321
Poor	23	110,237
<b>Total</b>	<b>109</b>	<b>502,098</b>

Source: 2018 NBI Submittal  
Modified 7/22/2019



# MoDOT SW District Bridges & Culverts Polk County



## Structure Condition

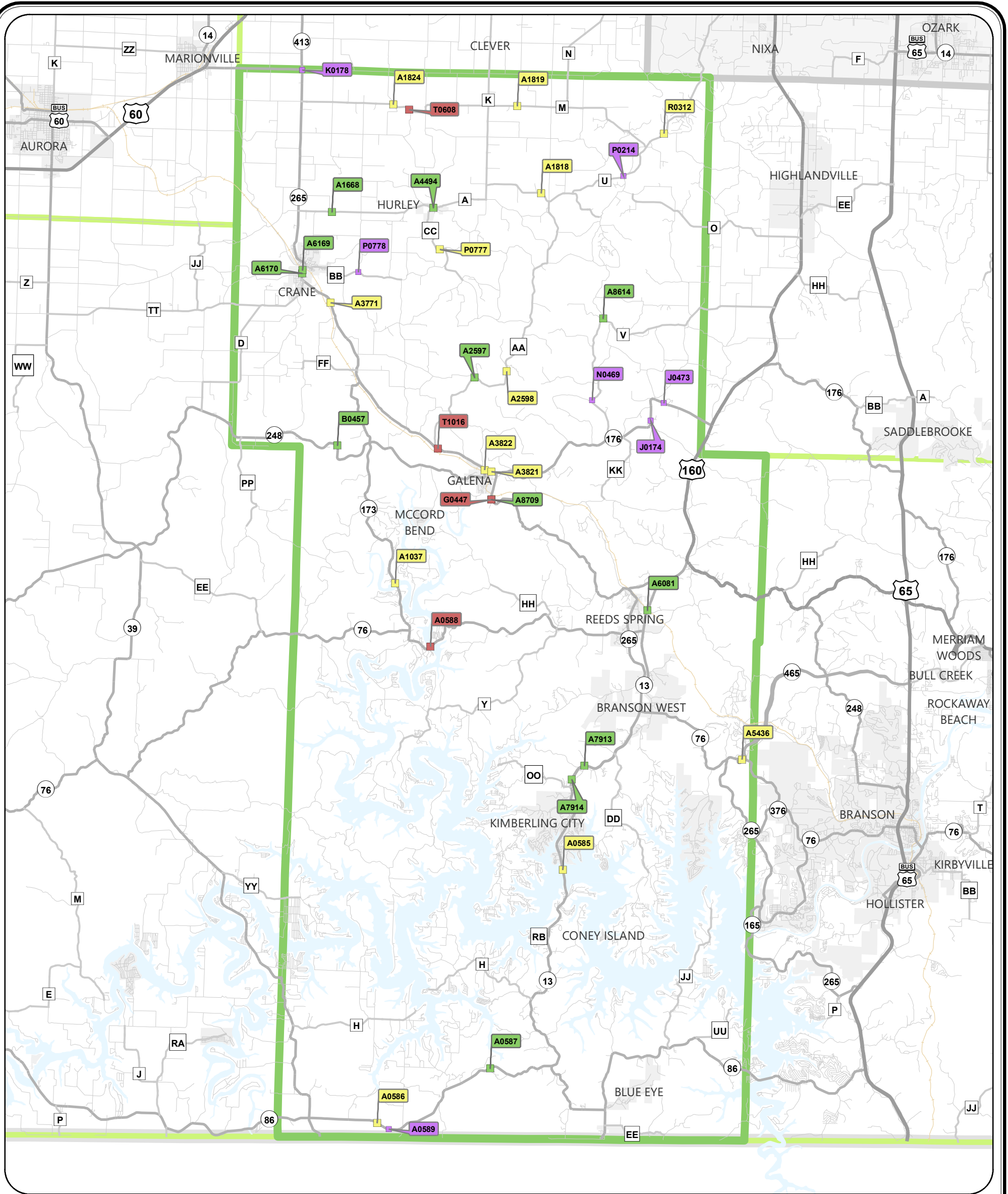
- Good
- Fair
- Poor
- State Culverts



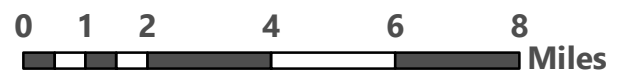
	Number	SQFT
Good	27	101,885
Fair	46	201,543
Poor	11	35,155
<b>Total</b>	<b>84</b>	<b>338,582</b>

Source: 2018 NBI Submittal  
Modified 7/23/2019





# MoDOT SW District Bridges & Culverts Stone County



## Structure Condition

- Good
- Fair
- Poor
- State Culverts

	Number	SQFT
Good	13	54,909
Fair	19	201,060
Poor	4	20,013
<b>Total</b>	<b>36</b>	<b>275,982</b>



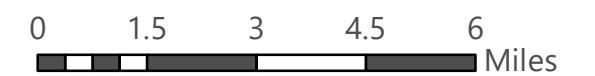


# MoDOT SW District Bridges & Culverts Taney County

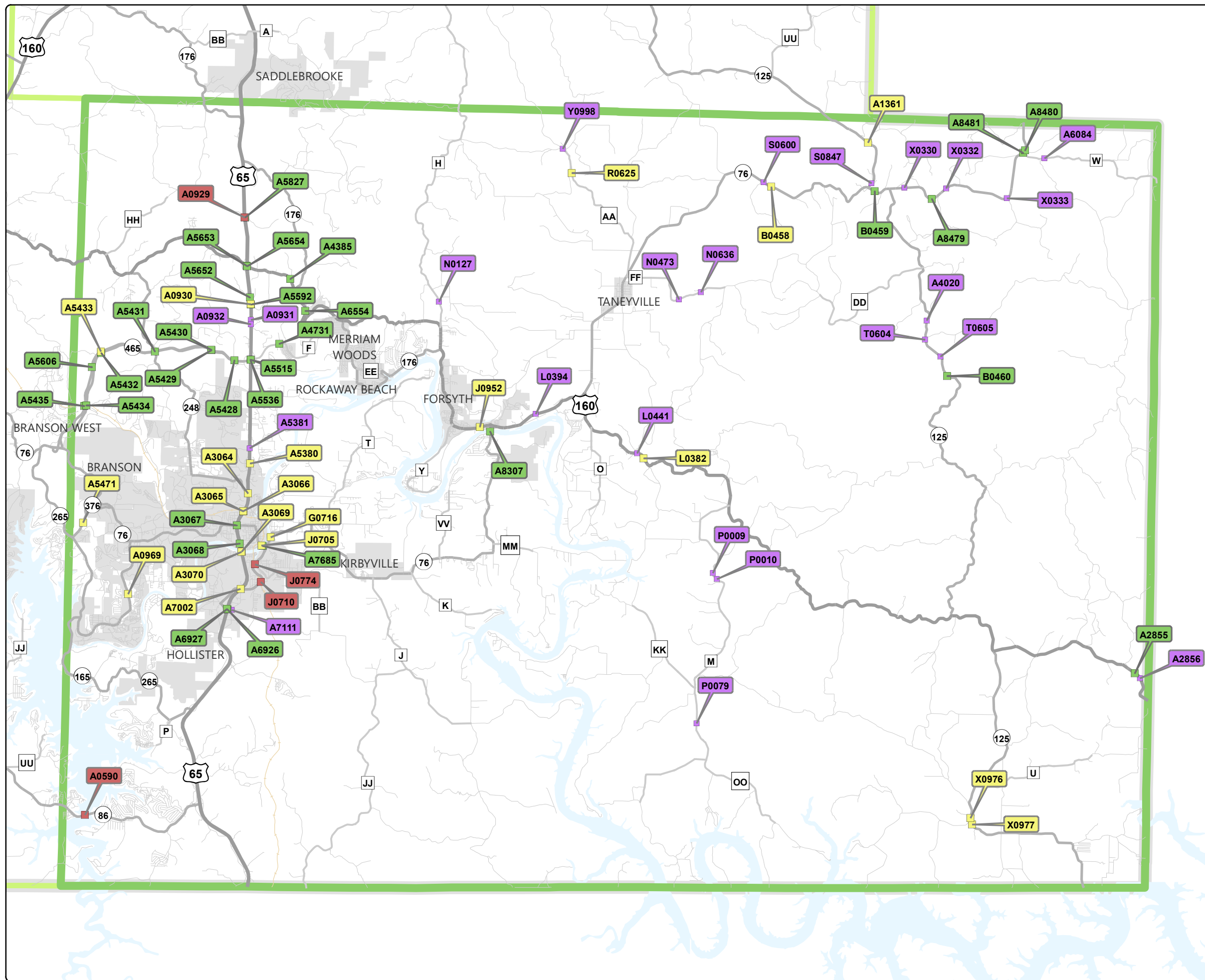
## Structure Condition

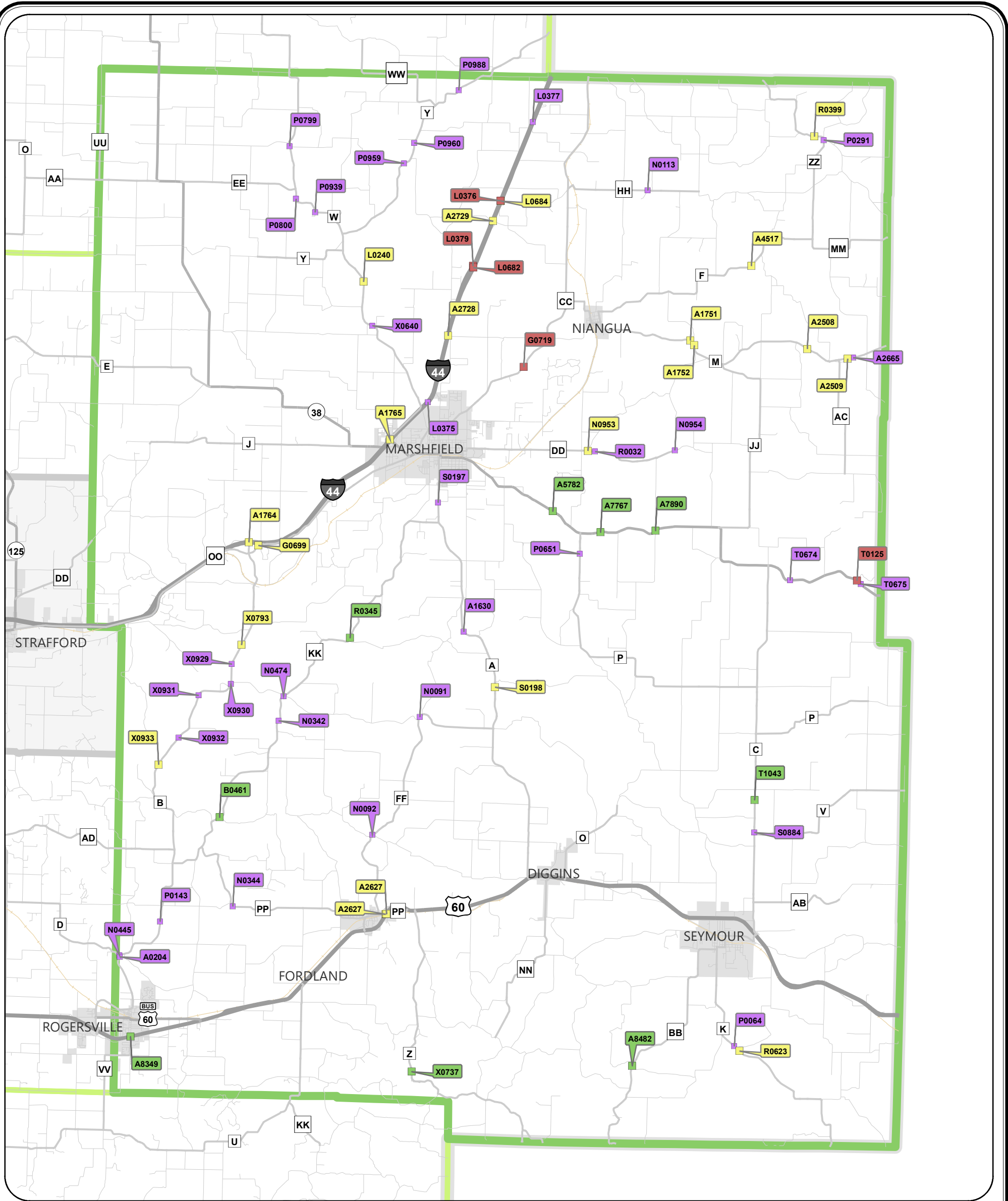
- Good
- Fair
- Poor
- State Culverts

	Number	SQFT
Good	27	274,770
Fair	46	542,730
Poor	4	68,943
<b>Total</b>	<b>77</b>	<b>886,443</b>

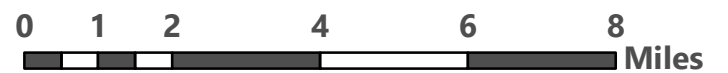


Source: 2018 NBI Submittal  
Modified 7/26/2019





# MoDOT SW District Bridges & Culverts Webster County



## Structure Condition

- Good
- Fair
- Poor
- State Culverts



	Number	SQFT
Good	10	41,055
Fair	47	170,435
Poor	10	35,891
<b>Total</b>	<b>67</b>	<b>247,381</b>

Source: 2018 NBI Submittal  
Modified 7/26/2019

# SOUTHWEST Missouri



## Regional transportation plan

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

### Goal 1: System Preservation and Safety

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

#### Objectives:

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

### Goal 2: Access and Mobility

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

#### Objectives:

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

# Governor Parson's Transportation Plan Receives Federal Funding

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([http://www.facebook.com/share.php?u=https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding&title=Governor Parson's Transportation Plan Receives Federal Funding](http://www.facebook.com/share.php?u=https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding&title=Governor+Parson%039;s+Transportation+Plan+Receives+Federal+Funding))



([https://twitter.com/intent/tweet?url=https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding&status=Governor Parson's Transportation Plan Receives Federal Funding+https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding](https://twitter.com/intent/tweet?url=https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding&status=Governor+Parson%039;s+Transportation+Plan+Receives+Federal+Funding+https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding))



(mailto:?subject=Governor+Parson%039;s+Transportation+Plan+Receives+Federal+Funding&body=Check+out+this+site+https://governor.mo.gov/press-releases/archive/governor-parsons-transportation-plan-receives-federal-funding)

JULY 22, 2019

## ***Missouri Receives Grant to Build New Rocheport Bridge***

**JEFFERSON CITY** □ Cross-state travelers will avoid months of lengthy traffic delays as a result of the announcement made today by U.S. Senator Roy Blunt and Congressman Sam Graves that Missouri will receive an **\$81.2 million** Infrastructure for Rebuilding America (INFRA) grant from the U.S. Department of Transportation to build a new I-70 Missouri River Bridge at Rocheport.



(<https://governor.mo.gov/sites/gov/files/media/image/2018/09/news-default.jpg>)

"Since becoming Governor, improving Missouri's infrastructure has been a major focus for our administration. The Rocheport bridge has long been in need of repair, and we're thrilled that we now have the funds to complete this critical project and trigger our bold transportation plan," **Governor Mike Parson** said. "Transportation drives our economy, and replacing the bridge is a major step toward maintaining our highway system and ensuring we have the framework for access and expansion in the future. We appreciate Senator Blunt, Secretary Chao, and President Trump's continued support and commitment to infrastructure in Missouri."

The grant will enable a \$240 million project to replace the existing four-lane I-70 bridge with a six-lane structure built just to the south of the current location, as well as reconstruct the Route BB interchange just east of the bridge. The existing bridge, which was built in 1960, will continue to be used during construction, meaning there will be very few impacts to traffic. The grant will also construct climbing lanes on I-70 at Mineola Hill in Montgomery County, which will improve safety and traffic flow through the Loutre River valley.

Receipt of the grant will also trigger \$301 million in state bonding, authorized by the Missouri General Assembly during the 2019 session, that will repair or replace another 215 bridges across the state. The bonds will be repaid out of state general revenue over a seven-year period. It will also free up \$301 million that was already committed to these bridge projects in the current Statewide Transportation Improvement Program to enable other high-priority transportation needs across the state. Projects will be identified in cooperation with local planning partners.

"I want to thank Governor Parson for his leadership and commitment to Missouri's infrastructure needs," **MoDOT Director Patrick McKenna** said. "This could not have happened without his determination and unwavering support of infrastructure investment. Senator Blunt, Senator Hawley, Representative Graves, and other members of the Missouri Congressional

delegation are to be commended for keeping the project top of mind in the nation's capital. Thanks, too, to leaders in the City of Columbia, the City of Boonville, and Boone and Cooper counties for their commitment of \$4.2 million in local funds that when leveraged with state and federal dollars will make a new bridge a reality."

The grant will enable MoDOT to begin the environmental assessment and design for the new bridge, with construction likely to begin sometime in 2021.

## CONTACT US

Office of Governor Michael L. Parson

P.O. Box 720  
Jefferson City, MO 65102

Phone: (573) 751-3222

Fax: (573) 751-1495

**[Email Us \(/contact-us\)](#)**

## HAPPENING NOW

### Tweets by [@GovParsonMO](#)

Governor Mike Parson Retweeted



**First Lady Teresa Parson**

@FirstLadyTeresa

Great to speak with educators at [@StClairR13](#) this morning about being committed to excellence! This school is a new participant in the [@JAGMissouri](#) program, which helps at-risk youth with career readiness! [#MissouriProud](#)



[Embed](#)

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## MO.GOV

**State of Missouri (<https://www.mo.gov/>)**

**About Missouri (<https://www.mo.gov/education/learn-about-missouri>)**

**Visit Missouri (<https://www.visitmo.com/>)**

# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

## Project Supporters

- Vicky Hartzler, Member of Congress, 4th District
- Boone County
- City of Boonville
- Callaway County
- Columbia Chamber of Commerce
- City of Columbia
- Commerce Bank
- Cooper County
- Quaker Oats



U.S. Department of Transportation Nationally Significant Freight and Highway Projects (INFRA Grants) for Fiscal Year 2019  
March 4, 2019

Submitted by: Missouri Department of Transportation



# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

## Cover Page

<b>Basic Project Information:</b>	
• What is the Project Name?	251 Missouri Bridges Project
• Who is the Project Sponsor?	Missouri Department of Transportation
• Prior INFRA Application	Yes, Missouri's Freight Corridors (Rocheport Bridge Element) (submitted November 7, 2017, no award)
<b>Project Costs:</b>	
• INFRA Request Amount	\$172,500,000
• Estimated federal funding (excl. INFRA)	\$63,300,000
• Estimated non-federal funding	\$350,432,900
• Future Eligible Project Cost (Sum of previous three rows)	\$586,232,900
• Previously incurred project costs (if applicable)	\$0
• Total Project Cost (Sum of 'previous incurred' and 'future eligible')	\$586,232,900
• Are matching funds restricted to a specific project component? If so, which one?	Yes
<b>\$344,800,000 in State of MO funds restricted to 250 bridges project</b>	
<b>Project Eligibility:</b>	
• Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network?	100%
• Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?	41%
• Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	0%
• Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	0%
<b>Project Location:</b>	
• State(s) in which project is located	Missouri
• Small or large project	Large
• Urbanized Area in which project is located, if applicable <b>only 26 out of 251 bridges (10%) are located in urban areas</b>	St. Louis, MO--IL Kansas City, MO--KS
• Population of Urbanized Area	St. Louis, MO—IL, 2,150,706 Kansas City, MO—KS, 1,519,417
• Is the project currently programmed in the:	
○ TIP (for 26 urban bridges)	Yes
○ STIP	Yes, partially
○ MPO Long Range Transportation Plan	N/A
○ State Long Range Transportation Plan	Yes
○ State Freight Plan	Yes

# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

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# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

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**Appendix C:** Benefit-Cost Analysis

**Appendix D:** Maps, Design Plans, and Photos

**Appendix E:** MoDOT Bridge Inspection Report for Rocheport Bridge

**Appendix F:** List of 251 Statewide Bridges

# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

## 1.0 Project Summary

**Project Description:** The Missouri Department of Transportation (MoDOT), requests \$172.5 million in INFRA funds to help offset the cost of reconstructing, rehabilitating, or re-decking 251 bridges throughout the State of Missouri. The total project cost is \$586.2 million. For the 251 Missouri Bridges Project (251 Bridges), INFRA funding represents 29 percent of the total project cost. The scope of work includes: 1) a new Missouri River Bridge at Rocheport (Rocheport Bridge), located on Interstate 70, a USDOT National Highway Freight Network; and 2) reconstruction, rehabilitation, or re-decking 250 rural bridges (26, or 10%, in urban areas). **The 251 Missouri Bridges Project literally, and figuratively, bridges gaps in service in the nation's rural areas.**

As the transportation crossroads for the entire nation, Missouri's strategic location puts it within 500 miles of 43 percent of the U.S. population, 44 percent of all U.S. manufacturing plants, and seven of the top 25 international cargo hubs in the United States. Missouri is also home to the country's 2nd and 3rd largest rail hubs in Kansas City and St. Louis, respectively, and the 3<sup>rd</sup> and 8<sup>th</sup> largest inland ports in St. Louis: Port of Metropolitan St. Louis (3<sup>rd</sup>) and Port of Kaskaskia, IL (8<sup>th</sup>), respectively. These ports are the northernmost lock- and ice-free ports on the Mississippi River. The planned bridge upgrades will benefit not only Missouri and the Midwest region, but the entire nation, by enhancing the safety and reliability of the I-70 corridor and the rural bridge network that flows into it. Annually, I-70 in Missouri carries almost 100 million tons of freight, worth over \$154 billion. About 30 percent of this tonnage and 60 percent of the dollar value is through-traffic – freight moving through Missouri to and from other states. In addition, over 1.1 million jobs nationwide and \$113 billion of the nation's GDP depend on I-70 in Missouri.

While I-70 carries the heavy load for interstate commerce and global freight transport, Missouri's rural roads and bridges carry the heavy load for intrastate commerce, which in turn feeds the I-70 corridor. In 2016, Missouri's agriculture, forestry, and related industries contributed \$88.4 billion in sales (14.8 percent of Missouri total), 378,223 jobs (10.5 percent of Missouri total), \$7.5 billion in labor income (9.3 percent of Missouri total), and \$6.2 billion in taxes. Rural bridges also contribute to significant agritourism including on-farm B&B's, Christmas Tree Farms, and fee hunting and fishing.<sup>1</sup>

The new **Rocheport Bridge** will **replace** an existing 60-year-old 3,000-foot truss-and-beam fracture critical facility that is near the end of its service life. A new 3,000-foot bridge will enable vehicles on

### Significance of Missouri's I-70 Freight Corridor

- ✓ Over 1.1 million jobs nationwide depend on I-70 in Missouri
- ✓ \$113 billion of nation's GDP depends on I-70 in Missouri
- ✓ Agricultural products from rural counties comprise one-fifth of freight leaving Missouri via I-70
- ✓ I-70 supports Foreign Trade Zones in Kansas City and St. Louis

<sup>1</sup> Missouri Farm Bureau Presentation. Blake Hurst, President.

# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

I-70 to continue to pass over the Missouri River, its floodplain, Katy Trail, and the Overton Bottoms Conservation Area. The new Rocheport Bridge will be built to accommodate six lanes between Kansas City and St. Louis (a future \$4 billion initiative). The interim configuration will accommodate two lanes in each direction, with additional room for emergency pull-off areas, where appropriate. Several innovative elements are proposed for Rocheport Bridge, including technology, procurement, and performance. A tiered environmental impact statement (EIS) process determined that the new bridge can be constructed immediately adjacent to the existing bridge, providing significant benefits, including increased worker and driver safety; uninterrupted traffic flow; and minimized environmental, utility, and right-of-way impacts. Replacing Rocheport Bridge is Missouri's top surface transportation priority because of the substantial economic contribution it provides within the state and national freight network.

The balance of the project, 250 bridges throughout Missouri is vital to the farm-to-market and raw-material-to-market transportation network, with many serving as feeder bridges to grain mills, livestock markets, ports, airports, interstates, and major distribution centers. The scope of work includes replacing 159 bridges with an average age of 72 years, rehabilitating 80 bridges (average age 52 years), and re-decking 11 bridges (average age 54 years), which aligns with INFRA's goal to rebuild America's deteriorating infrastructure. In comparison, the average age of bridges nationwide is 43 years.<sup>2</sup> Projects will be bundled for design-build delivery, when appropriate. It is important to note the disproportionate number of bridges Missouri must maintain given the vast number of waterways in the state. For example, there are approximately 30 million acres of farmland in Missouri and 24,385 bridges. Comparatively, Texas has 130 million acres of farmland and 52,937 bridges. **Missouri has 812 bridges for every one million acres of farmland** while Texas has only 407 bridges for every one million acres.

**Partnerships.** Recognizing the economic importance of the project, several partners are contributing financially, including the City of Columbia, the City of Boonville, Boone County, and Cooper County. A consortium of merchants near Rocheport have offered to provide a bike-friendly transportation shuttle for users of the Katy Trail, a cross-state recreational rails-to-trails facility passing under the bridge along the Missouri River, during the Rocheport Bridge construction, if needed. Also, immediately after INFRA award and during ramp-up, MoDOT will explore providing STEM opportunities within the local community and create partnerships that may include the University of Missouri-Columbia (MU), Missouri University of Science and Technology (S&T), and local high schools. The USDOT provides over \$1 million annually to fund the University Transportation Center at S&T. MoDOT has a strong history of partnering

## Missouri's Roadway System

- 7<sup>th</sup> largest state highway system in America (33,859 miles)
- 6<sup>th</sup> most statewide number of bridges in America (24,385 bridges)\*
- Ranks 48<sup>th</sup> in nation in state revenue raised per highway mile

\*<https://www.fhwa.dot.gov/factoids/bridges/#>

<sup>2</sup> The Joplin Globe, September 8, 2018 (cited from American Society of Civil Engineers 2017 Infrastructure Report Card.

# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

on similar major projects - including the US 54 Champ Clark River Bridge project, in which partnerships were developed between the local high schools and contractor (with respect to engineering trades), and the US 60 Rogersville Freeway Project, in which partnerships were developed with local female and minority STEM students from the surrounding communities.

The 251 Missouri Bridges Project is "project ready" with the following tasks already completed or in progress: preliminary engineering for Rocheport rehabilitation is underway; NEPA is completed for Rocheport (re-evaluation needed) and NEPA for the rural bridges is underway; the 250 statewide bridges are at various design levels based on the level of environmental work already completed; design-build schedules have been developed; permits have been identified; and local match has been secured. MoDOT proposes to advance at least one project element to obligation of construction funds within one year as part of the accountability metric.

**Project's History:** The existing I-70 Rocheport Bridge was constructed in 1960 and has undergone three rehabilitations. MoDOT has programmed \$14.3 million to conduct a fourth rehabilitation, which is estimated to extend the facility's useful life by only 10 years; thereafter the bridge will need to be replaced. Rehabilitation is currently the only option due to funding constraints, without INFRA funding, rehabilitation will be initiated in 2020. Rehabilitation, however, is not preferred and has several negative economic and operational consequences, including traffic delays, financial losses for businesses, and longer-term overall higher construction costs. The 250 rural bridges represent the most critical farm-to-market bridges out of the almost 1,000 that are in poor condition and in need of repair or reconstruction throughout Missouri. The American Society of Civil Engineers' Infrastructure Report Card gives Missouri's bridges a score of C minus. The 250 bridges represent the heart of the Midwest's livelihood. These bridges support the transport of hogs and cattle to market, corn and soybean to grain mills, hay to pastures in wintertime, minerals to processing facilities, and vehicle and aviation parts to factories. They also enable farm implements (tractors, combines, grain trucks, cultivators, plows, cattle trucks, etc.) to easily and safely travel where needed. The reliability of the rural supply chain infrastructure - the 250 bridges - enables all Missourians to competitively participate in the export industry, which in turn relies on I-70 and the Rocheport Bridge.

**Champion for Rural Missouri:** While metropolitan areas within Missouri enjoy strong political will and active MPO coordination, there is no "champion" for the 251 bridges proposed herein. MoDOT proposes to be that champion. INFRA funding represents a unique opportunity to leverage an existing **Governor-priority rural bridge initiative** and the timing could not be better. Almost 1,000 bridges (rated poor) throughout Missouri make up the farm-to-market transportation network. Most of these bridges feed

"Rural roads and bridges are the most under-appropriated and under-recognized mode. Railroads and barges wouldn't matter without roads. One hundred percent of all farm output must first move by roads. And the closer you get to the farm, the worse they get."

Mike Steenhoek, Executive Director of the Soy Transportation Coalition

# 251 MISSOURI BRIDGES PROJECT

Modernizing Missouri's Rural Global Supply Chain Infrastructure

into the I-70 goods movement corridor and rely on the I-70 Rocheport Bridge for economic vitality. **The**

*The Governor's Funding Plan brings \$350 million in new transportation funding from nontraditional sources, bonded by the Missouri Highways and Transportation Commission, which minimizes risk and quickly mobilizes construction.*

**Governor's Funding Plan is bold and innovative – it will use general revenue funds, for the first time, to fund rural Missouri bridges.** The

Governor's Plan, combined with INFRA funding will enable the State to mobilize multiple crews (through bundling) for new construction or rehabilitation, generating multiple benefits that align with the USDOT and INFRA priorities including safety and investing in infrastructure that enables American workers and businesses (especially those in rural areas) to thrive and be competitive, innovative, and accountable.

**Transportation Challenges:** The proposed network of bridge projects confront and mitigate the following three transportation challenges: 1) safety, 2) reliability, and 3) projected truck freight growth (from 49 percent to 56 percent by 2030).<sup>3</sup> The primary goal is to enable the safe and swift movement of freight, workers, residents, and tourists in order to keep the regional and national economy strong.

**Rocheport Bridge (safety and reliability).** The transportation challenge and engineering need for the Rocheport Bridge is simple – the bridge is 60 years old, and with rehabilitation (for a fourth time), it will last only 10 more years and then it must be replaced. MoDOT has \$14.3 million for the fourth rehabilitation in 2020 and, absent INFRA funding, this is the only option, due to funding constraints.

Rehabilitation, however, is not preferred and has several negative economic and operational

consequences. Traffic models predict that rehabilitation

would close lanes for seven to nine months with three- to eight-hour backups (some 25 miles long) depending on the extent and number of incidents on any given day."<sup>4</sup>

Commuters, and industries that rely on just-in-time suppliers and workers, will suffer irreparable financial losses and state's ability to attract new industry will be negatively impacted. These delays are unacceptable on a corridor that serves as the main artery through the nation's heartland. Also, Rocheport Bridge is located just 11 miles west of Columbia - home to the region's only Level 1 Trauma Center and the University of Missouri, Columbia – the State's flagship university. Rehabilitation also puts

"The National Bridge Inventory shows that Rocheport Bridge is a condition 5 which is Fair (4 or less is Poor). Typically, condition 5 bridges are not closed in 10 years; however, the reason the Rocheport Bridge is a condition 5 is that the gusset plates are deteriorating and are fracture critical members. Once the gusset plates get too bad, the bridge will have to be weight restricted and then closed. The bridge will drop to a 4 in 2019 or 2020."

Dennis Heckman, PE  
MoDOT State Bridge Engineer

<sup>3</sup> Missouri State Freight Plan. Executive Summary, p. 12.

<sup>4</sup> Source: MoDOT Director quote at Columbia Chamber of Commerce event, December 14, 2018.

<https://www.missourinet.com/2018/12/14/modot-director-rehabbing-mid-missouri-bridge-will-cause-three-to-eight-hour-backups-on-i-70-audio/>

\*86,400 seconds in one day / 7,400 > 30 ton trucks crossing per day (7,400 stat from 2016 FASTLANE)

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construction crews and drivers at risk. **Traffic delays and increased risk during rehabilitation are estimated to cost the public more than the cost of a new bridge.** From a national and regional point of view, the need translates into uninterrupted economic prosperity. The Rocheport Bridge, quite literally, links Kansas City and St. Louis to each other and to the rest of the United States. **Any** delay at Rocheport Bridge negatively impacts the regional and national economy. For example, Ford's Kansas City auto manufacturing plant, which produces the F-150 and Transit Van, is the largest Ford plant in the world, based on units produced. With this volume, the need for uninterrupted suppliers is crucial.

**250 Bridges (safety and reliability).** The primary transportation challenge for the 250 statewide bridges is safety and reliability. These bridges are, on average, 60 years old - with several over 90 years old. Most of these bridges were built with a 50-year useful life. Many are weight-restricted and only allow for one lane of traffic at a time. In their current condition, these bridges are impediments to the efficient movement of equipment, commodities, and products. Local planning partners consistently identify the replacement of rural "one-lane" bridges as a priority for their area. The freight transportation system is how Missouri's five largest exports – transportation equipment, chemicals, food products, machinery, and agriculture – are delivered around the world.<sup>5</sup> These bridges are critical to the industry supply chains feeding those exports and must be improved to compete globally and accommodate future growth. For example, currently trucks move 49 percent of the freight tonnage and 59 percent of the freight value in Missouri. By 2030, trucks are forecasted to move 56 percent of freight tonnage in Missouri.<sup>6</sup>

**How Project Addresses Transportation Challenges.** Constructing a new Rocheport Bridge will improve safety by eliminating worker and driver conflicts during new construction and eliminating the need to reduce traffic to one lane in each direction. Rehabilitation is currently the only option due to funding constraints. MoDOT recently closed just one lane of Rocheport Bridge for emergency maintenance, and traffic backed up for nine miles. The new bridge can be constructed while the old bridge stays operational, thus preserving the supply chain network, greatly improving safety and system reliability. The bridge upgrades will significantly improve travel reliability - both in the near term, by reducing recurrent and non-recurrent delays, and in the long term, by ensuring that no bridge meets the end of its useful life before being replaced or reconstructed. In addition, the project: 1) **improves** the rural supply chain network for at least 50 years (75 years for some bridges) by eliminating the weight restricted bridges thus improving the economic vitality of the rural area; 2) eliminates delays; and 3) improves reliability for Missouri's agriculture and manufacturing industries. **INFRA funding is critical** to successfully deliver each element of this project; absent INFRA assistance, the Rocheport Bridge new construction project will not be completed.

<sup>5</sup> Missouri State Freight Plan. Chapter 1, p. 1-1.

<sup>6</sup> Missouri State Freight Plan. Chapter 1, p. 1-5 & 1-6.



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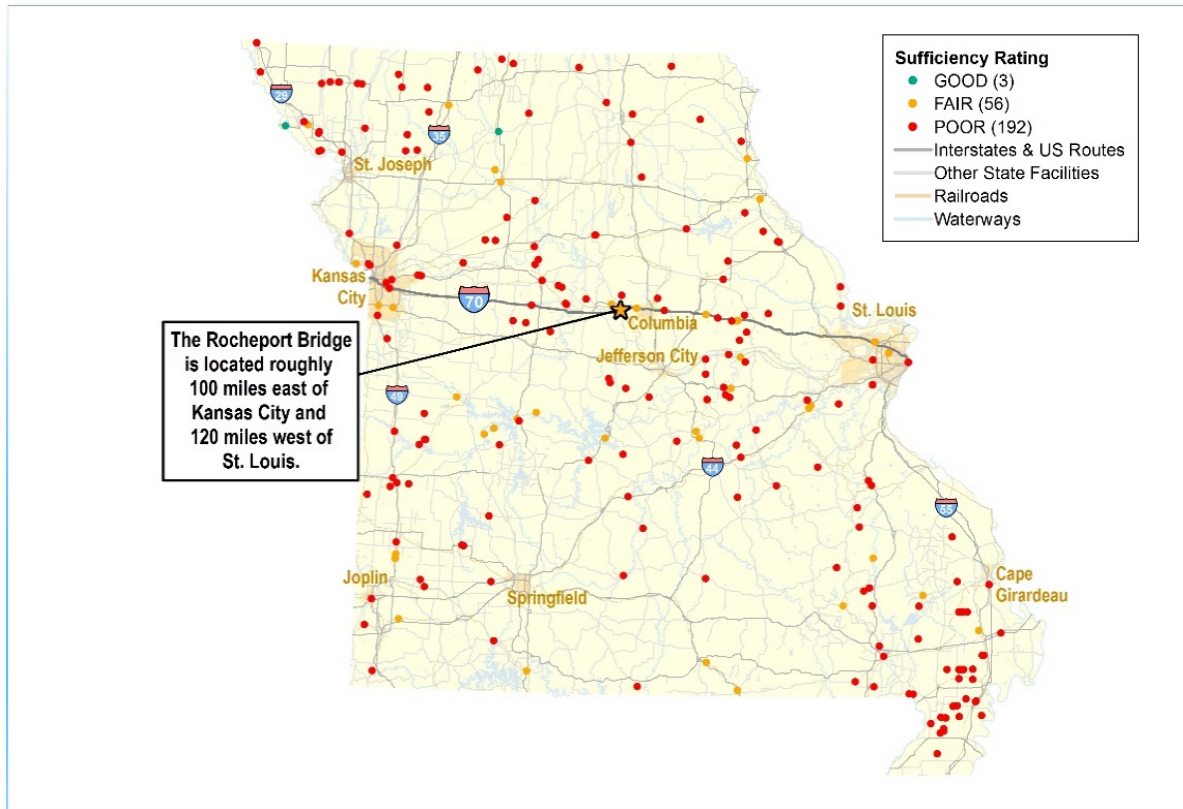
## 2.0 Project Location

This project consists of 251 elements within a network of projects. One element is located directly on Interstate 70 near Rocheport, Missouri. The other element consists of 250 bridges located throughout the state. The approximately 200-mile east-west corridor consists of rolling hills and valleys, with crop fields and pastures flanking the corridor on both sides. Steep bluffs are at some river crossings. I-70 passes through Columbia, which is the midpoint between Kansas City and St. Louis, and home to the University of Missouri, Columbia. Nationally, the project elements are located within 600 miles of major cities, including St. Paul to the north, Houston to the south, Denver to the west, and Atlanta to the east. The 250 bridges are located throughout the State of Missouri in primarily rural, agriculture or raw material (mining, forestry, etc.) areas. See Figure 1.

**Table 1: Geospatial Coordinates**

Location	Urban/Rural	Latitude	Longitude
I-70 Rocheport Bridge	Rural	38°57'35.06" N	-92°32'42.10"W
250 Bridges	Rural, 224 Urban, 26	See Appendix	See Appendix

**Figure 1: Location of 251 Bridges with Sufficiency Rating**



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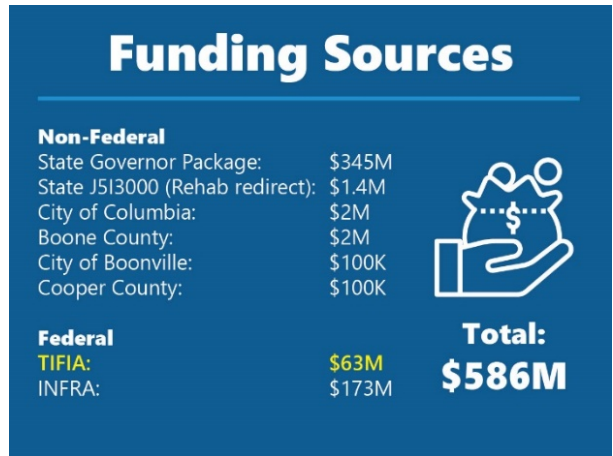
## 3.0 Project Parties

MoDOT owns all facilities where proposed improvements are located; therefore, no additional public or private entities are required to **deliver** this project. Some right-of-way will be necessary for the Rocheport Bridge element, but these are minimal with no anticipated obstacles.

## 4.0 Grant Funds, Sources and Uses of Project Funds

**INFRA funding is critical** to successfully deliver each element of this project and absent INFRA assistance, the Rocheport Bridge new construction will not be completed. As articulated in Merit Criteria #2, the availability of other revenue sources is extremely constrained in Missouri. The match contributions represent maximums MoDOT can contribute while ensuring fiscal health. The local match contributions from several cities and counties are a testament to the critical need for this project and are pledged on the condition of receiving INFRA funds. The required project budget details are summarized below:

- **The project provides for a 60 percent non-federal match.** The project budget, including the **funding sources for each major activity**, is articulated in Table 2.
- The project is **not a phased project** and therefore no phasing is illustrated.
- **There are no previously incurred** costs being counted toward the minimum project size requirement. A minimal amount of work on the 250 rural bridges may take place prior to the date of INFRA award, but this is deemed minor and would not affect the statutory local match requirement.
- **Non-Federal funds:** City of Columbia (\$2 million), Boone County (\$2 million), City of Boonville (\$100,000), Cooper County (\$100,000), State of Missouri Governor Package (\$344.8 million), and re-directed state funds for Rocheport rehabilitation (\$1.432 million). Evidence of these contributions is provided in Appendix A and B. All **non-federal funds are immediately** available and are **not** subject to a fixed time period.
- **The TIFIA loan** is in process and is expected to take approximately seven months to obtain approval. Loan approval does not negatively impact the project schedule.
- **Contingency** amounts (2 percent) have been included in all elements of the project to cover unanticipated cost increases. Also, design-build and lump-sum bidding is proposed, which protects MoDOT and taxpayers by sharing the risk with the successful contractor(s).
- The proposed project components will not count toward the **\$500 million INFRA cap** for port, rail, and intermodal projects.



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- **INFRA funds will be used for construction-related activities** and result in the completion of the new Rocheport Bridge and the reconstruction, rehabilitation, or improvement of 250 rural bridges. Other federal or non-federal funds will be used for all non-construction related items.

## Project Budget

**Table 2 : Scope of Work and Detailed Project Budget**

Table 2: Scope of Work and Detailed Project Budget						
No.	Description	INFRA Funds \$172,500,000	Other Federal \$63,300,000	Non-Federal \$350,432,900	Total Cost \$586,232,900	% of Total Cost
<b>CONSTRUCTION</b>						
1. I-70 Rocheport Bridge (\$240,000,000)						
1.1	Grading and Drainage	\$ 9,720,000			\$ 9,720,000	
1.2	Base and Surface	\$ 26,290,000			\$ 26,290,000	
1.3	Bridge	\$ 129,835,100	\$ 5,865,000		\$ 135,700,100	
1.4	Miscellaneous	\$ 5,222,000	\$ 14,282,000		\$ 19,504,000	
1.5	Estimated Contract Total	\$ 171,067,100	\$ 20,147,000	\$ -	\$ 191,214,100	
1.6	Construction Contingency		\$ 3,824,000		\$ 3,824,000	
1.7	Contract Total + Const. Contingency	\$ 171,067,100	\$ 23,971,000	\$ -	\$ 195,038,100	
1.8	Utilities		\$ 4,547,000		\$ 4,547,000	
1.9	Subtotal Construction Cost	\$ 171,067,100	\$ 28,518,000	\$ -	\$ 199,585,100	
1.10	R/W Acquisition		\$ 5,827,000		\$ 5,827,000	
1.11	R/W Incidentals		\$ 226,000		\$ 226,000	
1.12	Engineering		\$ 22,200,000		\$ 22,200,000	
1.13	Construction Engineering		\$ 6,529,000	\$ 5,632,900	\$ 12,161,900	
1.14	Subtotal Incidentals	\$ -	\$ 34,782,000	\$ 5,632,900	\$ 40,414,900	
1.15	<b>Total Rocheport Bridge</b>	\$ 171,067,100	\$ 63,300,000	\$ 5,632,900	\$ 240,000,000	40.94%
2. 250 Rural Bridges (\$344,800,000)						
2.1	Engineering			\$ 55,084,000	\$ 55,084,000	
2.2	R/W			\$ 3,330,000	\$ 3,330,000	
2.3	Construction			\$ 286,386,000	\$ 286,386,000	
	<b>Total 250 Bridges</b>	\$ -	\$ -	\$ 344,800,000	\$ 344,800,000	58.82%
3. Project and Grant Administration (\$1,432,900)						
3.1	Project Administration	\$ 1,432,900			\$ 1,432,900	
	<b>Total Project Administration</b>	\$ 1,432,900	\$ -	\$ -	\$ 1,432,900	0.24%
<b>Total Project Cost</b>		\$ 172,500,000	\$ 63,300,000	\$ 350,432,900	\$ 586,232,900	100%

## 5.0 Merit Criteria

Fundamentally, the proposed 251 Rural Bridges Project quite literally “bridges gaps in service in the nation’s rural areas” and is the type of project the USDOT seeks to fund under the INFRA program. Missouri’s central location and diverse infrastructure has made the state a logistics hub for the nation. Companies looking to serve 80 percent of America’s population in two days’ transit time call Missouri home and depend on the reliability of the Rocheport Bridge and rural bridges located throughout the State of Missouri.

### #1: Supporting Economic Vitality

**Rural Bridges in Missouri are Critically Linked to Growth of America’s Economy.**

**I-70 Rocheport Bridge.** Each year, more than **\$700 billion worth of freight** (almost 4 percent of all freight transported throughout the United States) travels through, to, from, or within Missouri using an interconnected transportation system. Nearly 60 percent of this freight value travels by truck, principally

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on interstate highways, such as I-70, and the primary freight network (PFN) defined under 23 U.S.C. 167(d), on which the 250 other bridges are included. Missouri's transportation network carries **double the national average of freight per square mile**,<sup>7</sup> and its roads link to **the nation's second largest east-west interstate connection hub just east of St. Louis**. Missouri's strategic location puts it within 500 miles of 43 percent of the U.S. population and 44 percent of all U.S. manufacturing plants. I-70 is an artery of commerce serving the heart of national and regional distribution and commodity flows. Each year, approximately 100 million tons of freight, worth more than \$154 billion, is carried across I-70 in Missouri. **More than 30 percent of this freight is "through traffic,"** traveling from rural areas in the west to New York, New England, and the Mid-Atlantic (Philadelphia, Baltimore, and Washington). The connections to the West, Southwest, and North Central via I-29 and I-35 in Kansas City are critical to businesses and populations in rural and urban areas as well. To the south, American exports reach the Gulf Coast ports through the Missouri and Mississippi River ports served by I-70. In addition, the rail freight that flows to St. Louis from the East Coast and to Kansas City from the West Coast relies greatly on I-70 for inland distribution by truck in Missouri and throughout the Midwest. **All told, more than 1.1 million jobs nationwide, and \$113 billion of the nation's GDP, depend on I-70 in Missouri.** The proposed network of I-70 projects will help provide long-term reliability and resiliency for a freight network that reaches all corners of the United States.

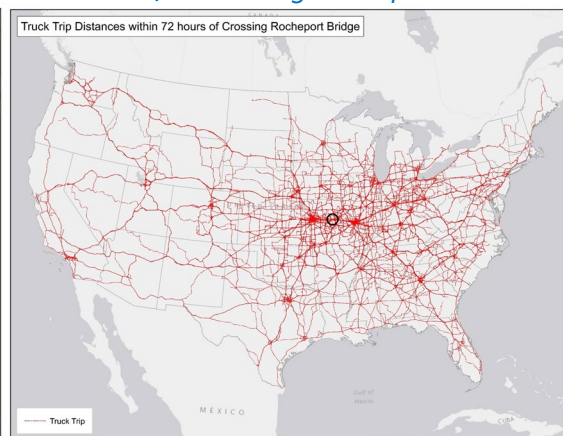
**Figure 2: 24- and 72-hours after crossing Rocheport Bridge**

## Trucks Crossing the Rocheport Bridge take Freight throughout the United States

24 hours after crossing Rocheport



72 hours after crossing Rocheport



Source: American Transportation Research Institute (ATRI)

The project will also support national efforts to retain and grow automobile manufacturing in the United States, a high priority for the Federal Administration. Missouri is the 7<sup>th</sup> largest auto manufacturing state

<sup>7</sup> Freight within Missouri makes up 3.65% of the national freight value, while the State comprises only 1.85% of the United States (69,715 square miles in Missouri compared to 3,797,000 square miles in the United States); per square mile, Missouri averages \$10 million of freight annually, compared to \$5 million of freight in the United States.

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in the nation, with 225 auto manufacturing establishments (15 motor vehicle manufacturing, 74 body and trailer, and 136 parts).<sup>8</sup> Kansas City is the country's second largest auto hub.<sup>9</sup> The Ford Motor Company's Kansas City Assembly Plant, located in Claycomo, Missouri, is the largest car manufacturing plant in the United States (based on units produced). Located just 10 miles to the north of I-70, the Kansas City plant employs 7,000 workers and relies on the uninterrupted flow of automotive supplies along this important artery, as do many manufacturers throughout the region. On the other side of the state near St. Louis, General Motors employs approximately 4,600 employees at its GM Wentzville, Missouri Assembly Plant. Not only does I-70 bring the materials required to assemble Ford trucks and GM's full-size vans, the Chevrolet Express and GMC Savana, and countless other types of equipment, it also helps bring assembled products and agricultural goods from other manufacturers and producers to retailers and distribution hubs. Nearly all of the top 100 freight generators within Missouri are located along the I-70 corridor.



*Approximately 7,000 workers at the Ford Kansas City Assembly Plant rely on equipment, parts and machinery that arrive via I-70 to maintain the plant's status as the largest car manufacturing plant in the nation.*

Located along I-70 midway between Kansas City and St. Louis, the **Rocheport Bridge** is a vital part of the National Highway Freight Network and a central connector for the state's two largest cities. The bridge carries 12.5 million vehicles per year, including 3.6 million trucks. While the area immediately surrounding the proposed project site is rural, several mid-sized cities are in close proximity to the bridge (including Columbia, Missouri - 11 miles away and one of the top 100 freight producers in the state), with a combined population of 587,192 people living within 60 miles. And finally, I-70 is the only four-lane, fully limited access, east-west corridor in Missouri. If the Rocheport Bridge required a 30-ton weight restriction or was closed, the detour would require a 39-mile detour resulting in an additional 47 minutes of travel time due to the speed limits and reduced number of lanes and stop lights in rural communities. MoDOT estimates over 7,400 trucks would be impacted daily.

**Rural Bridges.** Rural Missouri is a major driver of the state's economy, and its roads and bridges support the movement of commodities throughout the state, region, nation, and world. The proposal's 250 rural bridges support Missouri's agricultural economy, a behemoth \$88 billion industry that is among the top five in the state and represents nearly 30 percent of the state's 2017 \$305 billion gross domestic product.

<sup>8</sup> [https://www.mlive.com/auto/index.ssf/2015/03/these\\_are\\_the\\_top\\_10\\_states\\_fo.html](https://www.mlive.com/auto/index.ssf/2015/03/these_are_the_top_10_states_fo.html). March 24, 2015.

<sup>9</sup> <https://www.industryweek.com/expansion-management/kansas-citys-auto-hub-keeps-expanding>. November 6, 2015.

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The state's top agricultural commodities include beef cattle (ranked 2nd in the nation), turkeys (ranked 5th), soybeans (ranked 6th), hogs (ranked 7th), and corn (ranked 9th). **These commodities are produced on the state's nearly 100,000 farms, which cover two-thirds of the state's total land acreage.**

Missouri's rural roads and bridges are the backbone of these and other industries, enabling the export of the state's rural commodities throughout the nation and across the globe. The state has identified 250 deteriorating, rural bridges that are at, or near, the end of their useful lives, and as a result, are literally and figuratively 'road blocks' to Missouri's rural economy. Ninety-nine percent of these rural bridges are rated as "fair" (22 percent) or "poor" (77 percent), and Missouri ranks 11th among all states for the most structurally deficient (poor) rural bridges according to TRIP, a non-profit transportation research group.

It is also important to note that Missouri's "harvest season" is January 1 through December 31 (year-round). Grain and grain by-products are allowed to move at up to 10 percent heavier than a truck's licensed weight during harvest season. A large, Class 8 grain truck can have a gross vehicle weight of 88,000 pounds. Milk can move at weights up to 85,500 pounds, livestock can move at weights up to 85,500 pounds, and hay requires over-dimensional permits (width only). In all cases, trucks transporting agricultural products must observe the posted bridge weight limit. Because of weakened bridge structures, especially in the rural areas, trucks transporting agricultural products must travel many extra miles to bypass "sub-standard" bridges – using more fuel and increasing their travel times. This reduces economic competitiveness and increases cost.

The benefit-cost analysis (see Appendix C for detailed analysis) identified the following ways in which the proposed project will further support the economic vitality of the region and the nation as a whole:

**Significant Reduction in Traffic Fatalities/Serious Injuries.** Between 2011 and 2016, the number of collisions, mainly in the rural segments of I-70, **grew by 2.7 percent**, including 76 fatalities. The project is anticipated to prevent **8,850 injuries and collisions<sup>10</sup> and generate \$142.3 million (discounted by 7 percent) in savings related to safety costs between 2020 and 2053.** These safety benefits are associated with the Rocheport Bridge project. Safety benefits are not estimated for the 250 bridges due to a lack of adequate and robust data. However, the proposed safety enhancements on rural bridges is expected to be significant given available qualitative data. A study by the Transportation Safety Board<sup>11</sup> found that bridge-related fatal and non-fatal crashes were higher than average for rural roads. The fatality rate for bridge-related crashes was found to be nearly two times that of the average crash. The majority of the targeted rural bridges do not meet standards for bridge safety, including bridge railings (84 percent do not meet the standard), transitions (78 percent), and guardrails (60 percent). Further, nearly 20 percent are one-lane bridges that carry two-lane traffic. The project will significantly improve safety by

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<sup>10</sup> Injuries and collisions include fatalities, non-fatal injuries, and property damage only crashes

<sup>11</sup> Mak, K., TRB State of the Art 6, 1987

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addressing all of these issues, including widening all 51 one-lane bridges to two lanes. These actions will improve safety, affecting those not only in the agriculture industry, but also all who cross bridges, including first responders, school buses, and rural Missourians on their way to work, school, church, etc.

**Improved Traffic Movement due to Improved Infrastructure.** The project will eliminate costly detours, which average 25 miles (and as much as 123 miles) for the targeted rural bridges. Detours due to weight restrictions, closings, frequent ad hoc repairs, etc., hamper movement of goods within rural areas, and to the interstates, which take the goods throughout the state, nation, and globe. The average age of the 250 targeted rural bridges is 60 years (the national average is 43); the oldest of the targeted bridges is 96 years. An assessment conducted by MoDOT found that many of the 250 rural bridges have “poor” or “serious” ratings for structural features including decking (70 percent), superstructure (34 percent), and substructure (19 percent). Ten percent of the targeted rural bridges are rated scour critical. All of these deficiencies increase the chance that a bridge will be classified as weight-restricted, which significantly affects farmers’ and manufacturers’ ability to move goods to the interstates and beyond. These deficiencies also impact other important and critical rural services. School buses that are too heavy to cross bridges would need to travel additional miles, increasing costs to schools, and increasing time spent on the bus. Emergency response times will climb if a load posting is very low or a bridge is closed. MoDOT maintenance efforts would also be compromised; snow plows that are too heavy to cross load-posted bridges affect the ability to clear roadways during winter operations, and other pieces of heavy equipment would incur additional costs by having to detour.

**Work Zone Safety.** Building a new bridge (instead of rehabilitation) yields significant work zone safety benefits including no anticipated lane restrictions, minimal traffic in work zones, and significantly reducing interactions between construction crews and motorists. Rehabilitation would place construction workers in close proximity with truck and passenger traffic, navigating through narrow construction zones after already enduring lengthy traffic delays. According to the FHWA, almost 30 percent of all work zone crashes involve large trucks,<sup>12</sup> and in 2015 there were an estimated 96,626 crashes in work zones nationwide, an increase of 7.8 percent over 2014.<sup>13</sup> A commercial vehicle weighing at least 30 tons crosses the Rocheport Bridge every 12 seconds. In Missouri, between 2012 and 2017, 50 people were killed in work zone crashes on the state system routes and nine on the local system, for a total of 59 fatalities.<sup>14</sup> The proposed construction of a new replacement bridge will minimize

“Working alongside traffic, it’s a lot like working in a war zone. There’s a lot of traffic flying past you at all times. You always have to be on your guard, always have to be aware of what’s going on around you, watching your co-workers. You not only have to get the job done but you have to worry about the traffic flying by.”

-MoDOT  
Maintenance  
Supervisor



<sup>12</sup> <https://safety.fhwa.dot.gov/wz/resources/fhwasa03010/>

<sup>13</sup> [https://ops.fhwa.dot.gov/wz/resources/facts\\_stats/safety.htm](https://ops.fhwa.dot.gov/wz/resources/facts_stats/safety.htm)

<sup>14</sup> <https://www.modot.org/work-zone-awareness>. Site accessed February 18, 2019.

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the likelihood of a work zone fatality as compared to the dangers associated with another rehabilitation project on this bridge.

**Eliminate Bottlenecks in the Freight Supply Chain.** The proposal to construct a new Rocheport bridge will prevent a future bottleneck that would have resulted from rehabilitation of the existing bridge in the near term and in the longer term when I-70 is widened to six lanes. Transportation modeling predicts the rehabilitation would close lanes for seven to nine months, with three- to eight-hour backups.<sup>15</sup> **Any** delay at Rocheport Bridge negatively impacts the regional and national economy. Uninterrupted suppliers are crucial for the continued operation of the Ford Assembly Plant, GM Wentzville Assembly Plant, and hundreds of other manufacturers. Rural bridge bottlenecks will also be eliminated due to the removal of weight restrictions and converting one lane bridges to two lanes. The proposed project is expected to **save highway users, including freight carriers, over one billion hours of travel time because of diversions between 2020 and 2053.**

**Restore the Condition of Infrastructure that Supports Commerce and Economic Growth.** The existing I-70 Rocheport Bridge was constructed in 1960 and has undergone three rehabilitations. Rehabilitation is currently the only option without INFRA funding, and would be initiated in 2020. Rehabilitation, however, has several negative economic and operational consequences.

**Improved Reliable Connectivity to Employment Centers.** Missouri has a higher rural population than most other U.S. states. With approximately one-third of residents – just over 2 million people – living in the state's rural areas, the importance of the rural transportation network and rural bridges cannot be overstated. Rural residents' economic livelihoods depend on reliable bridges to access employment and other destinations. Of these rural residents, nearly 400,000 people work in the agricultural industry. Similarly, the Rocheport Bridge provides employment access for the estimated 587,192 people living in the primarily rural areas within 60 miles of the bridge site, as well as freight/commercial haulers using I-70 to reach manufacturing plants, farms, or distribution hubs.

Within Missouri, the poverty rate remains above the national average. Despite improvements, the 2018 Missouri Poverty report stated that more than 825,000 residents (or 14 percent of the population) live below the federal poverty level (compared to 12.7 percent nationwide). The proposed project will ensure that residents along the I-70 corridor can reach employment centers without lengthy and costly delays. The project will generate significant savings in travel time costs, vehicle operating costs, and other costs **totaling \$7.5 billion (discounted by 7 percent).** These savings will be most felt by low-income, blue-collar, and minimum wage workers, for whom commuting costs are a greater proportion of their overall

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<sup>15</sup> Source: MoDOT Director quote at Columbia Chamber of Commerce event, December 14, 2018. <https://www.missourinet.com/2018/12/14/modot-director-rehabbing-mid-missouri-bridge-will-cause-three-to-eight-hour-backups-on-i-70-audio/>



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income. According to the Brookings Institute, the working poor spend approximate 6.1 percent of their income on commuting, compared to 3.8 percent for other workers.

**Savings in Operations and Maintenance Costs.** With so many of the state's rural bridges past their useful lives and in a structurally deficient state, MoDOT is forced into a "worst first" approach to operations and maintenance. This approach is not cost-effective, as increasing portions of the O&M budget go toward deficient bridges for emergency repairs, frequent inspections, and frequent maintenance; as a result, proactive maintenance projects are underfunded. Replacing, repairing, and/or improving the targeted 250 rural bridges will allow the state to shift to a more cost-effective and proactive preventive approach. O&M for Rocheport Bridge will also be reduced because the new bridge will not require the same level of repairs and maintenance.

**Benefit-Cost Analysis Summary.** When compared to total project costs, including reductions in operating and maintenance costs over the analysis period, **the combined benefits of the 251 Missouri Bridges Project exceed costs by a ratio of 15.50, yielding a project net present value of \$7.3 billion.**

**Table 3: Benefit-Cost Analysis Summary, Rocheport Bridge (millions 2017\$)**

I-70 Rocheport Bridge	
Project Evaluation Metric	7% Discount Rate
<b>Total Discounted Benefits</b>	\$2,235.8
<b>Total Discounted Costs</b>	\$158.2
<b>Net Present Value</b>	\$2,077.6
<b>Benefit / Cost Ratio</b>	14.11

**Table 4: Benefit-Cost Analysis Summary, Combined Network (millions 2017\$)**

Combined Network (w/ Rocheport Bridge)	
Project Evaluation Metric	7% Discount Rate
<b>Total Discounted Benefits</b>	\$7,753.4
<b>Total Discounted Costs</b>	\$500.0
<b>Net Present Value</b>	\$7,253.4
<b>Benefit / Cost Ratio</b>	15.50

There are three primary factors driving the substantial net benefits, and all three are attributed to replacing Rocheport Bridge. First, and most important, the bridge is located on an important national corridor that crosses a large body of water. Closing Rocheport Bridge would lead to a significant number of long detours for travelers and freight haulers. There is no equivalent bridge nearby with the same level of capacity, which leads to an extremely high "time and expense" for re-routing traffic. Second, because the bridge is located in the Central Midwest, on a regional and national corridor, delays and detours reverberate throughout the nation's transportation network. Third, the costs for engineering and construction services are lower than many other parts of the nation, leading to relatively lower total project costs. Closing Rocheport Bridge for a long period of time is unlikely; however, the BCA no-build scenario illustrates the significant negative impacts a closure would have and also **follows feedback from USDOT regarding MoDOT's previous INFRA proposal for Rocheport Bridge.**

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**Table 5: Summary of Benefits per Benefit Categories (millions 2017\$)**

Benefit Categories		In Constant Dollars	7% Discount Rate
<b>I-70 Rocheport Bridge (as Independent Utility)</b>	Vehicle Operating Costs	\$2,166.9	<b>\$338.0</b>
	Business Time and Reliability Costs	\$4,400.1	<b>\$796.7</b>
	Value of Personal Time and Reliability	\$5,135.1	<b>\$847.4</b>
	Safety	\$929.1	<b>\$142.3</b>
	Environmental: Non-CO <sub>2</sub>	\$201.4	<b>\$32.7</b>
	Logistics/Freight Costs	\$445.7	<b>\$78.7</b>
	<b>Total Benefit Estimates</b>	<b>\$40,102.5</b>	<b>\$7,753.4</b>
<b>250 Bridges Project</b>	Vehicle Operating Costs	\$12,476.0	<b>\$2,554.5</b>
	Travel Time Savings	\$14,198.1	<b>\$2,934.4</b>
	Emissions Cost Savings	\$150.1	<b>\$28.7</b>
<b>Total Benefit Estimates</b>	<b>\$40,102.5</b>	<b>\$7,753.4</b>	

## #2: Leveraging Federal Funding

The non-federal share of the project's future eligible project costs is 60 percent.

**Private Funding Evaluations.** As standard practice, MoDOT evaluates all transportation projects to ensure that private-sector funding is maximized. The following summarizes these efforts:

- **Tolls.** Tolling rural bridges is not a feasible option because there is not sufficient traffic to pay a high enough toll to fully cover financing, construction, maintenance, and toll collection costs.
- **Partnership Development.** MoDOT has a sophisticated and organized "Partnership Development" program that coordinates a variety of private sector participation options, including Transportation Development Districts, Transportation Corporations, Statewide Transportation Assistance Revolving Fund, Community Improvement Districts, Tax Increment Financing, and Economic Development Sales Tax. These options were deemed not viable or appropriate for the proposed project.
- **Private Sector Development.** Large "signature" projects can be candidates for private sector development funding - especially in urban areas. Due to the rural nature of the proposed projects and lack of large-scale, urban development surrounding the proposed infrastructure, this source of funding is not an option.

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**Table 6: Leveraging INFRA Grant**

Source	Total	% of Total	Federal vs. Non-Federal	Total	% of Total
State	\$ 346,232,900	59%	Total Non-Federal Share	\$ 350,432,900	60%
Local (cities/counties)	\$ 4,200,000	1%	Total Federal Share	\$ 235,800,000	40%
INFRA Grant	\$ 172,500,000	29%			
TIFIA Loan	\$ 63,300,000	11%			
<b>Total</b>	<b>\$ 586,232,900</b>	<b>100%</b>	<b>Total</b>	<b>\$ 586,232,900</b>	<b>100%</b>

Leveraging INFRA Grant					
Description	Non-Federal Funds		Federal Funds		% of Total Cost
	State	Local	INFRA Grant	TIFIA Loan	
<b>250 Bridges</b>					
State of Missouri Governor Package	\$ 344,800,000				58.82%
<b>I-70 Rocheport Bridge &amp; Administration</b>					
State of Missouri Funding (Rocheport Rehab. Redirect)	\$ 1,432,900				0.24%
City of Columbia		\$ 2,000,000			0.34%
Boone County		\$ 2,000,000			0.34%
City of Boonville		\$ 100,000			0.02%
Cooper County		\$ 100,000			0.02%
INFRA Grant			\$ 172,500,000		29.43%
TIFIA Loan				\$ 63,300,000	10.80%
<b>TOTALS:</b>	<b>\$346,232,900</b>	<b>\$4,200,000</b>	<b>\$172,500,000</b>	<b>\$63,300,000</b>	
<b>% of Total</b>	<b>59.06%</b>	<b>0.72%</b>	<b>29.43%</b>	<b>10.80%</b>	<b>100.00%</b>

**Broader Fiscal Constraints.** INFRA funding represents **hope** for MoDOT in a state that has almost 24,500 bridges; 6<sup>th</sup> highest in the nation.<sup>16</sup> Almost 65 percent of Missouri's land area is agriculture<sup>17</sup> and there are more than 110,000 miles of running water (including the Missouri and Mississippi Rivers).<sup>18</sup> The overwhelming number of rivers, streams, and channels in Missouri, coupled with its large agriculture industry, makes bridges a mission critical part of the supply chain. It is important to note that there are approximately 30 million acres of farmland in Missouri and 24,385 bridges. Comparatively, Texas has 130 million acres of farmland and 52,937 bridges. **Missouri has 812 bridges for every one million acres of farmland while Texas has only 407 bridges for every one million acres.**

In addition, Missouri's median household income is only \$51,542 (16 percent less than the national median household income of \$61,372)<sup>19</sup> and 13 percent of Missourians live in poverty. But the agriculture community's living conditions are starkly different. Nearly all of Missouri's 100,000 farms are family owned and operated, and therefore competing with large industrial farming corporations. The 400,000 people who work on these family farms depend on a healthy transportation infrastructure system.<sup>20</sup>

<sup>16</sup> FHWA Highway Bridges by State, Total Count. <https://www.fhwa.dot.gov/factoids/bridges/>

<sup>17</sup> USDA Farmland Information Center. <https://www.farmlandinfo.org/statistics/missouri>

<sup>18</sup> Missouri Department of Conservation. <https://nature.mdc.mo.gov/discover-nature/habitats/rivers-and-streams>

<sup>19</sup> U.S. Census Bureau. <https://www.census.gov/library/publications/2018/demo/p60-263.html>

<sup>20</sup> <https://agriculture.mo.gov/topcommodities.php>

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Many of the constraints listed above apply to any transportation project in Missouri and severely limit completing large-scale infrastructure projects. The FHWA has recognized this and selected Missouri as one of seven states to receive a Surface Transportation System Funding Alternatives (STSFA) grant to explore innovative ways to help pay for infrastructure and maintenance. If any new funding strategy was implemented today, it would take several years to raise sufficient funds to complete the proposed projects. **Today, INFRA funding, coupled with the Governor's Funding Plan, represents the most viable and immediate solution.**

## #3: Innovation

The proposed project addresses all three Innovation Areas – Technology, Project Delivery, and Financing.

### Innovation Area #1: Technology

Innovative **technology** will support the new Rocheport Bridge, including conduit in the barrier or housing under the bridge to facilitate vehicles of the future (e.g. autonomous vehicles, etc.) and additional cameras to monitor traffic in the surrounding area including Missouri River traffic.

### Innovation Area #2: Project Delivery

Innovative project delivery strategies will be implemented for all 251 bridges and include:

**P3 Project Delivery.** MoDOT will seek a **design-build** contract team to complete the proposed work and will use additional innovative approaches in the contract to maximize cost-effectiveness. This includes **Accelerated Bridge Construction (ABC)** techniques to minimize road closure durations, and **bridge bundling** and **progressive design-build** (on one bundled bridge package) that are best suited for these approaches. The successful teams will be responsible for the design and construction of the 251 bridges, adjustment of utilities, and overall project management to ensure environmental compliance. Significantly, the flexibility of the design-build approach will allow the environmental re-evaluation process to proceed concurrently with design, resulting in additional cost and time savings. Bundling bridges allows for economies of scale for structures that are similar in size and design and/or are located near each other. Designs may be standardized, and the fabrication, delivery, and installation of pre-fabricated bridge components will speed the construction process. Progressive design-build maximizes collaboration among key players and ultimately results in an environment that can foster further innovation and cost savings.

Over the past 15 years, MoDOT has had great success with **design-build** projects, completing 11 projects, with three others currently under construction. MoDOT's recent experience has shown that the design-build approach opens the door for innovation, and promotes accelerated construction and added value. Nationally, design-build projects are completed 36 percent faster and six percent cheaper than conventional design-bid-build projects, collectively. MoDOT's design-build projects have been completed \$275 million under budget and 65 months ahead of schedule.

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**Bridge Bundling.** MoDOT also has experience with **bridge bundling** – on both large and small scales. From 2009-2013, MoDOT delivered the Safe & Sound Bridge Improvement Program, which replaced or repaired 802 of the state's poorest-condition bridges. MoDOT is nationally recognized for the bridge bundling approach. The Federal Highway Administration's Center for Innovative Finance Support highlights MoDOT's Safe & Sound Bridge Improvement Program as a case study<sup>21</sup> on how to save money through bundling. FHWA has also developed a project bundling resource guide<sup>22</sup> as part of its **Every Day Counts** initiative that features MoDOT's innovative projects and further highlights MoDOT's experience, expertise, and capacity for implementing innovative approaches.

With respect to the Safe & Sound Bridge Improvement Program, a single design-build contract was used to replace 554 of the bridges and was awarded in May 2009. Construction of the 554 bridges was completed 14 months ahead of the original schedule. A series of 72 smaller bridge bundles was used for the other 248 bridges in the program; the bundles were grouped by type, size, and/or location. The tremendous success of this program resulted in the project winning the People's Choice Award as the top national project in AASHTO's 2013 America's Transportation Awards competition and the impetus for the USDOT to encourage bridge bundling nationally in the current FAST Act. This approach is now being utilized by other states that need to manage construction of a large number of bridges over a short period of time.

MoDOT also bundled six mainline Interstate 70 bridges in an \$18 million design-build project that was completed in one year, while maintaining four lanes of traffic throughout the construction of the project. More recently, in February 2019, MoDOT selected a contractor for a \$36.1 million bridge bundling design-build project that will replace or rehabilitate 19 bridges along the Interstate 44 corridor in southwest Missouri. For this project, MoDOT illustrated its ability to accelerate procurement (less than three months from project funding to issuance of the RFQ) and environmental review.

- **Alternative Pavement Type Bidding** – Rocheport Bridge and the 250 statewide bridges will include alternative pavement in the design, when pavement is necessary.
- **No Excuse Bonuses** – MoDOT will motivate efficient construction by offering a No Excuse Bonus to contractors.
- **Lump-Sum Bidding** – By definition, lump-sum bidding, but itemized with a cost-loaded schedule and work elements, will be part of the design-build procurement method.
- **Best Value Procurement** – MoDOT will follow a Best Value Procurement process. Seeking quality and expertise will ensure successful and timely completion of the project.
- **Every Day Counts (EDC) Initiative** - MoDOT takes great pride in the EDC program in Missouri. From EDC-1 through the current EDC-5 program, MoDOT has enthusiastically researched and

<sup>21</sup> [https://www.fhwa.dot.gov/ipd/alternative\\_project\\_delivery/defined/bundled\\_facilities/case\\_studies.aspx](https://www.fhwa.dot.gov/ipd/alternative_project_delivery/defined/bundled_facilities/case_studies.aspx)

<sup>22</sup> [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_5/docs/project-bundling-webinars-resource.pdf](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/project-bundling-webinars-resource.pdf)

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adopted all but one of the proposed innovations. One innovation cannot be adopted due to existing Missouri law. MoDOT will strive to incorporate applicable EDC initiatives into every INFRA component.

- **Data-driven Safety Analysis** – MoDOT has incorporated data-driven safety analysis into four out of the last five design-build procurements. Leveraging industry ideas on how to save lives is a fundamental driver in the design-build process at MoDOT and will be incorporated into the INFRA projects, as applicable.
- **Practical Design** - MoDOT is the birthplace of Practical Design,<sup>23</sup> a concept aimed at focusing on core traveler needs and controlling costs during project development. *Tracker* is a public document that not only measures and drives organizational performance, but also provides transparency and accountability to the citizens of Missouri. These processes have produced measurable results and will be used to ensure the proposed INFRA project remains on-schedule and on-budget, and meets the intended purpose and need.

### Innovation Area #3: Financing

Innovative **Financing** components include:

- **Revenue resulting from recent or pending increases to sales or fuel taxes.** The Missouri Legislature is considering Senate Bill 201, which would replace the current vehicle registration fee system for certain motor vehicles, based on horsepower, with a fee system that is based on the vehicles' combined city/highway fuel economy. This bill is pending, with Governor support. If passed, implementation would begin August 28, 2021, with revenue starting in FY2022. The net increase in dedicated transportation revenue as a result of SB 201 is estimated at \$118 million annually, effective FY2023 (the first full year of revenue collection) with \$88 million for the State Highway Fund, \$17.7 million for cities, and \$11.8 million for counties.<sup>24</sup>
- **Revenue from the competitive sale or lease of publicly owned or operated asset.** East of the Missouri River, on the Boone County side, there is significant tourism related to the Katy Trail, a local winery, and access to the Missouri River. The proposed Rocheport Bridge project consists of a new bridge south of the existing, outdated bridge. The right-of-way for the existing bridge could become a frontage road for tourism development. This would create an opportunity for a competitive sale or lease of existing right-of-way.
- **TIFIA Loan.** This project proposes to leverage rural TIFIA loan funding through the FHWA's Build America Bureau, and the Rocheport Bridge element will seek Rural Project Initiative funding enabling MoDOT to take advantage of the rural interest rate.

<sup>23</sup> [http://epg.modot.org/index.php/Category:143\\_Practical\\_Design](http://epg.modot.org/index.php/Category:143_Practical_Design)

<sup>24</sup> Committee on Legislative Research and Oversight, Fiscal Note, February 5, 2019.  
<http://www.moga.mo.gov/OverSight/Over20191//fispdf/1119-02N.ORG.pdf>

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## #4: Performance and Accountability

**Lifecycle Costs:** The estimated lifecycle cost for the I-70 Rocheport Bridge is \$158.2 million (discounted by 7 percent). The estimated lifecycle cost for the remaining 250 bridges is \$347.1 million (discounted by 7 percent).

**Operations and Maintenance (O&M) Funding:** Road and Bridge Maintenance is a line item in MoDOT's annual budget. The current budget includes \$463 million dedicated to O&M. The state constitution guarantees funding to operate and maintain state roads and bridges as promulgated in Article IV Sections 30(a)<sup>25</sup> and 30(b).<sup>26</sup>

**Controls for Secured O&M Funding:** The state constitution secures O&M funding and prohibits diversion to other uses as promulgated in Article IV Sections 30(c)<sup>27</sup> and 30(d)<sup>28</sup>. In addition, MoDOT has an extensive history of fully funding maintenance on its assets. Most recently, governor-supported SB 201 was introduced to State Legislature in January 2019. This bill will generate an estimated \$118 million/year in revenue by replacing the current registration fee system with one that is based on the vehicles' combined city/highway fuel economy. This act will take effect on August 28, 2021, and will contribute to funding MoDOT transportation projects, including O&M.

**Accountability:** MoDOT has a successful history of completing construction projects on time and under budget. MoDOT's design-build delivery approach has delivered over \$1.5 billion in projects, saving taxpayers \$275 million. Collectively, MoDOT's design-build projects have been completed 65 months (5 years) ahead of schedule. MoDOT is also the birthplace of *Practical Design*, a concept aimed at focusing on core traveler needs and controlling costs during project development. **Therefore, MoDOT agrees to commit to an obligation of construction funds by November 1, 2020, for at least one element of the 251 Bridges Project (assuming grant is executed by December 31, 2019) and a construction completion date of July 30, 2024.**

## 6.0 Project Readiness

The readiness of the project is reflected in the estimated implementation schedule. As the State of Missouri owns and operates all the affected facilities that constitute the project components, MoDOT can quickly amend the STIP for the Rocheport Bridge construction element (rehabilitation is already in the STIP) and move ahead with implementation upon securing INFRA funding. All 250 statewide bridges are programmed in the STIP and are at various stages of design based on the level of environmental work

<sup>25</sup> <http://www.moga.mo.gov/mostatutes/Consthtml/A04030a1.html>

<sup>26</sup> <http://www.moga.mo.gov/mostatutes/Consthtml/A04030b1.html>

<sup>27</sup> <http://www.moga.mo.gov/mostatutes/Consthtml/A04030c1.html>

<sup>28</sup> <http://www.moga.mo.gov/mostatutes/Consthtml/A04030d1.html>

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completed to date. The alignment for the new Rocheport Bridge has been evaluated and determined to be located adjacent to the existing facility and all right-of-way has been identified.

MoDOT has significant experience in the development and implementation of large and complex transportation capital projects. In addition, MoDOT plans, designs, constructs, and maintains 33,859 miles of highways and 10,385 state highway bridges (24,385 bridges statewide)—the nation's seventh largest state highway system, with more miles than Iowa, Nebraska and Kansas' systems combined. Between 2007 and 2016, MoDOT delivered over 4,600 projects collectively, 7 percent under budget and 94 percent on-time.

### Technical Feasibility

The proposed projects were developed, scoped, and costed using MoDOT's policies, which are articulated in a comprehensive Engineering Policy Guide (EPG).<sup>29</sup> Because the projects will be delivered using either design-build or progressive design-build, design plans will be finalized during that process. However, MoDOT is still responsible for conducting extensive planning to advance a project to design-build; **these activities have been conducted and are the basis of design, costs, and contingency levels presented herein.** All cost estimates are based on MoDOT's stringent engineer's estimating procedures, which do not allow for project scoping based on cost per mile. The cost estimate utilized cost base analysis, including historic-based estimates using quantities calculated from the preliminary plans as well as historical data from previous bid openings. The costing also utilized the EPG's Engineering Factors Report (EFR) to calculate future engineering costs, construction engineering, and right-of-way incidentals. Engineering costs are based on actual construction costs for projects completed within the last three years.

### NEPA Status and Known Project Impacts.

**I-70 Rocheport Bridge.** To move forward with the Rocheport Bridge element, MoDOT and the FHWA Division Office have conferred on numerous occasions regarding the process and timing to re-evaluate an existing Supplemental EIS (SEIS), which will satisfy the NEPA requirement for the project. Both agencies are confident the re-evaluation process will take less than six months.

**Background.** In 2006, MoDOT completed a [Tiered Environmental Impact Statement](#) (EIS) to reconstruct I-70 in its present location from Independence to Lake St. Louis with a minimum of three lanes in each direction. Subsequently, as part of FHWA's "Corridors of the Future" program, MoDOT conducted a SEIS on the 200-mile corridor to evaluate the impacts and benefits of an eight-lane I-70 that included dedicated truck lanes against the previously selected alternative. **FHWA issued a [Record of Decision](#)** for the truck-only lane concept in 2009. Within the SEIS, the Missouri River/Overton Bottoms area was identified as needing special focus. This special focus area includes the I-70 Missouri River crossing near

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<sup>29</sup> ([http://epg.modot.org/index.php/Main\\_Page](http://epg.modot.org/index.php/Main_Page)).



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Rocheport.<sup>30</sup> Examples of mitigation actions developed as a result of special studies include ensuring no net loss of wetlands, possible dedication of funds for habitat enhancements and ecosystem restoration, native plantings, replanting two trees for every one tree removed, and preventing rise in flood elevation of water bodies impacted.

**250 Rural Bridges.** In January of 2019, MoDOT issued a request for an initial environmental review of all remaining 250 bridges that will be rehabilitated or reconstructed. This review will be completed by December of 2019, and MoDOT expects that most of the 250 bridges will be classified as Categorical Exclusions (CE).

**STIP.** MoDOT is the administrator for the statewide STIP; therefore, amending the STIP can be accomplished relatively quickly (in less than one month). All 251 proposed bridges are programmed in the 2019-2023 STIP. The Rocheport Bridge is programmed for a rehabilitation project; these dollars will be converted to construction should INFRA funding be awarded.

## Statement of Work

Assuming the Grant Agreement is executive by December 31, 2019, certain elements will have an obligation of construction funds by November 2020 and fully completed/closed out by December 2024.

**Reviews and Permits.** Because all facilities are owned by MoDOT, the permitting process and need to obtain reviews and approvals from other agencies is minimal. Permits and coordination that will be required include: U.S. Army Corps of Engineers 404 Permit; EPA 401 and 402 Permits; No-rise Certification Permit from the Missouri State Emergency Management Agency; coordination with U.S. Fish and Wildlife, Missouri Department of Conservation and U.S. Coast Guard for seasonal patterns of pallid sturgeon habitat use; Missouri Department of Natural Resources; Missouri State Highway Patrol; and Missouri State Historical Preservation Office.

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<sup>30</sup> Improve I-70, Record of Decision. FHWA-MO-EIS-09-01-FSEIS. Interstate 70 Corridor Supplemental Environmental Impact Statement. August 2009.

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## Statement of Work and Project Schedule

Table 7: Statement of Work and Project Schedule

Table 7: Project Schedule											
#	Tasks	# of Months	Date Completed	Estimated Obligation Date (red shading)	Estimated Construction Start Date	Estimated Construction End Date	2020	2021	2022	2023	2024
<i>Mandatory Obligation Date, September 30, 2022</i>											
	Submit INFRA grant proposal	N/A	3/4/2019								
	INFRA Grant Agreement executed	N/A	12/31/2019								
	Project and Grant Management	60	12/31/2014								
	NEPA (re-evaluate Rocheport, CE expected for 250)	6	6/30/2020								
	Programming into STIP (Rocheport Construction only)	1	1/1/2020								
<b>1.</b>	<b>Rocheport Bridge New Construction (Design-Build)</b>	<b>56 Months</b>									
1a.	RFP/RFQ Preparation	6	6/30/2020								
1b.	Advertise Project	1	7/1/2020								
1c.	RFQ and Industry Meetings for Design-Build	3	10/1/2020								
1d.	Final RFP (Obligate Construction Funds)	1	11/1/2020	11/1/2020							
1e.	Award Design-Build Contract	8	7/1/2021								
1f.	Construction	36	8/1/2024		8/1/2021	7/30/2024					
1g.	Notice of Completion/Ribbon Cutting	1				8/1/2024					
<b>2.</b>	<b>250 Rural Bridges - Replacement/Rehab/Improvement (Design-Build, Progressive Design-Build, Bundled)</b>	<b>26 Months</b>									
2a.	RFP/RFQ Preparation	3	3/30/2020								
2b.	Design, Permitting	6	9/30/2020								
2c.	Construction	16	3/30/2022	5/30/2020	10/1/2020	3/30/2022					
2d.	Notice of Completion/Ribbon Cutting	1	4/1/2022								
	All Project Elements Completed		12/31/2024								
	Records Retention/Audits		On-going								

**Public Engagement.** Public engagement and feedback is a critical element of MoDOT's planning and design process and the following summarizes efforts to date:

**Missouri State Freight Plan.** The [Missouri State Freight Plan](#) identifies the Rocheport Bridge project as a top priority project to improve freight movement in Missouri. The Freight Plan pairs freight stakeholder input with detailed analysis. These stakeholders included Metropolitan Planning Organizations (MPO), Regional Planning Commissions (RPC), economic developers, modal operators, business organizations, freight operators/owners, and residents. The proposed projects herein are a direct result of the planning process and align with several public input recommendations, including: 1) maintain and improve the designated Missouri Freight Network; 2) enhance Missouri's ability to export goods, and 3) focus on maintaining a state of good repair.

**"On the Move" Long-Range Transportation Plan.** MoDOT initiated *On the Move* stakeholder outreach activities as part of an update to MoDOT's [Long Range Transportation Plan](#). Missourians from all 114 counties and the City of St. Louis were included in this public outreach initiative. Over 18,700 Missourians strongly articulated the need to preserve the existing system, reduce project costs by minimizing delays, and eliminate freight bottlenecks.<sup>31</sup>

<sup>31</sup> 2018 Long Range Transportation Plan Update: Technical Memorandums, pp. 10-11.

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The prioritization and selection of the bridge projects for this INFRA proposal is a direct result of this public input. The bridge improvements preserve the existing system and the design-build approach reduces project costs.

**Supplemental Environmental Impact Study (SEIS).** The SEIS process included a series of public events to gather feedback – specifically seeking comment on the draft SEIS, which described how rebuilding I-70 with six lanes compared to rebuilding I-70 with truck-only lanes. The bridge projects included herein for INFRA funding are the direct result of public input and the SEIS evaluation process.

“When our roads and bridges were created decades ago, builders didn’t have the 21st century in mind, they weren’t designed for semis carrying 900 bushels of soybeans and 950 bushels of corn.”

**Mike Steenhoek, Executive Director of the Soy Transportation Coalition**

**The 21st Century Missouri Transportation System Task Force.** In 2017 the state’s General Assembly adopted HCR 47 to establish the [21<sup>st</sup> Century Missouri Transportation System Task Force](#), a bi-partisan panel comprised of representation of the state government and the private sector. The Task Force held seven public hearings and three working sessions hearing presentations from national and local participants, learning about the condition and performance of area highways and bridges from MoDOT,

and receiving public testimony from concerned Missourians. The Task Force received testimony that the **I-70 Rocheport Bridge will soon need to be replaced and rural bridge projects need priority** among other projects.<sup>32</sup>

**Other.** As recent as this past October (2018), MoDOT Director Patrick McKenna met with mid-Missouri planning partners in Jefferson City. In that meeting, Director McKenna stated that he hopes to see the I-70 Rocheport Bridge replaced and not just repaired.<sup>33</sup> A new bridge would prevent the enormous traffic congestion that would otherwise be created if the bridge were to be merely repaired.

## State and Local Approvals for Federal Transportation Requirements

All facilities will be constructed on property owned by MoDOT. Local approvals are not required to deliver the project components; however, as articulated in the previous section, MoDOT conducted significant public outreach to ensure the projects are supported by Missourians. There is strong local support and no known opposition to any of the projects proposed herein.

## Assessment of Project Crisis and Mitigation Strategies

The following risks and the strategies to mitigate or avoid any crises were evaluated:

<sup>32</sup> Report of the 21st Century Missouri Transportation System Task Force, Submitted to the General Assembly January 1, 2018. (page 50)

<sup>33</sup> Hauswirth, Brian, MoDOT director says I-70 bridge in mid-Missouri should be replaced. Missouri.net. October 10, 2018. Source Online: <https://www.missourinet.com/2018/10/10/modot-director-says-key-i-70-bridge-in-mid-missouri-should-be-replaced/>

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1. **Weather** (rain, snow, severe wind delays): The project schedule will anticipate bad weather days;
2. **Higher costs than originally anticipated:** Value Engineering is a part of the design process and will reduce budget risk. MoDOT has a history of estimating extremely accurately and typically delivers 8-10 percent under budget. The Rocheport Bridge project will be bid as a fixed price variable scope. The budget will be what the contract is executed for with no possibility for additional cost.
3. **Bid protests:** Mitigation will include using procurement best practices and assigning qualified staff to the project during the bidding process; and
4. **Contractor default/bankruptcy:** Mitigation will be achieved by selecting contractors with extensive experience and track records, and both construction and performance bonding will be required.

## 7.0 Large/Small Project Requirements

Table 8: Large Project Determination

Large Project Determination:	
<ul style="list-style-type: none"> <li>• Generate national or regional economic, mobility, or safety benefits?</li> </ul>	Yes, pp. 1, 2, 5, 8-14
<ul style="list-style-type: none"> <li>• Is the project cost effective?</li> </ul>	Yes, pp. 14, 15, 21
<ul style="list-style-type: none"> <li>• Contribute to one or more of the Goals listed under 23 U.S.C. 150                             <ol style="list-style-type: none"> <li>1) Safety</li> <li>2) Infrastructure Condition</li> <li>3) Congestion Reduction</li> <li>4) System Reliability</li> <li>5) Freight Movement and Economic Vitality</li> <li>6) Environmental Sustainability</li> <li>7) Reduced Project Delivery Costs</li> </ol> </li> </ul>	Yes, pp. 1, 2, 5, 8-14, 17-21, 25 Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Environmental Sustainability, Reduced Project Delivery Costs
<ul style="list-style-type: none"> <li>• Is the project based on the results of preliminary engineering?</li> </ul> <p>*NEPA process previously completed and will be re-evaluated to ensure compliance. Proposed bridge replacement alignment is designed (see Appendix). Preliminary cost estimates are complete and project is programmed in STIP. As this project will utilize the design-build contracting method, final preliminary engineering activities will take place and be included in the design phase of the design-build contract.</p>	Yes,* p. 7
<ul style="list-style-type: none"> <li>• Does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?</li> </ul>	Yes, pp. 7
<ul style="list-style-type: none"> <li>• Are contingency amounts available to cover unanticipated cost increases?</li> </ul>	Yes, pp. 7, Table 2 (p. 8)
<ul style="list-style-type: none"> <li>• Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?</li> </ul>	Yes, pp. 7, 16, 17
<ul style="list-style-type: none"> <li>• Is the project reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project?</li> </ul>	Yes, p. 3, 17, 18, 20, Table 7 (p. 23)

# Governor's Transportation Cost Share Program Guidelines

## PURPOSE

The purpose of the Governor's Transportation Cost Share Program is to build partnerships with local communities to pool efforts and resources to deliver road and bridge projects. This program is funded with a \$50 million General Revenue appropriation from the General Assembly. Ten percent (10%) is set-aside for projects that demonstrate economic development. The Cost Share Committee works cooperatively with the Missouri Department of Economic Development (DED) to select projects with the greatest economic benefit to the State. The Committee consists of the Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director. The projects are then recommended for approval by the Missouri Highways and Transportation Commission (MHTC).

## POLICY

### 1. Eligible Projects

The Governor's Transportation Cost Share Program provides financial assistance to public and private applicants for public road and bridge projects satisfying a transportation need.

Funds shall not supplant, and shall only supplement the current planned allocation of road and bridge expenditures under the most recently adopted STIP, including all amendments thereto, as of the date of passage of this program by the General Assembly.

Funds are for construction contract costs, only. Preliminary engineering, environmental services, right of way services and acquisitions, utilities, construction inspection and other costs are provided by other funding sources.

DED's Regional Engagement teams can provide feedback and support for projects.

Contact information is available online at

<https://ded.mo.gov/contact-us#mini-panel-contact-information2>.

### 2. Level of Participation

When project sponsors are willing to partner with MoDOT, the Governor's Transportation Cost Share Program matches their investment up to fifty percent (50%) of the construction contract costs. MoDOT works in cooperation with DED with project sponsors to determine when targeted investments can be made to generate economic development and may provide up to one-hundred percent (100%) of the project's construction contract costs from the ten percent (10%) set-aside funds. Retail development projects do not qualify as economic development projects.

Applicants are required to deposit their share of the construction contract costs with MoDOT as specified in the project agreement which is typically prior to the project being let.

If applicants provide federal funds (including earmarks) as part of their portion of the project costs, they must, if applicable, also provide the cash for matching the federal funds.

Applicants will be responsible for any cost overruns.

### **3. Application Process**

The applicant works with the appropriate MoDOT district contact to determine the project scope and costs. The district assists the applicant in preparing the Request for Environmental Services (RES) and the Cost Share application. The application is available online at <http://www.modot.mo.gov/partnershipdevelopment/application.htm>. The district engineer must review the need and proposed solution and provide a letter of support for the application. The letter of support shall explain in detail the significance of the project and the impact it could have on the state transportation system. A letter of support from the metropolitan planning organization (MPO) or regional planning commission (RPC) is also required.

The items listed below must be submitted to Financial Services by the established deadline. Application deadlines are posted on the Partnership Development website at <http://www.modot.mo.gov/partnershipdevelopment/dates.htm>.

- Signed and completed application
- District Engineer's support letter
- MPO's or RPC's support letter
- Traffic models or traffic reports
- Project map

### **4. Review Process**

Each application is reviewed for verification of the following criteria:

- The project is eligible per Section 1.
- The total project costs are in excess of \$200,000.
- The total project costs include preliminary engineering, right of way acquisition and incidentals, utilities, construction contract and construction inspection. Funding sources are identified for each.
- The applicant agrees to provide their share of the total project costs.

- Projects that significantly expand the state highway system or increase maintenance costs for MoDOT must have pre-approval by the Chief Engineer prior to submittal of the application to MoDOT. If a project significantly expands the state highway system or increases maintenance costs, the MHTC may seek an agreement for the project sponsor to either: (1) accept the transfer of ownership of a portion of the existing state highway system in an amount of miles as determined by the MHTC; or (2) payment of all increased maintenance costs.
- Economic Impact is measured by the cumulative inputs and outcomes anticipated from the project, while accounting for the investments made by the state and any increase in services. Factors considered in the partnership application will include: the industry or type of development opportunity, the new jobs to be created, payroll associated with the increase in employment, and total invested capital and sources of that investment.
- If debt financing is used to accelerate the project and complete it earlier than funding is available from MoDOT, the applicant must pay and not include the debt-financing costs in the total project costs. The debt-financing costs include items such as bond counsel, underwriter, financial advisor fees, application fees and interest.

After initial verification of the application, Financial Services forwards the application to the Cost Share Staff Review Team.

The Staff Review Team consists of staff from Financial Services, Transportation Planning, Highway Safety and Traffic, Design (including Right of Way staff), Chief Counsel's Office and DED. The team is responsible for submitting comments and a recommendation to Financial Services on or before the specified deadline. The Staff Review Team meets with district staff to discuss the application, resolve any outstanding issues and determine the team's recommendation to the Cost Share Committee. The Staff Review Team prioritizes each application based on the following criteria:

- Economic Impact
- Applicant's Share of Total Project Costs
- Transportation Need (including impacts to the state highway system)
- Public Benefit

Financial Services prepares the Cost Share documents, which include the meeting agenda, project review sheets, project maps and team recommendations. Documents are distributed to the Committee members one week prior to the meeting.

## **5. Approval Process**

The District presents the team's recommendation for each application to the Committee. The Committee recommends, denies or requests additional information for each application. Recommended state projects are included in a subsequent STIP amendment

for MHTC approval.

Financial Services provides a letter for the district engineer to send the applicant informing them of the Cost Share Committee's decision and discussion points. If additional information is needed, Financial Services will compile the requested information and provide it to the Committee.

- Project Agreement and Programming Process

The district works with the approved applicant to draft the Cost Share agreement, using the form FS08 found on the eAgreements website at <http://sp/sites/eagreements/Agreements/Forms/My%20Agreements.aspx>. Agreements identify project costs, each party's financial responsibility, and the maximum amount of approved Cost Share funding. The district sends the agreement to the "Agreements Review Group" for review as outlined in the eAgreements review process. The district and applicant address all comments and make appropriate changes to the agreement. The agreement is sent to the Chief Counsel's Office for a final review before the applicant executes the agreement.

The applicant must execute the agreement within six months after the recommendation of the Committee to prevent the funds from expiring and being allocated to another project, unless an extension is approved by the Committee.

If the project is within an MPO, the district and applicant will coordinate with the MPO to amend the Transportation Improvement Program (TIP) at this time.

Once the applicant executes the agreement, the district coordinates with Transportation Planning to amend the state project to the STIP. Once the month is set for the project to be amended to the STIP, the district sends the agreement to the Chief Counsel's Office to sign as to form. Financial Services then forwards the agreement to the Commission Secretary's Office for approval and execution at the same time the project is amended to the STIP. The funds are contingent upon an executed agreement between the applicant and the MHTC. The execution and distribution of the agreement will follow the eAgreements process as outlined in the eAgreements Sharepoint Site Manual.

Project programming is complete after the MHTC and Federal Highway Administration approve the STIP and the MPO approves the TIP, for projects in an MPO area.

- Project Delivery Process

The district ensures the design, right of way, utility and construction activities comply with the Engineering Policy Guide (EPG).

Financial Services works with Transportation Planning to determine funds utilized on projects and returns any excess funds to the Program.





**Smart Growth America**  
Improving lives by improving communities



National Complete  
Streets Coalition

# **Missouri Complete Streets Consortium Series**

## Application

AUGUST 2019

## Summary information

The Complete Streets Consortium series is a technical assistance program designed to help jurisdictions identify and overcome barriers to implement [activity-friendly routes to everyday destinations](#), which make it safe and convenient for people of all abilities to walk, run, bike, skate, or use wheelchairs to reach homes, jobs, shops, and schools. Smart Growth America is offering this technical assistance opportunity at no cost to jurisdictions thanks to a cooperative agreement with the Centers for Disease Control and Prevention.

This nine-month Consortium Series is an opportunity to bring together engineers, planners, public health practitioners, community advocates, and related professionals from three towns, cities, tribal communities, and/or counties in Missouri on a series of three in-person workshops, including an on-the-ground site visit, with supplementary distance-learning modules between workshops. As part of the Consortium Series, each jurisdiction will receive up to \$5,000 reimbursement to support travel to other communities within the state. Each jurisdiction will also host one of the three workshops, including securing meeting space and providing coffee and lunch for two days for 35 people.

To apply, please complete and submit this application either through the [online form](#) or via email to [info@completestreets.org](mailto:info@completestreets.org).

## How to apply

Applications can be completed online or by submitting this PDF form by email to [info@completestreets.org](mailto:info@completestreets.org).

## Deadline

Applications will be accepted until **11:59 PM ET on Sunday, September 15**. We will conduct interviews with finalists during the month of October.

## Questions about the process?

For more information about eligibility requirements, please visit our website or direct questions to [info@completestreets.org](mailto:info@completestreets.org).

## Contact information

### Jurisdiction

### Contact person name

### Contact person title

### Contact person email

### Contact person phone

### Organization address

## Eligibility Criteria & Required Commitments

**If awarded this technical assistance, do you commit to send a cohort of 5-10 representatives from your jurisdiction to participate in all in-person trainings and distance learning modules?**

- I commit to performing this action
- I cannot commit to this action

**If awarded this technical assistance, do you commit to host one in-person training, which includes providing meeting space, coffee, and lunch for two days, as well as transportation for the site visit?**

- I commit to performing this action
- I cannot commit to this action

**Which of the following plans/policies/guidance has your jurisdiction formally adopted?**

- Complete Streets policy
- Bike/pedestrian master plan
- Multimodal design guidelines
- Curbside management studies/plans
- Other

**If other, please specify:**

## Application Questions

Please provide succinct, detailed answers to the following questions (approximately 100-250 words).

**What is your greatest success in implementing activity-friendly routes to everyday destinations so far?**

**What other health and transportation initiatives is your jurisdiction working on to support physical activity in the form of walking, biking, and rolling?**

**What is your greatest opportunity to implement activity-friendly routes to everyday destinations, and why?**

**What are your biggest barriers and challenges to implementing activity-friendly routes to everyday destinations?**

**What departments, agencies, and/or community groups are you currently partnering with to implement activity-friendly routes to everyday destinations and related strategies?**

**What are you hoping to achieve from this technical assistance opportunity?**

**Please list the 5-10 individuals who would form your jurisdiction's cohort if awarded this technical assistance. Include names, titles, and departments/organizations. The ideal cohort will include transportation and public health professionals from multiple departments and partner organizations.**

A large, empty rectangular box with a thin black border, intended for the user to list the names, titles, and departments/organizations of 5-10 individuals who would form their jurisdiction's cohort.

## Supporting Documents

**To help us assess community support for activity-friendly routes to everyday destinations, Smart Growth America requires a letter of commitment signed by an elected official such as the mayor or a city councilmember. The letter should state the commitment of local elected leaders to support activity-friendly routes to everyday destinations and/or related health and transportation initiatives.**



## Flooding Information

Multiple road closures due to flooding. [Click here for current information.](#)

# Disaster Declaration and Emergency Relief Funds

FEMA, in a second disaster declaration [DR-4451](#), added counties eligible for Public Assistance. This [Map of Eligible Counties](#) indicates the counties eligible for both FHWA and FEMA assistance (for both Federal Aid and Non-Federal Aid roads) as well as counties eligible for FHWA assistance only (Federal Aid roads only).

Watch this [video](#) to learn some basics about the FHWA ER Program. Many of the details mentioned in this video are located in MoDOT's [EPG](#) and provide specifics for Missouri. The EPG also has [maps](#) to help you determine which roads are classified as Federal Aid and Non-Federal Aid.

Contact your [Area Engineer](#) or [District LPA contact](#) with questions or for assistance.

Additional disaster declarations in 2019. [DR-4435](#)

**Published On:** Mon, 08/12/2019 - 11:00

## Missouri Department of Transportation

105 W. Capitol Avenue  
Jefferson City, MO 65102  
1-888-ASK-MODOT (275-6636)  
1-866-831-6277 (Motor Carrier Services)

[Our Mission, Values and Tangible Results](#)

[Missouri Highways and Transportation Commission](#)

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[Request a highway map](#)

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[Renew my driver's license](#)

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[Missouri Homeland Security](#)

[Missouri State Government](#)

[Missouri Amber Alert](#)







(.././././amplan/)

## Federal - S 2302

# America's Transportation Infrastructure Act

### Introduced

July 29, 2019

## Our Position

Monitoring

### Description

A bill to amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes.

### Original Sponsor 1



[Sen. John Barrasso \(R-WY\)](#) (../person/645)

### Co-Sponsors 3

[Sen. Shelley Capito \(R-WV\)](#), [Sen. Benjamin Cardin \(D-MD\)](#), [Sen. Thomas Carper \(D-DE\)](#)

### Latest Actions [See More/Less](#)

**Aug. 1, 2019** – Reported to the Senate with an amendment in the nature of a substitute and without a written report by the Senate Environment and Public Works Committee. Congressional Record p. S5310

**July 30, 2019** – Full committee consideration and markup held by the Senate Environment and Public Works Committee.

**July 30, 2019** – Committee Vote: Surface Transportation Reauthorization – En Bloc Amendments

En bloc amendments to the Barrasso, R-Wyo., substitute amendment offered by:

--Merkley, D-Ore., that would direct the Transportation secretary, when carrying out a program to provide funds states to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and near transportation corridors, to prioritize pollinator-friendly programs.

--Duckworth, D-ILL., that would require the administrator of the Federal Highway Administration, within 60 days of the bill's enactment, to initiate a study on the impact of self-driving cars on transportation infrastructure, mobility, the environment and safety. It would require the FHA administrator to make recommendations for rural and urban communities regarding the impacts of self-driving vehicles on existing transportation system capacity and to report to the Senate Environment and Public Works and House Transportation and Infrastructure committees within one year of initiating the study.

--Van Hollen, D-Md., that would increase to \$15 million, from \$12.5 million, the amount allocated annually in fiscal years 2021 through 2025 for state pilot projects for grants to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund. It also would decrease to \$10 million, from \$12.5 million, the amount allocated for a national research

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### Take Action

#### [Tell Congress how it can pay for infrastructure](#) (../take-action?engagementId=499816)

President Trump and congressional leaders agree that now is the time to make a \$2 trillion investment in America's outdated infrastructure systems, but consensus for how to pay for such an investment remains elusive. Finding real, sustainable revenue is essential for any federal infrastructure package. Share with your representative and senators APA's proposal for how to fund the investment that communities deserve.

#### [Tell your senators to boost funding for critical transportation programs](#) (../take-action?engagementId=499780)

As the Senate begins active consideration of Fiscal Year 2020 spending bills, send a message urging them to support funding of critical transportation programs. Key programs in the Transportation, Housing, and Urban Development spending bill, such as BUILD (formerly TIGER) and transit capital investment grants, make a critical difference in the work to strengthen the nation's roads, bridges, and public transit systems. Investing in our nation's infrastructure is one of APA's top policy priorities in 2019.

#### [Tell Congress what you want to see in the next surface transportation law](#) (../take-action?engagementId=501638)

The Senate Environment and Public Works Committee [recently passed](#) (<https://planning.org/blog/9182911/federal-surface-transportation-debate-shifts-into-high-gear/>) important bipartisan legislation jumpstarting congressional reauthorization of the nation's surface transportation law.

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<https://www.facebook.com/AmericanPlanningAssociation>

program to develop and test the feasibility of a nationwide alternative roadway funding mechanism to expand federal funding for highway improvements. It also would specify that any excess funds remaining after carrying out the national research program be used to make grants to states to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.

--Inhofe, R-Okla., that would extend eligibility for the national significant freight and highway projects program to include a project for a marine highway corridor as long as the project is connected to the National Freight Network and is likely to reduce on-road mobile source emissions.

--Carper, D-DeL., that would add language to require that of the \$200 million authorized annually in fiscal years 2021 through 2025 for competitive grants under the PROTECT grant program, \$20 million be used for planning grants and \$140 million for resilience improvement grants.

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--Merkley, D-Ore., that would direct the Transportation secretary, when carrying out a program to provide funds states to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and near transportation corridors, to prioritize pollinator-friendly programs.

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Adopted (en bloc) by voice vote.

**July 30, 2019** – Committee Vote: Surface Transportation Reauthorization – Vote to Report

Authorize \$287 billion from the Highway Trust Fund to be spent on the repair of roads and bridges over five years through fiscal 2025.

It would authorize more than \$6 billion over five years, including \$3.3 billion from the Highway Trust Fund, for a competitive bridge program to address the backlog of bridges in poor condition nationwide.

The legislation also includes a climate section aimed at cutting heat-trapping carbon emissions from the transportation sector as well as making roads and bridges more resilient to the effects of climate change.

It would authorize \$4.9 billion over five years for programs aimed at improving the resiliency of roads and bridges from natural disasters such as wild fires, and extreme weather events such as hurricanes, flooding, and mudslides.



([http://www.linkedin.com/groups?](http://www.linkedin.com/groups?gid=116818)

[gid=116818](http://www.linkedin.com/groups?gid=116818))



(<http://www.youtube.com/user/AmericanPlanningAssn>).

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It also would authorize \$1 billion for a competitive grant program to coax states and local authorities to build hydrogen, natural gas, and electric vehicle fueling stations along certain highway corridors.

The bill also would speedup permitting decisions on major infrastructure projects by codifying parts of the White House's One Federal Decision, an executive order directing federal agencies involved in environmental reviews and other aspects of permitting to consolidate their timelines and issue a unified decision.

It also would increase funding for tribal and federal lands transportation programs, including \$2.9 billion for the Tribal Transportation Program and \$2.1 billion for the Federal Lands Transportation Program over five years; authorize \$250 million over five years for a new grant program for projects designed to reduce wildlife-vehicle collisions.

As amended by a Barrasso, R-Wyo., substitute amendment adopted in the same vote, it would:

--Direct the Transportation secretary, when carrying out a program to provide funds states to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and near transportation corridors, to prioritize pollinator-friendly programs.

--Require the administrator of the Federal Highway Administration, within 60 days of the bill's enactment, to initiate a study on the impact of self-driving cars on transportation infrastructure, mobility, the environment and safety. It would require the FHA administrator to make recommendations for rural and urban communities regarding the impacts of self-driving vehicles on existing transportation system capacity and to report to the Senate Environment and Public Works and House Transportation and Infrastructure committees within one year of initiating the study.

--Increase to \$15 million, from \$12.5 million, the amount allocated annually in fiscal years 2021 through 2025 for state pilot projects for grants to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund. It also would decrease to \$10 million, from \$12.5 million, the amount allocated for a national research program to develop and test the feasibility of a nationwide alternative roadway funding mechanism to expand federal funding for highway improvements. It also would specify that any excess funds remaining after carrying out the national research program be used to make grants to states to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to maintain the long-term solvency of the Highway Trust Fund.

--Extend eligibility for the Nationally Significant Freight and Highway Projects program to include a project for a marine highway corridor as long as the project is connected to the National Freight Network and is likely to reduce on-road mobile source emissions.

--Require that of the \$200 million authorized annually in fiscal years 2021 through 2025 for competitive grants under the PROTECT grant program, \$20 million be used for planning grants and \$140 million for resilience improvement grants.

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The legislation also includes a climate section aimed at cutting heat-trapping carbon emissions from the transportation sector as well as making roads and bridges more resilient to the effects of climate change.

It would authorize \$4.9 billion over five years for programs aimed at improving the resiliency of roads and bridges from natural disasters such as wild fires, and extreme weather events such as hurricanes, flooding, and mudslides.

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--Require that of the \$200 million authorized annually in fiscal years 2021 through 2025 for competitive grants under the PROTECT grant program, \$20 million be used for planning grants and \$140 million for resilience improvement grants.

Ordered reported favorably to the full Senate (as amended) 21-0.

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**July 30, 2019** — Additional cosponsor(s): 3

Capito, (R-W.Va.)

Cardin, (D-Md.)

Carper, (D-Del.)

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A STATEMENT FROM GOVERNING [READ MORE](#)

## Without Help From Washington, Governors Chart Own Path on Infrastructure

A long-awaited transportation bill advanced in Congress this week. The National Governors Association isn't waiting on its passage to make road funding and safety its top priorities.

by [Alan Greenblatt](#) | July 31, 2019 AT 4:59 PM



Maryland Gov. Larry Hogan is the new chair of the National Governors Association. *(AP/Patrick Semansky)*

### SPEED READ:

- A U.S. Senate committee unanimously advanced a \$287 billion transportation bill on Tuesday.
- Awaiting final federal action, 13 states raised gas taxes this year.
- The National Governors Association is making infrastructure funding and road safety its top priorities.

Congress this week took a small step toward providing new funding for the nation's infrastructure needs, but state leaders remain nervous about how much help they'll actually get from Washington.

The Senate Environment and Public Works Committee [voted unanimously on Tuesday](#) to advance a \$287 billion bill that would replace the current five-year surface transportation program, which is set to expire in September 2020. The bipartisan bill would increase spending by 27 percent over current levels.

President Trump signaled his support for the legislation, tweeting Tuesday morning that it would have a "big impact on our highways and roads all across" the country.

State leaders cheered the development.

"On behalf of the nation's governors, we applaud the Senate Environment and Public Works Committee for taking this first step," the National Governors Association (NGA) said [in a statement](#). "The bill's emphasis on formula funding, safety and resiliency comes at a critical time for states."

But committee passage does not guarantee a new law. The last major transportation bill, enacted in 2015, had been [delayed for years](#), with Congress passing multiple short-term extensions. Even then, Congress did not increase the federal gas tax, leading to concerns the federal highway trust fund could run dry.

Thirteen states have raised gas taxes this year, desperate for more money to build and repair roads, bridges and other infrastructure.

“There’s kind of a consensus among all 50 governors, everybody on both sides of the aisle, that this is probably the most important thing that we’re all dealing with,” Maryland Republican Gov. Larry Hogan told *Governing* at NGA’s Salt Lake City meeting last week. “We have to deal with a lot of issues, but it’s one that governors have sort of led on and Washington has failed.”

For that reason, Hogan has made infrastructure the central focus of his tenure as the new chair of the NGA. Over the next year, he will lead discussions at multiple summits on how not only to finance and build roads and reduce congestion but safeguard critical infrastructure, such as utilities, from cyberattacks.

At the Salt Lake meeting, governors made it clear that they’re also concerned with making roads safer. Since 2000, [more than 600,000 Americans have died](#) in car crashes.

“If a plane crashed on the other side of the world, it’s front page news,” said North Dakota GOP Gov. Doug Burgum. “We’re killing a plane’s worth every day, and it’s been happening for decades.”

## **Cutting Red Tape**

Hogan touts his own record on infrastructure in Maryland -- new lanes on state highways, construction of a light rail line linking two counties outside D.C., and a \$600 million investment in Baltimore’s airport. He’s been criticized at home, however, for not making transit more of a priority.

Some of Hogan’s biggest projects are public-private partnerships (P3s), which he touts as a smart way for governors to increase investments in infrastructure. The P3 model was applauded by a panel that Hogan convened in Salt Lake that featured executives from construction, labor and industry.

“We need to prioritize projects like airport and roads that can be tolled, that can generate revenue,” said Bill Calhoun, vice chair of the Clark Construction Group, a national firm based in Bethesda, Md.

In addition to tolls, the major concern expressed by the private-sector players was the permitting process. It can take years to build anything, leading Tom Farrell, the president of Dominion Energy, to suggest that states find ways to speed the process up, perhaps by performing their reviews concurrently with federal agencies.

“To make us world class, whether it’s roads, bridges or ports, we need to not cut corners with the regulatory process, but speed it up,” Farrell said. “It’s already happening, [but] only very large companies with the patience and expertise will do this.”

## Seeking Safety

Every year, more than 40,000 Americans are killed in traffic accidents, with 4 million more injured.

“I’ve been governor a little more than six months, and I’ve already attended two funerals of state troopers who were killed when they were struck by vehicles,” said Democratic Gov. Jared Polis of Colorado.

During an NGA panel on traffic safety, several governors were visibly moved by testimony from Helen Witty, the president of Mothers Against Drunk Driving, who became an activist after her 16-year-old daughter was struck and killed while roller blading.

“A teenager impaired on alcohol and marijuana ended our dream,” Witty said. “Our daughter saw a car spinning on that bike path, and there was nothing she could do but die.”

In response to the legalization of recreational marijuana in states and the opioid epidemic, the U.S. Department of Transportation, which formerly only allowed states to enter information about three types of drugs in their toxicology reports, now captures data from all drugs.

Collecting data, however, is one thing. Enforcement is another.

“The ability for officers to detect impairment [from marijuana] is uneven,” said Grant Baldwin, director of unintentional injury prevention at the federal Centers for Disease Control and Prevention (CDC). “Unlike alcohol, where there’s an efficient roadside test, unfortunately that doesn’t exist for marijuana.”

## Sticking to the Basics

One of the most widely cited statistics in auto safety comes from the National Highway Traffic Safety Administration, which estimates that 94 percent of accidents are caused by human error.

Naturally, that leaves governors intrigued by the promise of autonomous vehicles.

Burgum, the North Dakota governor, decried the fact that [a single pedestrian fatality in Arizona](#) last year ended Uber’s experiment with autonomous vehicles in that state. More than [20 Waymo self-driving vans](#) have been vandalized in the state.

“If autonomous vehicles only killed half as many people as humans, we should all be cheering,” Burgum said, “because that’s 20,000 lives saved.”

With autonomous vehicles still years away from taking over the roadways, safety officials are focused on the basics: lowering speed limits, preventing impaired driving and getting people to use seatbelts and car seats.

Even though 90 percent of Americans routinely buckle up, that still means 27.5 million people don’t, noted Baldwin. Half the people who die in car accidents, he said, are not restrained.

The federal Transportation Department offers grants to states that pass laws to improve safety, such as lowering the legal alcohol limit. But some governors noted with frustration that getting legislatures to agree to safety measures can be a tough sell. If anything, the trend in recent years has been for states to [raise speed limits](#).

The CDC estimates that if every state lowered the blood alcohol content limit to .05, as Utah did last year, it would save 600 to 1,200 lives per year while preventing 50,000 injuries. Back in 1983, Utah led the nation in shifting from a 0.10 to .08 BAC limit.

“We reduced to .05 but not without controversy,” said Utah GOP Gov. Gary Herbert. “At least our DUIs are down right now.”

**2019-2020 SMCOG Transportation Advisory Committee (TAC) Attendance**

<b>Name</b>	<b>County</b>	<b>10-Jul-19</b>	<b>14-Aug-19</b>	<b>13-Nov-19</b>	<b>8-Jan-20</b>	<b>11-Mar-20</b>	<b>13-May-20</b>	<b>Absences w/o Alternate</b>
Dennis Pyle	Barry	X						0
Cherry Warren	Barry	Ab						1
Steve Walensky	Barry							
Todd Wiesehan	Christian	X						0
Brent Young	Christian	Ab						0
Miranda Beadles	Christian	X						
Randy Daniel	Dade	Ab						1
Kim Kinder	Dade	X						0
Davey Rusch	Dade							
Roger Bradly	Dallas	X						0
Hollie Elliott	Dallas	X						0
Bill Monday	Dallas							
J. Howard Fisk	Greene	X						0
Joel Keller	Greene	X						0
Jeff Scott	Greene							
Max Springer	Lawrence	X						0
Jon Holmes	Lawrence	X						0
Tim Selvey	Lawrence							
Sydney Allen	Polk	X						0
Rick Davis	Polk	X						0
Shannon Hancock	Polk							
Dennis Wood	Stone	X						0
Jerry Harman	Stone	X						0
Steve Seaton	Stone	#						0
Buddy Roberts	Taney	X						0
Rick Ziegenfuss	Taney	X						0
Randy Haes	Taney							
John Benson	Webster	X						0
Randy Owens	Webster	X						0
Stan Whitehurst	Webster	#						0
<b>Total members present</b>		18	0	0	0	0	0	