

# Harry S. Truman Coordinating Council Regional Transportation Plan



2009-2013

ADOPTED JUNE 24, 2009

# HSTCC Regional Transportation Plan

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# HSTCC Regional Transportation Plan

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## CHAPTER 1

### **Introduction, Stakeholders, and the Planning Process**

The HSTCC area is made up of four counties in the very southwest corner of the State of Missouri. These counties are inter-dependant for employment, goods and services, and acquiring health care. Much of this region is non-urban making motor vehicles a necessity, and with many inflowing from outside counties for employment and goods and services, a good transportation system is essential to our local economy. With two main highways, Interstate Highway 44 and US Highway 71 going both east to west and north to south, industries and motorized freight haulers find the transportation system an enticement to locate here.

With this have come benefits and challenges. HSTCC area has had prosperity for its citizens and communities. It has also had a rise in traffic, traffic congestion, and a need to think differently to deal with these issues. That includes making public transportation available and new ideas for funding transportation improvements.

The Harry S Truman Coordinating Council is a quasi-governmental, not for profit Regional Planning Commission and Council of Governments that has been providing services to our communities since 1991. Harry S Truman Coordinating Council serves a four county region and is comprised of representatives from Barton, Jasper, Newton, and McDonald Counties. One of Harry S Truman Coordinating Council primary goals is to provide the highest and best use of limited resources in order to meet local needs. This includes staff to work directly with HSTTAC and solicit information from citizens, cities and counties for the TAC, as well as compilation and organization of information.

Associated with this commission is the HSTTAC. This is a transportation advisory council made up of members from the HSTCC, although any citizen is welcome. These members include mayors, clerks, city planners, MPO representatives, and commissioners, with MoDOT and State and Federal Representatives as ex-officio members. Public input can come through city and county channels to the TAC or come directly to the TAC committee at the Public Hearings held about 5 times a year. The TAC (as HSTTAC is called) committee addresses any transportation need brought before it and ranks the need before sending the need to MoDOT. This committee of citizens and community leaders shall oversee and make recommendations for this plan. Public comment and input will be welcome from all stakeholders at the HSTCC meeting and TAC meeting prior to acceptance of this plan.

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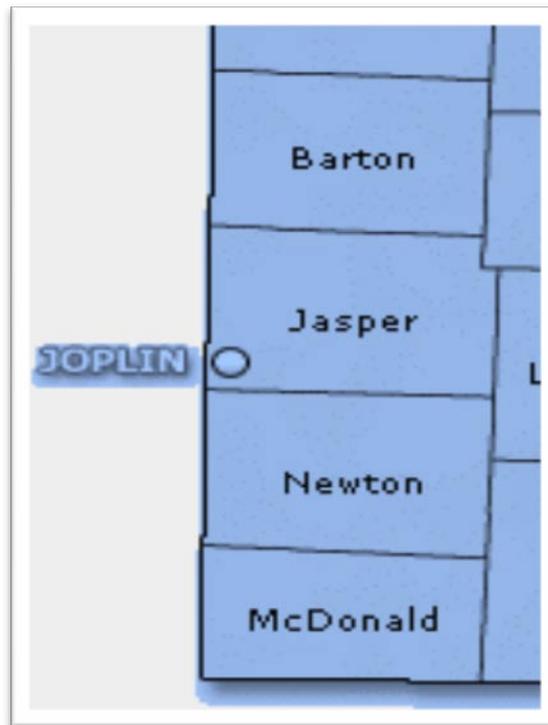
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Because of the major changes requested by MAGOC for a Long Range Transportation Plan, this document will be different from prior plans submitted to MoDOT. It is projected to take 6 months to put together and present to the board for further instruction.

- The first step is to request needs from the local areas, including cities and counties as well as allowing citizen input
- Next is to present with evidence, those needs to the TAC
- Then those needs are incorporated into the plan
- Demographics are researched for current trends
- A rough outline needs to be created using MACOG guidance
- Research needs to be done to present all information into the plan
- The plan then goes before the TAC and HSTCC for consideration and correction
- The plan is revised and taken back before the TAC committee
- The plan when accepted is sent on to MoDOT for approval

This is a lengthy but necessary process to see that all information is included. Without public input into the needs list, it would not be inclusive of all.

**Figure 1.1 Harry S Truman Coordinating Council Area**



## CHAPTER 2

### Plan Goals and Objectives

The goals and plans have changed but little since the last plan was written although some specifics will be included in another chapter. Those goals are:

- System Preservation and Safety
- Access and Mobility
- Sustaining the Environment
- Maintain Accountability and Planning

#### ***Goal 1: System Preservation and Safety***

Promote transportation infrastructure that is properly maintained, safe, preserves past investments for the future.

Objectives:

- Provide for the continuing preservation and maintenance needs of transportation facilities/services in the region.
- Provide a safe and secure environment for the traveling public, by addressing such things as roadway hazards, pedestrian and bicycle safety, and public transit availability.

#### ***Goal 2: Access and Mobility***

Create transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and promotes 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 mode and facility type.
- Maintain a reasonable and reliable travel time for moving freight into, through and within the region; promote other forms of freight facilities such as: air, rail and light truck cargo.
- Provide the people of the region, including the elderly, non-drivers and persons with disabilities a variety in transportation options necessary to carry out their daily activities.

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## ***Goal 3: Sustaining the Environment***

Promote transportation improvements that help sustain our environment and quality of life.

Objectives:

- Identify and encourage implementation of mitigation measures that reduce environmental damage, noise pollution, visual blight and traffic congestion during transportation projects on in the region.
- Encourage programs and planning initiatives that advance efficient trip-making patterns in the region.

## ***Goal 4: Maintain Accountability and Planning***

Make transportation decisions that result in effective and efficient use of public resources and contain strong public support.

Objectives:

- Explore revenue sources and mechanisms that provide consistent funding for regional transportation and mobility needs.
- Maintain geographic equity in the distribution of investments.
- Solicit public support for needed investments in transportation infrastructure and resources for continuing operations of transportation and mobility services.

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## CHAPTER 3

### HSTCC Background and Trends

#### *Population Growth Trends and Components of Change*

According to the 2000 Census, the Harry S Truman Coordinating Council area population was 134,885 people. The overall population growth of the region from 1990 to 2000 was 17.4 percent, which is almost twice the growth of the state of Missouri in the same period. Although all four counties have historically shown positive population growth, there is a great deal of intra-regional variation. Accelerated growth has occurred in McDonald County partly due to rapid development coming north from the Wal-mart hub and Highway 71 accessibility. Many are Arkansas residents moving north into pristine rural areas where the cost of land is relatively cheap yet it is close and accessible to Arkansas jobs. Jasper and Newton counties are characterized by steady population increase from 1990 to 2000. Only Barton County has lagged behind the aggregate growth rate for the HSTCC during the same period, yet has stayed ahead of the State. That lag is probably due to its distance from a Metropolitan Area. Table 3.1 summarizes changes in the population of the Southwest Missouri counties from 1970 to 2000. Although there is appreciable growth from 1970 to 1990 population growth trends throughout the entire region accelerated from 1990 to 2000.

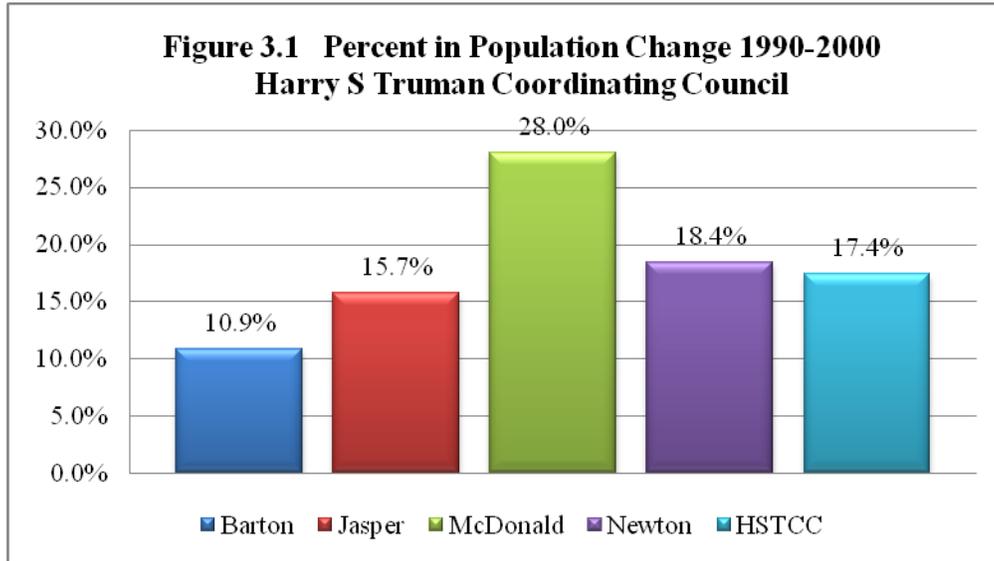
Table 3.1 Harry S Truman Coordinating Council Population Growth 1970-2000 and Change 1990-2000						
Jurisdiction	1970	1980	1990	2000	Change 1990-2000	% change 1990-2000
Barton	9,695	12,183	11,312	12,541	1,229	10.9%
Jasper	79,852	86,958	90,465	104,686	14,221	15.7%
McDonald	12,357	14,917	16,938	21,681	4,743	28.0%
Newton	32,981	40,555	44,445	52,636	8,191	18.4%
HSTCC	134,885	154,613	163,160	191,544	28,384	17.4%
Missouri Total	4,677,623	4,916,686	5,117,073	5,595,211	478,138	9.3%

[Sources: US Census. 1980 Census Land Area and Population 1930-1980.](#)

[Sources: US Census FactFinder T1, 2007 Population Estimates](#)

In Figure 3.1 you can see the major areas of growth. The figure below makes it obvious that the Southwest Missouri region's population has significantly increased in the past ten years, 17.4 percent, in comparison to the state of Missouri who only increased 9.3 percent. McDonald County has the highest growth at 28.0 percent, while Barton County had only 10.9 percent.

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Jurisdiction	Births	Deaths	Natural Increase	% change due to Nat. Inc.	Net Migration	% change due to Net Mig.
Barton	1,707	1,512	195	1.7	1,034	9.1
Jasper	14,707	10,781	3,926	4.3	10,295	11.4
McDonald	2,918	1,940	978	5.8	3,765	22.2
Newton	6,639	4,729	1,910	4.3	6,281	14.1
<b>HSTCC</b>	<b>25,971</b>	<b>18,962</b>	<b>7,009</b>	<b>4.3</b>	<b>21,375</b>	<b>13.1</b>

[Source: OSEDA 1990 and 2000 Decennial Census/Fed. State Coop for Population Estimates](#)

Table 3.2 shows that McDonald County had the largest natural increase percentage with 5.8 percent, while Jasper and Newton Counties had 4.3 percent, and Barton had only 1.7 percent, giving the region on average of 4.3 percent. Harry S Truman Coordinating Council area showed an even larger percent increase due to net migration at 13.1. This means that more people are moving into the Southwest Missouri region increasing the population than just the natural increase. All areas had a Net Migration increase with again McDonald County showing the highest at 22.2 percent.

# HSTCC Regional Transportation Plan

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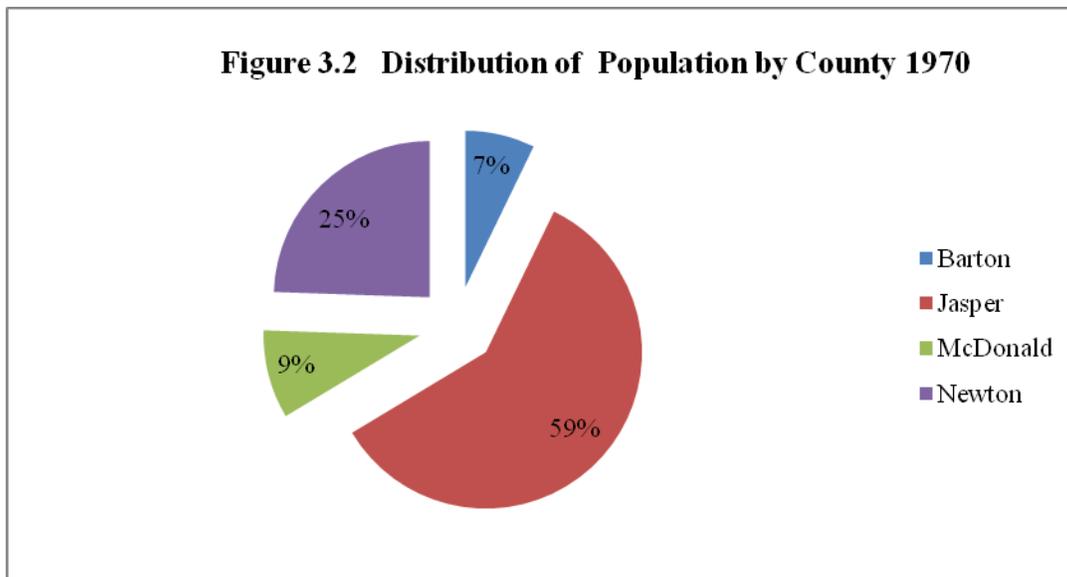
Table 3.3 Harry S Truman Coordinating Council Population Growth 2000-2007 and Change 2000-2007					
Jurisdiction	2000	2007	Change 2000-2007	Annual growth rate	% change 2000-2007
Barton	12,541	12,719	178	0.20%	1.4%
Jasper	104,686	115,240	10,554	1.44%	10.1%
McDonald	21,681	22,895	1,214	0.80%	5.6%
Newton	52,636	56,038	3,402	0.92%	6.5%
HSTCC	191,544	206,892	15,348	1.14%	8.0%
<b>Missouri Total</b>	<b>5,595,211</b>	<b>5,878,415</b>	<b>283,204</b>	<b>0.72%</b>	<b>5.1%</b>

Source: [US Census FactFinder GCT-T1-R. 2007 Population Estimates](#)

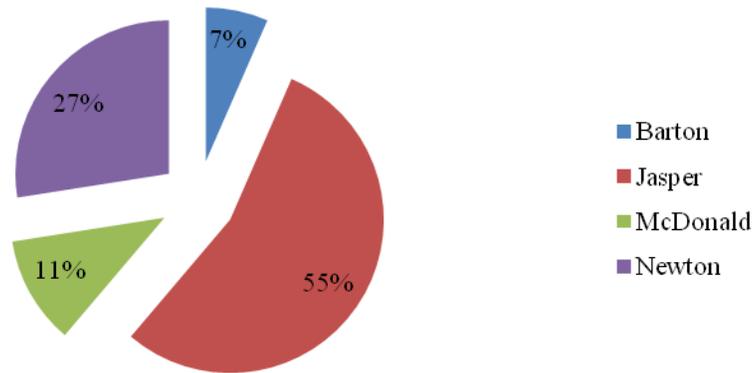
Table 3.3 shows how the population change from 2000-2007 is estimated to steadily decrease compared to the change in population from 1990-2000 where we saw the largest increase in the Southwest Missouri region. Barton County had almost no increase for the 7 years while Jasper County had the largest increase of 10.1 percent. This shows the shift of growth back to the Metropolitan area. The HSTCC area as a whole only grew by 8 percent.

## Population Distribution

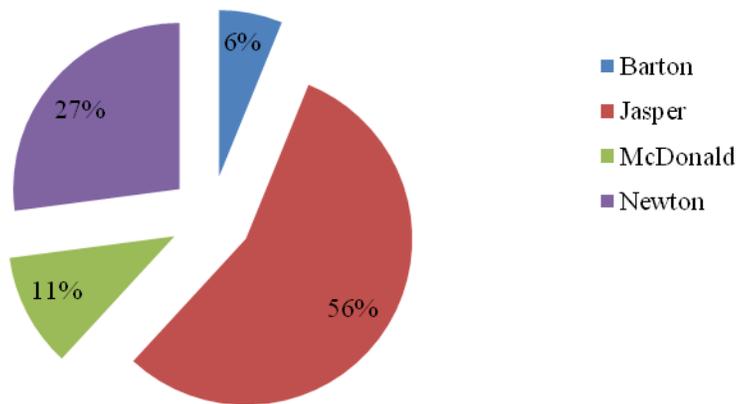
Figures 3.2 and 3.3 demonstrate a seemingly slight but significant redistribution of the area population from 1970 to 2000 in terms of each county's share of the overall population.



**Figure 3.3 Distribution of Population by County 2000**

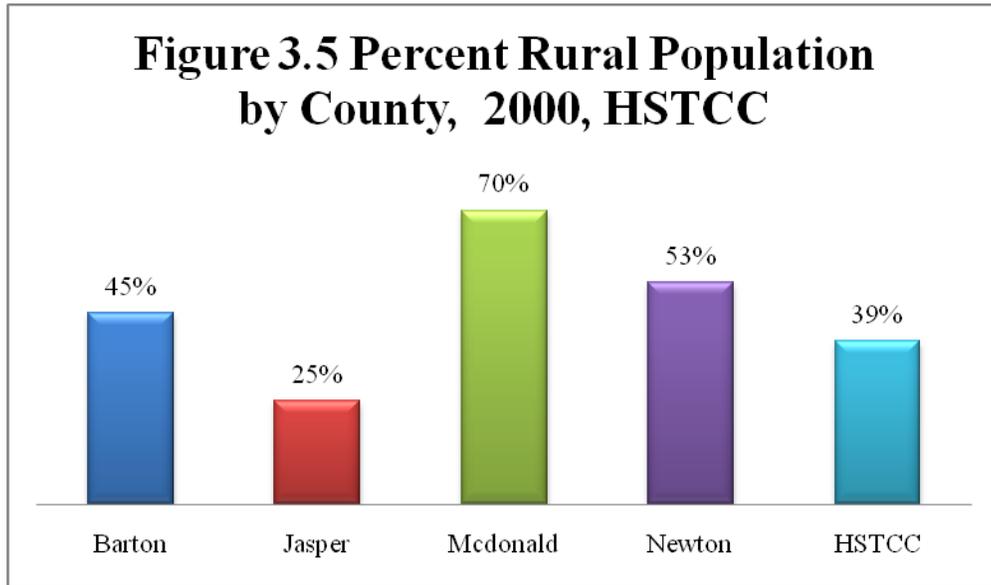


**Figure 3.4 Distribution of Population by County 2007**



Of our region, more than half the population lives in Jasper County. Its growth rate declined by percentage of region from 1990 to 2000 but has begun to regain some population share within the last 7 years. McDonald and Newton Counties had gained 2 percent each during that same period (1990-2000) and have become stable over the last 7 years. Barton County lost 1 percent share of population during the last 7 years.

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In Figure 3.5 we see that Jasper County is most urbanized and McDonald County population is a majority rural. Harry S Truman Coordinating Council has a whole has 39 percent rural or unincorporated area population.

## Population Forecast

Table 3.4 Harry S Truman Coordinating Council Population Forecast						
Jurisdiction	Population 1990	Population 2000	Population 2005	Annual Growth Rate 1990-2000	Annual Growth Rate 2000-2005	Population Forecast 2025
Barton	11,312	12,541	12,948	1.09	0.65	13,430
Jasper	90,465	104,686	111,067	1.57	1.22	144,578
McDonald	16,938	21,681	22,595	2.80	0.84	26,823
Newton	44,445	52,636	54,995	1.84	0.90	64,553
HSTCC	163,160	191,544	201,605	1.74	1.05	251,409
Missouri	5,117,073	5,595,211	5,787,885	0.93	0.69	6,580,868

Sources: US Census FactFinder T1, 2007 Population Estimates

Source: OSEDA 1990 and 2000 Decennial Census/Fed. State Coop for Population Estimates

Source: Missouri Office of Administration Population Projections by County, Information located by Matt Messer, State Demographer

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As Table 3.4 shows above the annual growth rate in the Southwest Missouri region has slowed down from 2000-2005 compared to the large annual growth rate from 1990-2000. McDonald County had about 3 times the state average and the region was nearly two times the state’s growth rate during the 1990-2000. The growth rate for 2000-2005 for HSTCC was still 52 percent above the state rate with Barton County the only county below the state’s average.

## ***Environmental Justice Related Demographics***

*Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.* Definition of Environmental Justice used in the EPA Office of Federal Activities “*Guidance for Incorporating Environmental Justice Concerns in EPA’s NEPA Compliance Analysis,*” (April 1998, p. 2). The EO specifically addresses situations where minority or low-income communities bear a disproportionately high and adverse human health or environmental burden. In addition, it directs federal agencies to take steps to prevent, as a result of federal programs, policies, and activities, “disproportionately high and adverse human health or environmental effects...on minority populations and low-income populations (Executive Order 12898 of Feb. 11, 1994).” With this in mind, the following demographics are discussed.

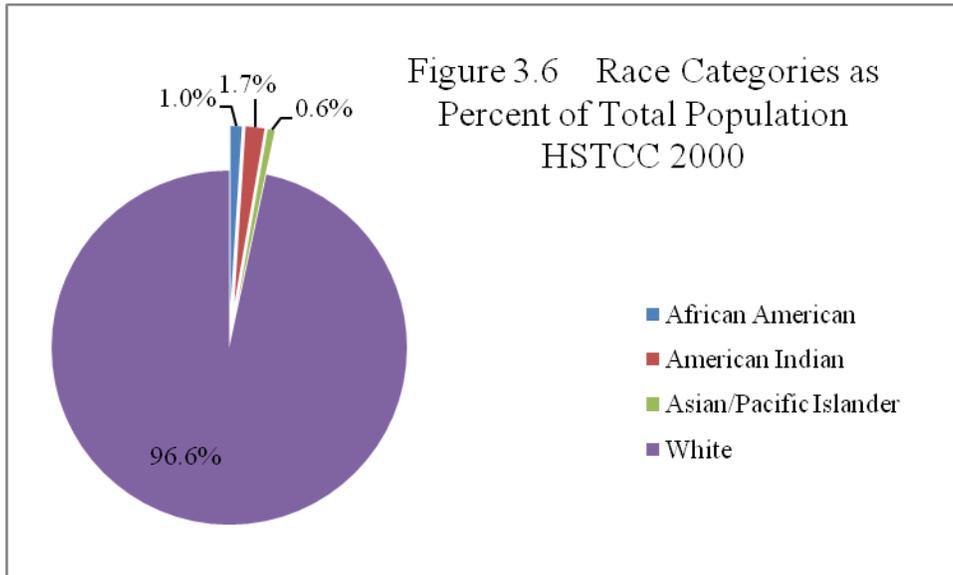
## **Minorities**

The term “percent minority” includes all races except Non-Hispanic white persons, and is computed by dividing the total minority count by a total sample population count. The Harry S Truman region has a significantly lower percentage of minority population at 3.4 percent compared with the state of Missouri at 12.9 percent and the United States at 17.0 percent. The minority population represent between 1 and 4 percent of the population of each county. Jasper County contains the largest percent of minorities at 3.6 percent, Barton County having the lowest at 1.5 percent. Table 3.5 contains the number and percentages of the minority population by county in the Southwest Missouri region.

Table 3.5 Harry S Truman Coordinating Council Minority Population data 2000						
Jurisdiction	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian/Pacific Islander	Total Minorities	% of Minority Population
Barton	36	104	35	12	187	1.5%
Jasper	1,551	1,388	727	68	3,734	3.6%
McDonald	38	625	31	30	724	3.3%
Newton	312	1,175	169	145	1,801	3.4%
HSTCC	1,937	3,292	962	255	6,446	3.4%
Missouri	629,391	25,076	61,595	3,178	719,240	12.9%
United States	34,658,190	2,475,956	10,242,998	398,835	47,775,979	17.0%

[Source: US Census FactFinder QT-P3. Race and Hispanic: 2000](#)

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In Table 3.6 you see that Harry S Truman Coordinating Council region has an appreciatively lower Hispanic population than the United States with a difference of 8.9 percent. McDonald County has the highest number of Hispanic in the region at 9.4 percent which is still below the national average, yet it is 2 ½ times the regional percent of 3.6. Barton County has the lowest at only .9 percent.

Table 3.6 HSTCC Hispanic Population 2000				
Jurisdiction	Hispanic or Latino	Asian	Hawaiian/ Pacific Islander	% Hispanic Population
Barton	119	35	12	0.9%
Jasper	3,615	727	68	3.5%
McDonald	2,030	31	30	9.4%
Newton	1,147	169	145	2.2%
HSTCC	6,911	962	255	3.6%
Missouri Total	118,592	61595	3178	2.1%
United States	35,305,818	10,242,998	398,835	12.5%

Source: US Census FactFinder QT-P3. Race and Hispanic: 2000

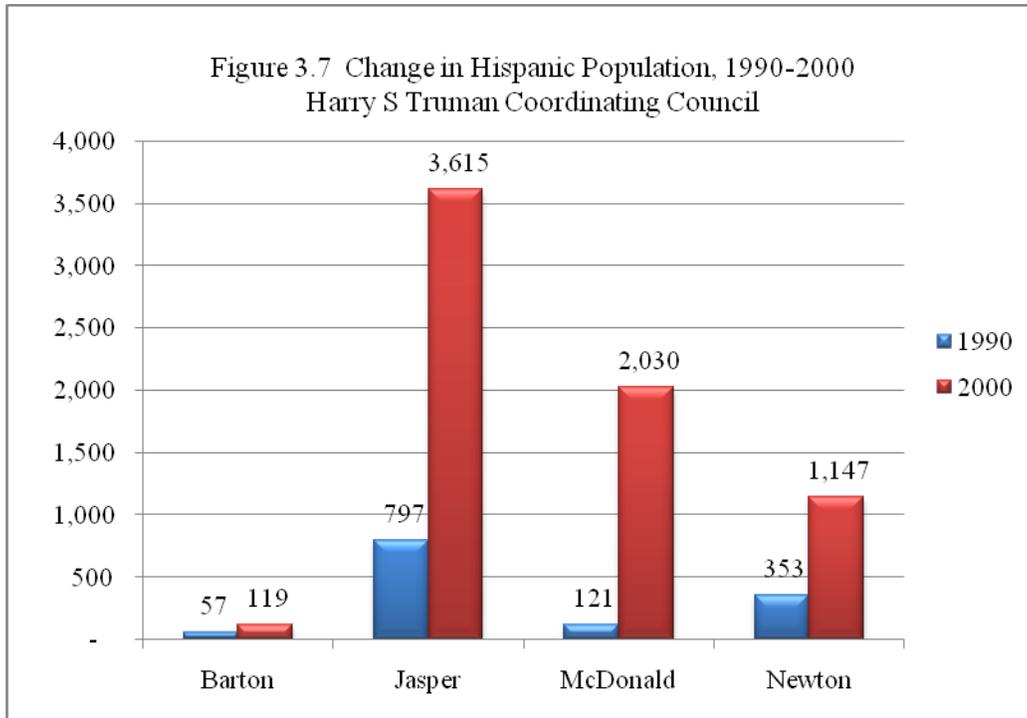


Figure 3.7 shows how much the Hispanic population has grown exceptionally fast from 1990-2000. The Hispanic population has doubled in Barton County, yet tripled Newton County. The greatest growth areas are Jasper and McDonald counties where the growth rates are 4 ½ and 16 ½ times respectively.

## Low Income Population

Average numbers for the HSTCC region that was calculated based on 2000 Census data show a median household income of \$31,723 and a per capita income of \$16,085. Both the median household income and the per capita income for this area were lower than State's and Nation's values. The poverty level is measured by the Federal government using poverty thresholds by size of family and number of related children under 18 years. This measure is updated annually by the United States Census Bureau. In 2000, families with one person that earned up to but less than \$8,794 or a two person family that earned less than \$11,239 were considered to be below poverty level. In 2000, the Harry S Truman region had a higher percentage of population below poverty level than Missouri and the Nation. Only Newton County did better than the State and Federal Poverty Rate by only .1 percent. McDonald County had the highest percentage of residents living in poverty with a percentage of 20.7 and their median household income of just \$27,010. As Table 3.7 illustrates, a low median household income tend to increase the percent below poverty level.

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Table 3.7 Harry S Truman Coordinating Council Income data 2000				
Jurisdiction	Median Household Income	Per Capita Income	Population Below Poverty Level	
			#	%
Barton	\$ 29,275	\$ 13,987	1,607	13.0%
Jasper	\$ 31,323	\$ 16,227	14,808	14.5%
McDonald	\$ 27,010	\$ 13,175	4,447	20.7%
Newton	\$ 35,041	\$ 17,502	6,011	11.6%
HSTCC	\$ 31,723	\$ 16,085	26,873	14.0%
Missouri	\$ 37,934	\$ 19,936	637,891	11.7%
<b>United States</b>	<b>\$ 41,994</b>	<b>\$ 21,587</b>	<b>33,899,812</b>	<b>12.4%</b>

[Source: US Census FactFinder DP-3. Profile of Selected Economic Characteristics: 2000](#)

## Disabled

The disabled population figured from the over 5 years old population, in the HSTCC region, accounts for 20.1 percent (35,401 people) of the total population. The State of Missouri has 19.0 percent, 973,637 people, of its population who is disabled while the United States rate is higher than the State at 19.3 percent. Harry S Truman Coordinating Council region has 1.0 percent more than the state. Disabilities include physical, mental, sensory, self-care, go-outside-home, and employment disabilities. 54 percent of the disabled people in this region (19,692 disabled people), live within Jasper County; followed by Newton County who have 9,377 persons residing with a disability. 22,318 are in the sixteen to sixty four age group. Table 3.8 gives the breakdown of ages with disabilities below.

Table 3.8 HSTCC Disabilities 2000						
Jurisdiction	Population over 5	Disabilities				
		Total over 5	% total disabled	5-15 years	16-64 years	>64 years
Barton	11,414	2,202	19.3%	127	1,262	813
Jasper	96,205	19,692	20.5%	1,112	12,350	6,230
McDonald	19,876	4,130	20.8%	194	2,794	1,142
Newton	48,323	9,377	19.4%	465	5,912	3,000
HSTCC	175,818	35,401	20.1%	1,898	22,318	11,185
Missouri	5,120,568	973,637	19.0%	54,120	616,238	303,279
<b>United States</b>	<b>257,167,527</b>	<b>49,746,248</b>	<b>19.3%</b>	<b>2,614,919</b>	<b>33,153,211</b>	<b>13,978,118</b>

[Source: US Census FactFinder QT-P21. Disability Status by Sex: 2000](#)

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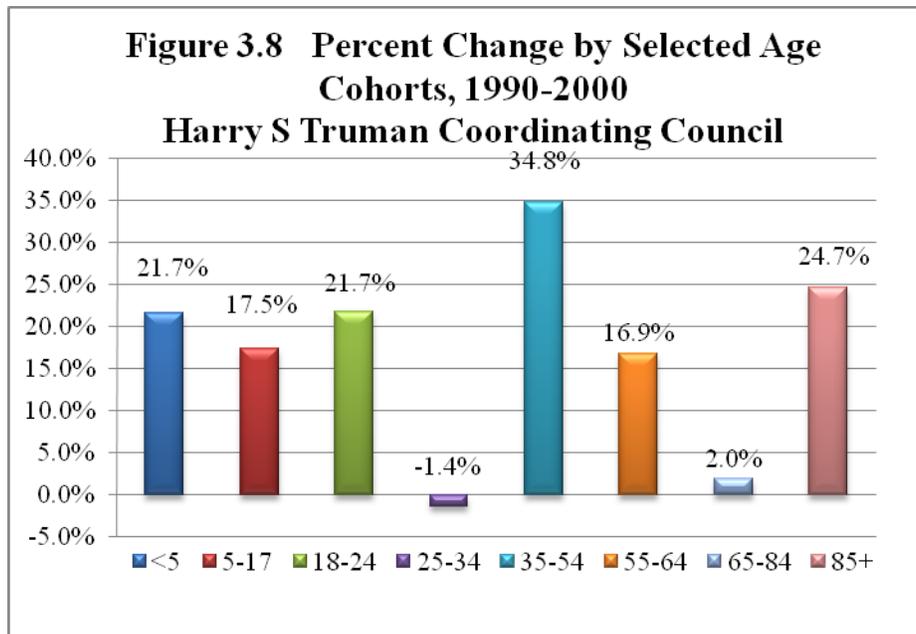
## Elderly and Young people

The population less than 18 years old and above 64 years old is more vulnerable, since they are more likely to depend on others for mobility. The HSTCC region has a higher percentage of elderly and children than the State of Missouri. Population younger than 18 years old represents between 26 percent and 29 percent of each county's population. On the other hand, the elderly represent between 11 percent and 17 percent of the total population in each county as shown in Table 3.9.

Table 3.9 HSTCC Younger and Older Population 2000				
Jurisdiction	<18 years	%	>64 years	%
Barton	3,445	27.5%	2,065	16.5%
Jasper	26,952	25.7%	14,430	13.8%
McDonald	6,259	28.9%	2,440	11.3%
Newton	13,819	26.3%	7,388	14.0%
HSTCC	50,475	26.4%	26,323	13.7%
Missouri	1,427,692	25.5%	755,379	13.5%
United States	72,293,812	25.7%	34,991,753	12.4%

Source: US Census FactFinder QT-P1. Age Groups and Sex: 2000

As figure 3.8 illustrates, the largest age cohort is 35-54 which means our population is getting older and is going to rely more heavily on alternative transportation means. This graph shows that the region is going to have to change its public transportation availability since city of Joplin, which is within Jasper County, is the only area to have a public transportation system.



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## Zero car household

Southwest Missouri is characterized for dependence on cars for transportation. Therefore, the percentage of households without a car in the region is lower as compared to the State and the Nation. As Table 3.10 shows a total of 5,088 households, 6.8 percent, do not have a vehicle available. Jasper County is the only county with a transit system within its borders which provides regular service and therefore, has the highest percent of people without a car at 7.4 percent. The HSTCC region is very car dependent due to sprawl of the area while much of the United States has adequate transit systems and does not rely profoundly on cars as the this region does, explaining the nation's high percent of zero car households at 10.3 percent.

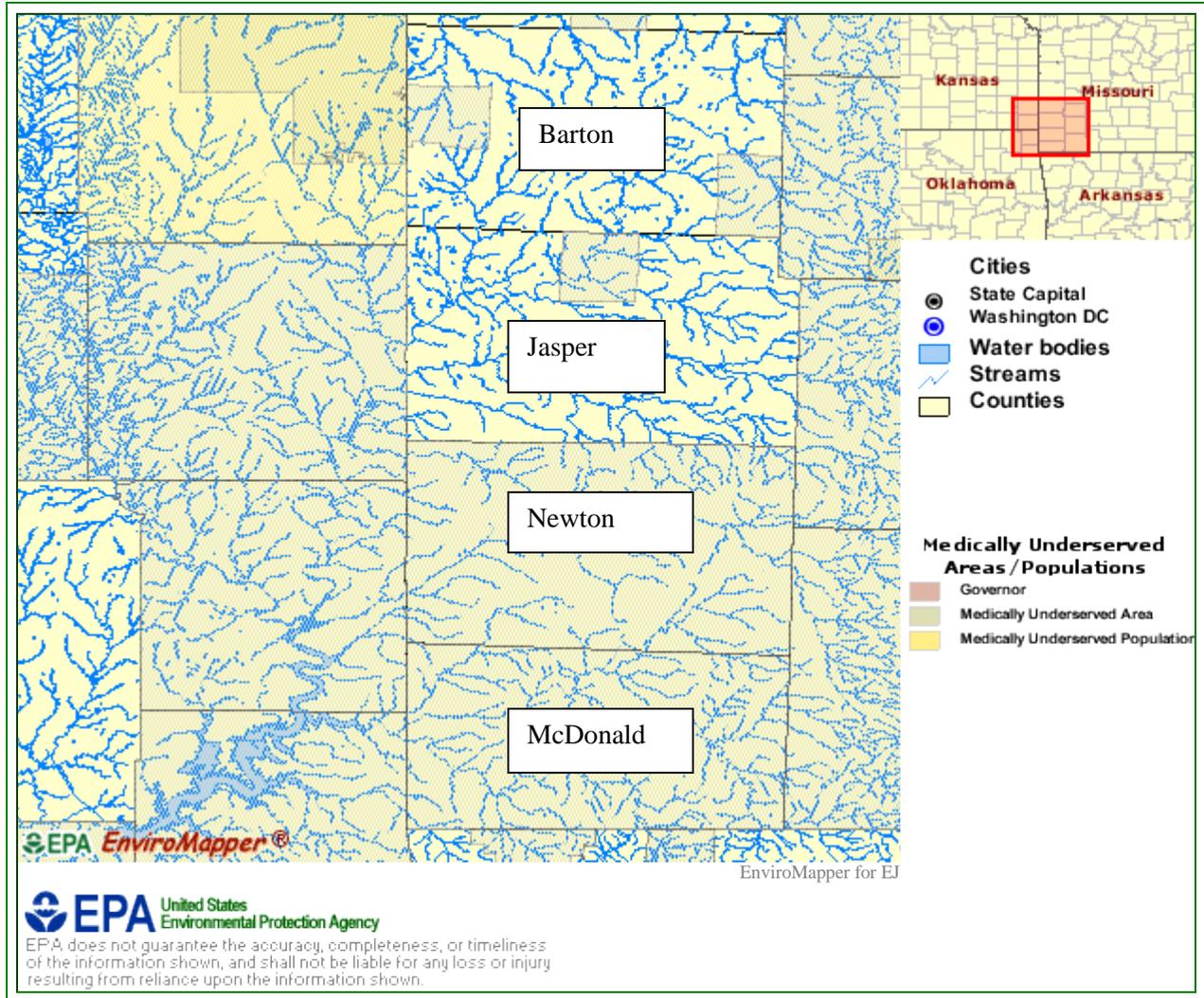
Table 3.10 HSTCC Zero Car Household 2000		
Jurisdiction	No Vehicle Available	
	# households	%
Barton	329	6.7%
Jasper	3,061	7.4%
McDonald	588	7.2%
Newton	1,110	5.5%
HSTCC	5,088	6.8%
Missouri	181,064	8.3%
United States	10,861,067	10.3%

[Source: US Census FactFinder QT-H11. Vehicles Available and Household Income in 1999: 2000](#)

## Health Care Availability

According to the following map, there are areas within HSTCC which are medically underserved. These areas include north central Jasper County, east central and southwest Barton County, and all of McDonald and Newton Counties.

# HSTCC Regional Transportation Plan



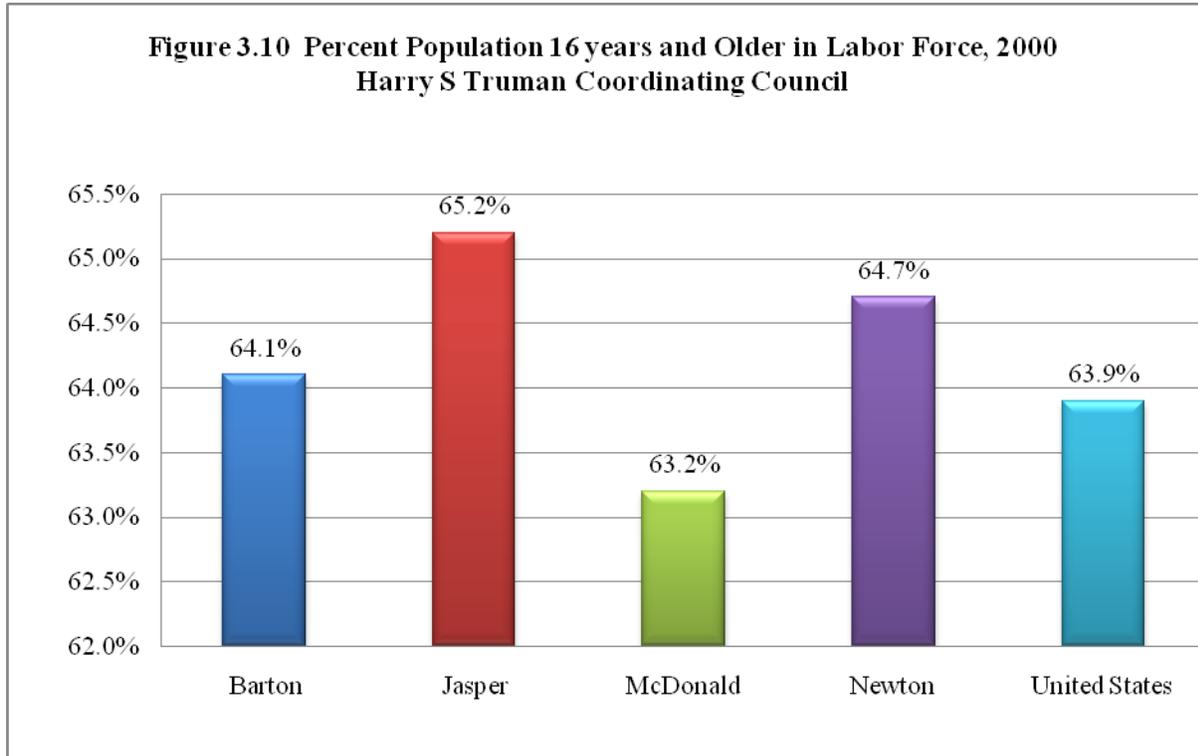
**Figure 3.9 Medically Underserved in the HSTCC area**

## Environmental Justice Community Designation

In EPA’s Region 7 (made up of the 4 states of Missouri, Iowa, Kansas, Nebraska), Environmental Justice Communities are Self-Identified by filing complaints, raising concerns, or applying for EJ grant funding. Lamar is the only EJ Community within the Harry S Truman Coordinating Council. Lamar had an average yearly unemployment rate of 8.7 percent and 12.1 percent individual below the poverty level in 2007. The city was heavily impacted by the loss of one large manufacturing plant.

## *Employment*

### **Labor Force, employment, unemployment**



The U.S. Census Bureau of Labor Statistics conducts a monthly Population Survey to estimate the employment, unemployment and unemployment rate. As figure 3.11 illustrates, the Harry S Truman region has a fairly high percentage of their population in the labor force, with the lowest at 63.2 percent in McDonald County. Jasper and Newton Counties had the highest rate of 65.2 and 64.7 percents respectively probably due to number of employers conveniently available.

## HSTCC Regional Transportation Plan

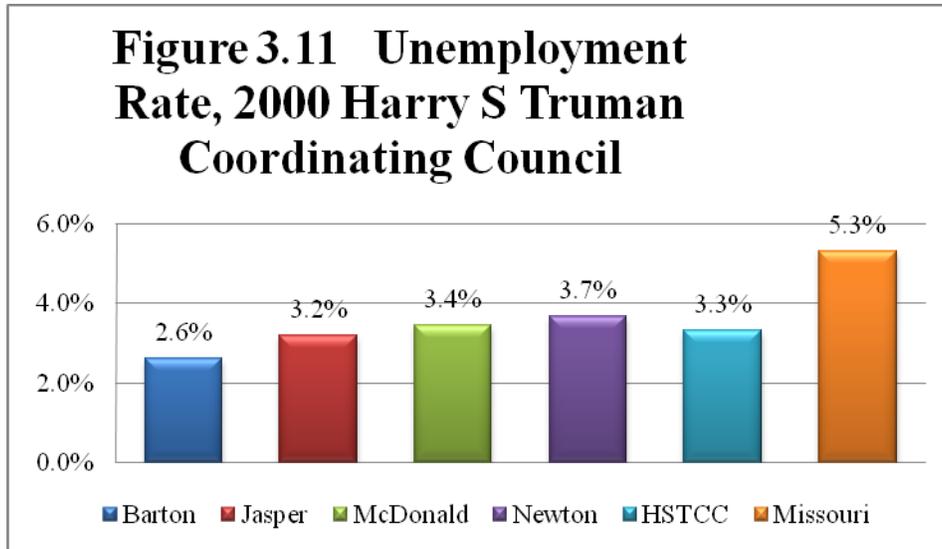


Table 3.11 HSTCC Unemployment Rate, 2007				
	Civilian Force	Population Employed	Population Unemployed	Unemployment Rate
Barton	5,696	5,202	494	8.7%
Jasper	56,033	53,543	2,490	4.4%
McDonald	11,891	11,419	472	4.0%
Newton	28,255	26,950	1,305	4.6%
HSTCC	73,620	70,164	3,456	4.7%
Missouri	3,031,187	2,878,399	152,788	5.0%

Source: [Bureau of Labor Statistics Databases, Tables & Calculators by Subject Unemployment Annual 2007](#)

As Table 3.11 shows Barton County had the highest unemployment rate in the area. Employment there includes manufacturing. One large employer began laying off in July of 2007 and closed down by December of that year enormously affecting the rate. Prior to that time, Barton County had an unemployment rate of 2.6 as shown in Figure 3.12. All counties had a rise in unemployment with an apparent downturn in the economy for our area with an average raise of 1.4 percent. Missouri unemployment numbers went down for the same period by .3 percent.

## HSTCC Regional Transportation Plan

### Employment Forecast

Table 3.12 HSTCC Employment Forecast						
	Barton	Jasper	McDonald	Newton	HSTCC	Missouri
1990	5,301	42,727	6,801	21,235	76,064	2456998
1991	5,623	43,618	6,494	21,842	77,577	2474167
1992	5,927	45,133	6,441	22,622	80,123	2502779
1993	6,062	46,257	6,535	23,136	81,990	2539792
1994	6,537	47,729	6,957	23,860	85,083	2622286
1995	6,594	49,194	7,657	24,323	87,768	2690210
1996	6,612	50,690	8,182	25,034	90,518	2734860
1997	6,999	54,264	8,801	26,823	96,887	2780185
1998	7,045	54,131	8,397	27,008	96,581	2794869
1999	7,191	54,261	8,250	27,175	96,877	2819853
2000	6,578	52,472	10,338	26,634	96,022	2875336
2001	6,566	52,047	10,554	26,239	95,406	2867853
2002	6,453	50,777	10,925	25,538	93,693	2829985
2003	6,278	51,521	11,041	26,034	94,874	2813571
2004	6,371	51,596	11,038	26,077	95,082	2813961
<b>2005</b>	<b>6,103</b>	<b>51,700</b>	<b>11,347</b>	<b>26,231</b>	<b>95,381</b>	<b>2,836,354</b>
AGR	0.85%	1.23%	3.16%	1.37%	1.47%	0.95%
Forecast						
2025	7,141	64,418	18,518	33,418	123,423	3,375,261

[Bureau of Labor Statistics Databases, Tables & Calculators by Subject \(Un\)employment 1990-2007](#)

Forecast figured from AGR

The Employment Forecast shows a steady increase in the McDonald County as Table 3.12 demonstrates above, with a good growth rate of 3.16. Since the high for 1999, Barton County has been going down in employment. Whereas, Jasper and Newton Counties have gone down and

# HSTCC Regional Transportation Plan

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then started a tend back up. The region as a whole has a pretty good annual growth rate of 1.47 as compared to the state average of .95 percent.

## Major Employers

Table 3.13 lists the employers of the HSTCC area with more than 100 employees by County. The locations of the facilities were analyzed determining State Highways that are more likely to be impacted by the traffic they generate. The employers from Jasper County listed in this table are mostly located within the MPO boundaries. However, it is probable that many of the employees commute from neighboring communities that are located in the HSTCC area within Jasper County as well as from Barton and Newton Counties. Some employees also commute from McDonald County. Major highways are not specified for these employers due to the variety of potential routes employees may utilize.

Table 3.13 Major Employers in Harry S Truman Coordinating Council with 100+ Employees			
Company	# of Employees	City	County
Barton County Memorial Hosp	100 To 249	Lamar	Barton
Lamar Elks Lodge	100 To 249	Lamar	Barton
Med Station	100 To 249	Lamar	Barton
Thorco Industries Inc	250+	Lamar	Barton
Truman Health Care	100 To 249	Lamar	Barton
Wal-Mart Supercenter	250+	Lamar	Barton
A O Community Svc	100 To 249	Joplin	Jasper
Able Manufacturing & Assembly	250+	Joplin	Jasper
Aegis Communications Group	250+	Joplin	Jasper
Ag Forte Llc	100 To 249	La Russell	Jasper
Ajm Packaging Corp	100 To 249	Joplin	Jasper
Alcan Packaging	100 To 249	Joplin	Jasper
Allgeier Martin & Assoc Inc	100 To 249	Joplin	Jasper
Ameri Cold Logistics	250+	Carthage	Jasper
Bed Rock Inc	100 To 249	Joplin	Jasper
Best Buy	100 To 249	Joplin	Jasper
Bill's Electric	100 To 249	Webb City	Jasper
Buena Vista Care Ctr	100 To 249	Carthage	Jasper
Butterball	250+	Carthage	Jasper
Cardinal Scale	250+	Webb City	Jasper
Carl Junction High School	100 To 249	Carl Junction	Jasper
Carthage City Collector	100 To 249	Carthage	Jasper
Certainteed	100 To 249	Joplin	Jasper
Cheddar's Casual Cafe	100 To 249	Joplin	Jasper
Cliffstar Corp	100 To 249	Joplin	Jasper

## HSTCC Regional Transportation Plan

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Cnc Machine Products Inc	100 To 249	Joplin	Jasper
Communication Solutions Tech	250+	Joplin	Jasper
Communication Solutions Tech	250+	Joplin	Jasper
Contract Freighters Inc	100 To 249	Joplin	Jasper
Cracker Barrel Old Country Str	100 To 249	Joplin	Jasper
Cyclo-Index	250+	Carthage	Jasper
D & D Sexton Inc	100 To 249	Carthage	Jasper
Dawson Furniture Co Inc	100 To 249	Webb City	Jasper
Dillons	100 To 249	Joplin	Jasper
Eagle-Picher Technologies Div	250+	Joplin	Jasper
Empire District Electric Co	250+	Joplin	Jasper
Fag Bearings Corp	250+	Joplin	Jasper
Fairview Greenhouse Inc	100 To 249	Carthage	Jasper
Fletcher Dodge Chrysler	100 To 249	Joplin	Jasper
Flex-O-Lators Inc	100 To 249	Carthage	Jasper
Freeman Health System	250+	Joplin	Jasper
Freeman Health System	250+	Joplin	Jasper
Freeman Health Systems	250+	Joplin	Jasper
Freeman Hospital	250+	Joplin	Jasper
Freeman Hospital	250+	Joplin	Jasper
Freeman West Emergency Room	100 To 249	Joplin	Jasper
Frito-Lay Inc	100 To 249	Joplin	Jasper
General Mills Inc	250+	Joplin	Jasper
Gilster-Mary Lee Corp	100 To 249	Joplin	Jasper
Gilster-Mary Lee Corp	100 To 249	Jasper	Jasper
H E Williams Inc	250+	Carthage	Jasper
Hampshire Pet Products Llc	100 To 249	Joplin	Jasper
Holiday Inn-Joplin	100 To 249	Joplin	Jasper
Home Depot	100 To 249	Joplin	Jasper
J C Penney Co	100 To 249	Joplin	Jasper
Jasper County Jail	100 To 249	Carthage	Jasper
Jasper County Sheriff Dept	100 To 249	Carthage	Jasper
Jasper Products Corp	250+	Joplin	Jasper
Johnny Carino's Italian	100 To 249	Joplin	Jasper
Joplin Globe	100 To 249	Joplin	Jasper
Joplin Regional Stockyards	100 To 249	Carthage	Jasper
Joplin Senior High School	100 To 249	Joplin	Jasper
Joplin Workshops Inc	250+	Joplin	Jasper
Justin Boot Co	100 To 249	Carthage	Jasper

## HSTCC Regional Transportation Plan

La Barge Inc	100 To 249	Joplin	Jasper
Leggett & Platt Inc	250+	Carthage	Jasper
Leggett & Platt Inc Wire Div	100 To 249	Carthage	Jasper
Lowe's	100 To 249	Joplin	Jasper
Lozier Corp	100 To 249	Joplin	Jasper
Macy's	100 To 249	Joplin	Jasper
Mars Petcare	100 To 249	Joplin	Jasper
Mc Cune Brooks Hospital	250+	Carthage	Jasper
Mid America Precision	100 To 249	Joplin	Jasper
Mid-America Hardwoods Inc	250+	Sarcoxie	Jasper
Mid-America Precision Products	100 To 249	Joplin	Jasper
Midcon Cables Co	100 To 249	Joplin	Jasper
Missouri & Northern Arkansas	100 To 249	Carthage	Jasper
Missouri Southern State Univ	250+	Joplin	Jasper
Modine Manufacturing Co	100 To 249	Joplin	Jasper
Nhc Health Care	100 To 249	Joplin	Jasper
Olive Garden Italian Rstrnt	100 To 249	Joplin	Jasper
Ozark Christian College	250+	Joplin	Jasper
Petro Stopping Ctr	100 To 249	Joplin	Jasper
Phase Ii Furniture & Fixtures	250+	Carthage	Jasper
Precious Moments Park	250+	Carthage	Jasper
R & R Trucking	250+	Duenweg	Jasper
Rock-Tenn Co	100 To 249	Joplin	Jasper
Roper Honda	100 To 249	Joplin	Jasper
Roper Suzuki	100 To 249	Joplin	Jasper
Safeway	100 To 249	Joplin	Jasper
Sam's Club	100 To 249	Joplin	Jasper
Schreiber Foods	250+	Carthage	Jasper
Sears Roebuck & Co	100 To 249	Joplin	Jasper
Shopko	100 To 249	Joplin	Jasper
Sitton Motor Lines Inc	100 To 249	Joplin	Jasper
Specialty Brands Inc	100 To 249	Carthage	Jasper
Spring River Christian Village	100 To 249	Joplin	Jasper
St John's Regional Medical Ctr	250+	Joplin	Jasper
St Luke's Nursing Ctr	100 To 249	Carthage	Jasper
Steadley Elementary School	100 To 249	Carthage	Jasper
Systems & Svc Technologies Inc	100 To 249	Joplin	Jasper
Tamko Asphalt Products Inc	100 To 249	Joplin	Jasper
Tamko Roofing Products Inc	250+	Joplin	Jasper

## HSTCC Regional Transportation Plan

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Target	100 To 249	Joplin	Jasper
Thermal Engineering Intl Inc	100 To 249	Joplin	Jasper
Transport Distribution Co	100 To 249	Joplin	Jasper
Transportation Dept	100 To 249	Joplin	Jasper
Tri-State Motor Transit Co	100 To 249	Joplin	Jasper
U S Security Assoc Inc	100 To 249	Joplin	Jasper
Us Post Office	100 To 249	Joplin	Jasper
Wal-Mart Supercenter	250+	Joplin	Jasper
Windsor Foods	100 To 249	Carthage	Jasper
YMCA	100 To 249	Joplin	Jasper
Hunte Kennel Systems	250+	Goodman	McDonald
Mid-Tec Inc	100 To 249	Anderson	McDonald
Simmons Foods Inc	250+	Southwest City	McDonald
Tyson Foods Inc	250+	Noel	McDonald
Crowder College Lrc	100 To 249	Neosho	Newton
Crowder Industries Inc	100 To 249	Neosho	Newton
Daisy Outdoor Products	100 To 249	Neosho	Newton
Diamond High School	100 To 249	Diamond	Newton
Diamond R-4 High School	100 To 249	Diamond	Newton
Diamond R-4 School	100 To 249	Diamond	Newton
Eastern Shawnee Tribal Office	250+	Seneca	Newton
Flambeau Inc	100 To 249	Neosho	Newton
Freeman Neosho Hospital	250+	Neosho	Newton
J T Sports	100 To 249	Neosho	Newton
La-Z-Boy Midwest	250+	Neosho	Newton
Medicalodge-Neosho	100 To 249	Neosho	Newton
Neosho Superintendent-Schools	250+	Neosho	Newton
Premier Turbines	100 To 249	Neosho	Newton
Price Cutter	100 To 249	Neosho	Newton
Scholastic Book Clubs Inc	250+	Neosho	Newton
Talbot Industries Inc	250+	Neosho	Newton
Twin Oaks Cabinet Shop	100 To 249	Neosho	Newton
Twin River Foods Inc	250+	Neosho	Newton
Wal-Mart Supercenter	250+	Neosho	Newton

[Source: Missouri Economic Research and Information Center Employer Locator](#)

# HSTCC Regional Transportation Plan

## Shift Share

A Shift Share analysis is a technique used to examine the sources of employment growth or decline. As Table 3.14 shows McDonald has a large amount in the Manufacturing sector with a 7 percent decrease by 2006. Barton County also had Manufacturing as a large share of Employment with a 1.2 percent loss in that sector. The same two counties had considerable growth in the Retail Trade sector. There was nearly a 3 percent growth in Health Care Services for Barton County.

**Table 3.14 HSTCC Employment Share by Sector, 2002-2006**

Jurisdiction	2002					2006				
	Construction	Manufacturing	Retail Trade	Accommodation & Food	Health Care Services	Construction	Manufacturing	Retail Trade	Accommodation & Food	Health Care Services
Barton	3.6%	38.0%	13.9%	8.1%	14.6%	3.2%	36.8%	17.2%	6.5%	17.0%
Jasper	3.6%	20.6%	15.8%	8.2%	14.1%	3.7%	19.0%	15.6%	8.8%	14.0%
McDonald	4.8%	57.3%	10.3%	5.4%	5.8%	5.3%	50.4%	19.6%	3.6%	4.2%
Newton	5.2%	27.0%	10.9%	10.7%	25.7%	4.6%	20.7%	11.2%	10.8%	25.2%

Source: U.S. Census County Business Patterns

## Commuting patterns

The commuting pattern of Southwest Missouri has been influenced by the development of the Joplin Metropolitan Area as a regional center of employment, shopping and medical services, as well as the improvement of the highway system in our area making HSTCC a transportation hub for industry and shipping. Of the total population, 44.3 percent commute to work. When looking at the work force only, 85.5 percent commute to work. Within the Metro area, 97.3 percent commute to work; this includes any mode of transportation. The number of commuters, workers older than 16 years, grew 17 percent in ten years increasing from 72,561 in 1990 to 84,880 in 2000. The commute rate for the area also grew from 92.9 percent to 96.4 percent.

**Table 3.15 HSTCC Commuting Patterns 1990-2000, Workers age 16 +**

Jurisdiction	Mean Travel Time in Minutes		Min. Change 1990-2000	Work Related Commuters 1990		Work Related Commuters 2000	
	1990	2000		Number	% of total	Number	% of total
	Barton	15.3	19.1	3.8	5,011	94.8	5,409
Jasper	15.8	17.8	2.0	40,599	93.1	46,866	97.3
McDonald	22.4	27.3	4.9	6,810	91.7	8,991	93.8
Newton	18.3	21.8	3.5	20,141	92.6	23,614	96.5
HSTCC	17.1	20.0	2.9	72,561	92.9	84,880	96.4
JATSO	15.7	16.8	1.1	29,383	97.3	34,861	97.5
Missouri	20.8	23.8	3.0	2,345,816	92.3	2,538,512	96.5
United States	21.7	25.5	3.8	115,070,274	91.9	124,095,005	96.7

Source :US Census FactFinder QT-P23. Journey to Work 2000

# HSTCC Regional Transportation Plan

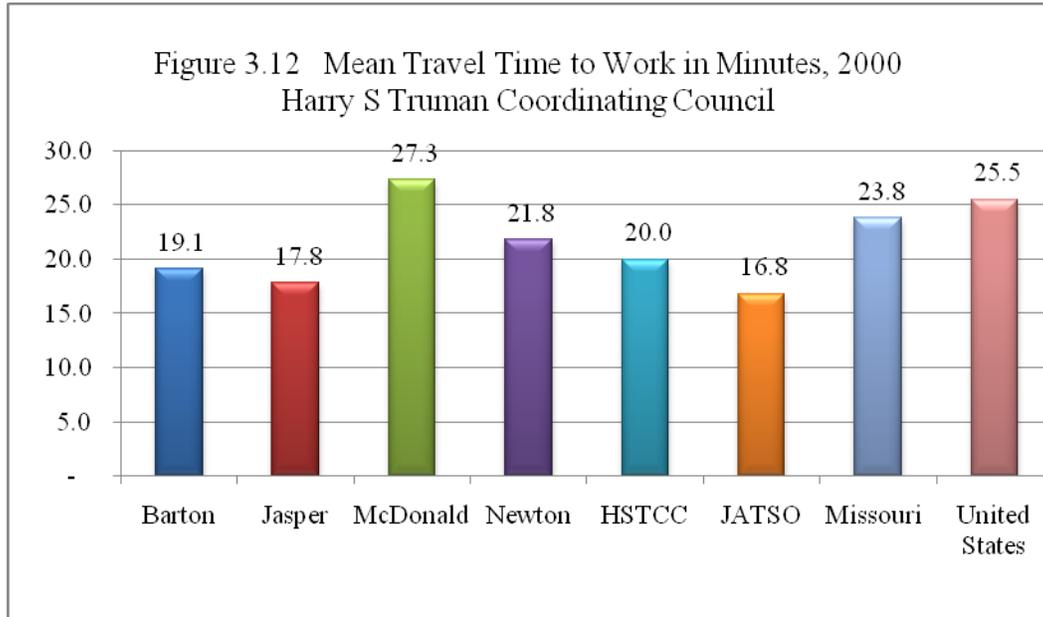
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[Source :US Census FactFinder DP-3. Labor Force Status and Employment Characteristics 1990](#)

[Source: US Census 1990 STF3 P050 & P051,Travel Time figured by Matt Messer State Demographer](#)

## Travel time to work

The mean travel time, which is the time it takes for the commuters to get from their home to their usual workplace, is currently 20.0 minutes, 16.8 minutes, 23.8 minutes, and 25.5 minutes in HSTCC, JATSO (Joplin Metro), the State of Missouri, and the United States respectively. The mean travel time is showing an increase in the Harry S Truman region by 2.9 minutes, 3.0 minutes in Missouri, and in the United States by 3.8 minutes from 1990 to 2000. The largest increase is for McDonald County with a 4.9 minute increase followed by Barton County with a 3.8 minute increase. Because most of the region is car dependent it takes workers longer to get to work, because many of them work in a different county. The mean travel time is demonstrated in Figure 3.13 below. Note that those who live in the JATSO MPO (which is in Jasper and Newton Counties in HSTCC area) have the lowest travel time, meaning more of those living within the MPO, work in the MPO area.



## Commuting modes

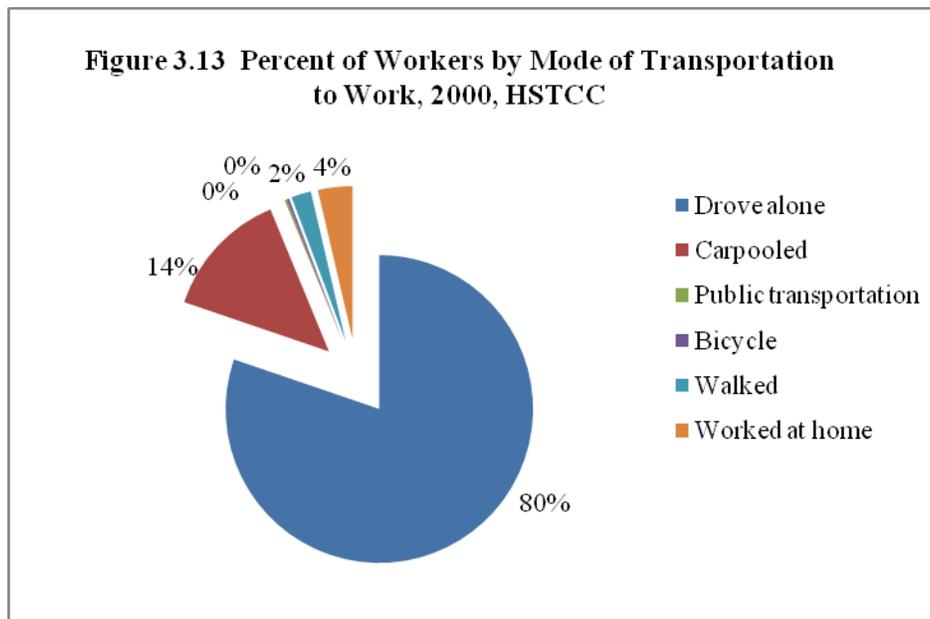
The 2000 Census also counts the number of commuters by mode of transportation. The Southwest Missouri region shows a common auto-dependent pattern present in most of the United States. 93.0 percent of the commuters use car, truck or van as a mode of transportation, and 79.6 percent of those commuters drive alone. Bicycle, motorcycle, and public transportation are the least popular modes in the region with 0.3, 0.1 and 0.2 percent respectively. The people who walk to work represent 2.1 percent of the commuters and 3.6 percent work at home. The predominant use of automobiles for transportation is probably the result of the long distances traveled for the residents of the region as the mean travel time reflects.

# HSTCC Regional Transportation Plan

Table 3.16 HSTCC Commuting Modes for 2000		
Mode of Transportation	Commuters	% of Commuters
<b>Workers 16 and over</b>	<b>88,065</b>	
Car, truck, or van	81,919	93.0%
Drove alone	70,085	79.6%
Carpooled	11,834	13.4%
Public transportation	194	0.2%
Bus or trolley bus	140	0.2%
Streetcar	2	0.0%
Subway or elevated	3	0.0%
Railroad	0	0.0%
Ferryboat	0	0.0%
Taxicab	49	0.1%
Motorcycle	71	0.1%
Bicycle	232	0.3%
Walked	1,832	2.1%
Other means	632	0.7%
Worked at home	3,185	3.6%

Source :US Census FactFinder QT-P23. Journey to Work 2000

As Figure 3.14 shows 80 percent of workers drove alone to work, while only 14 percent carpooled to work in the HSTCC region. More workers work at home at 4 percent than walked to work at 2 percent which is a very low percent.



# HSTCC Regional Transportation Plan

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## Commuting

Commuting is defined as the process of traveling from the place of residence to work. In-commuting patterns reflect the place of residence of the people working in a place; while, out-commuting patterns shows the place of work of the work force residing in a place. In Barton and Jasper Counties, more than 75 percent worked within their respective counties. McDonald and Newton Counties had just over half working within their counties. 27 percent of McDonald County workers work out of state and the other 21 percent out of county. This makes McDonald County have the highest rate of Out-Commuting. This high out commuting by McDonald and Newton Counties explains the higher commute times.

Table 3.17 HSTCC Missouri Out-Commuting 2000, Workers 16+					
	Barton	Jasper	McDonald	Newton	HSTCC
Total:	5,817	48,176	9,590	24,482	88,065
Worked in state of residence:	5,294	46,387	6,993	23,461	82,135
Worked in county of residence	4,436	39,823	4,953	14,100	63,312
Worked outside county of residence	858	6,564	2,040	9,361	18,823
Worked outside state of residence	523	1,789	2,597	1,021	5,930

[U.S. Census FactFinder P26. PLACE OF WORK FOR WORKERS 16 +](#)

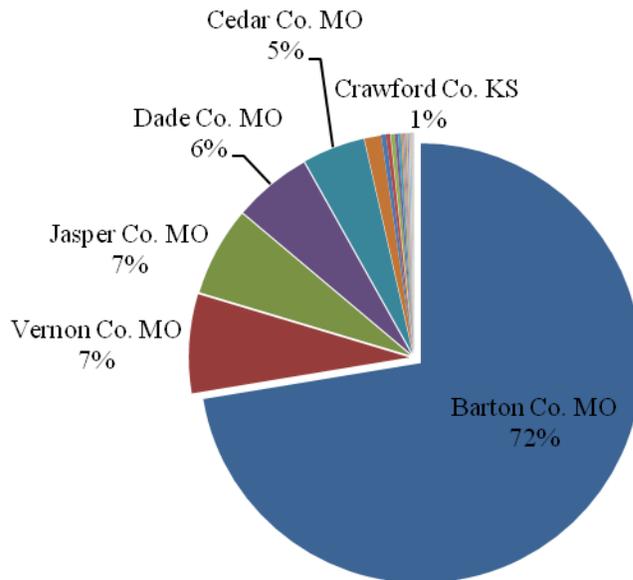
Table 3.18 HSTCC Missouri Out-Commuting 2000, Workers 16+					
	Barton	Jasper	McDonald	Newton	HSTCC
Total:	5,817	48,176	9,590	24,482	88,065
Worked in state of residence:	91%	96%	73%	96%	93%
Worked in county of residence	76%	83%	52%	58%	72%
Worked outside county of residence	15%	14%	21%	38%	21%
Worked outside state of residence	9%	4%	27%	4%	7%

[U.S. Census FactFinder P26. PLACE OF WORK FOR WORKERS 16 +](#)

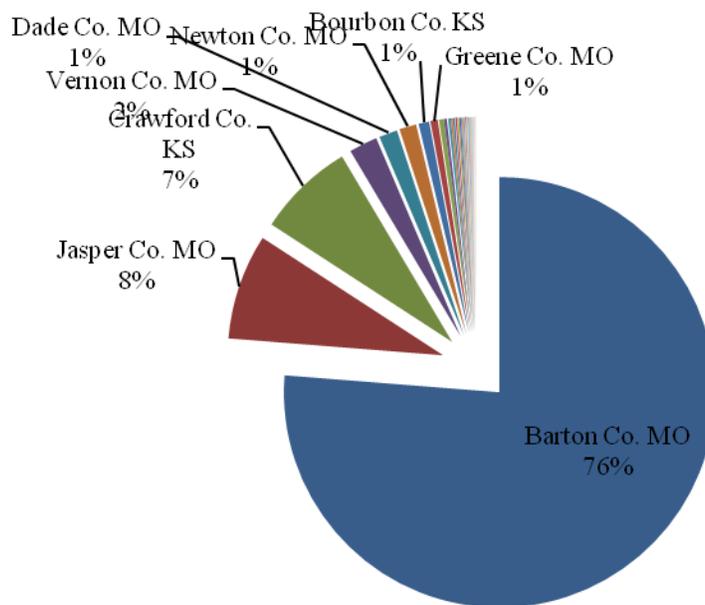
Newton County has the highest percentage of people commuting from other counties. Of those commuting 22 percent comes from Jasper County and 6 percent from McDonald County. Both McDonald and Newton Counties have a high flow out of the counties with 48 percent and 42 percent respectively. Of those leaving Newton County, 34 percent are going to Jasper County. 23 percent of those living in McDonald County are leaving the state to go to Benton County, Arkansas and 14 percent to Newton County.

# HSTCC Regional Transportation Plan

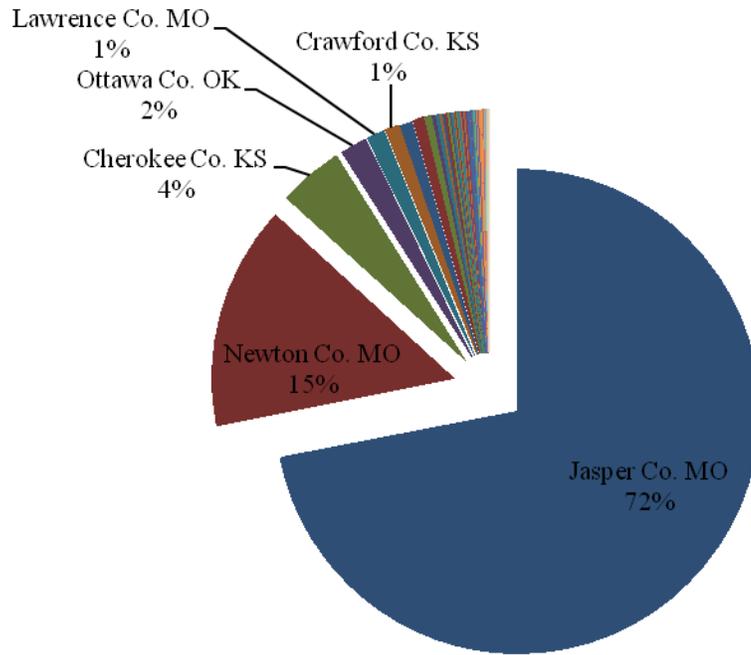
**Figure 3.14 Work Flow into Barton County 2000**



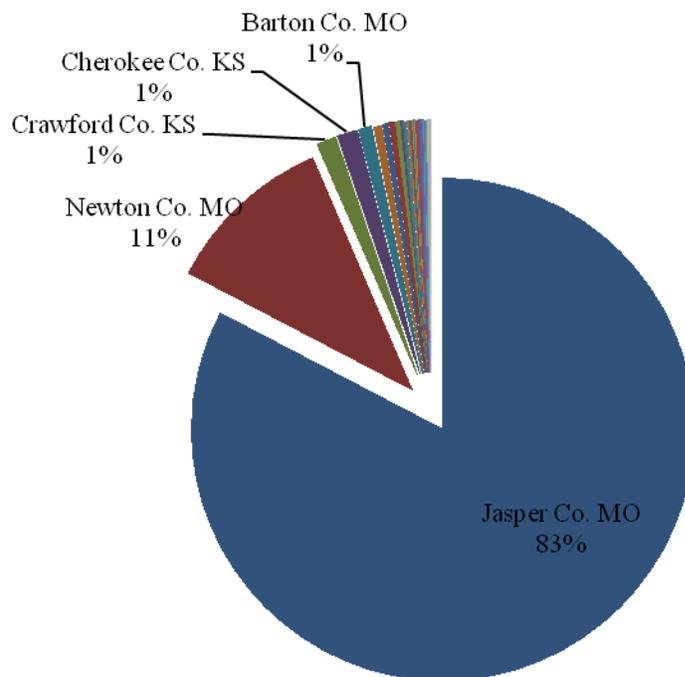
**Figure 3.15 Work Flow out of Barton County 2000**



### Figure 3.16 Work Flow into Jasper County 2000

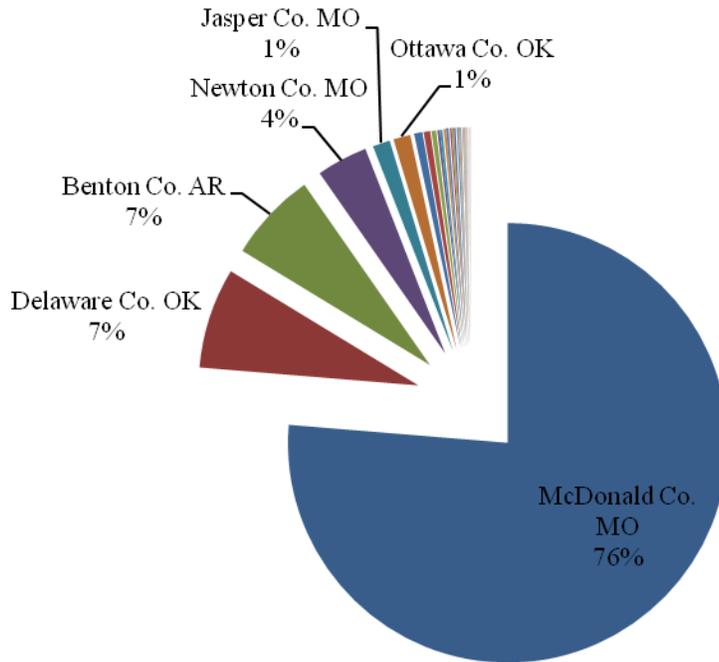


### Figure 3.17 Work Flow out of Jasper County 2000

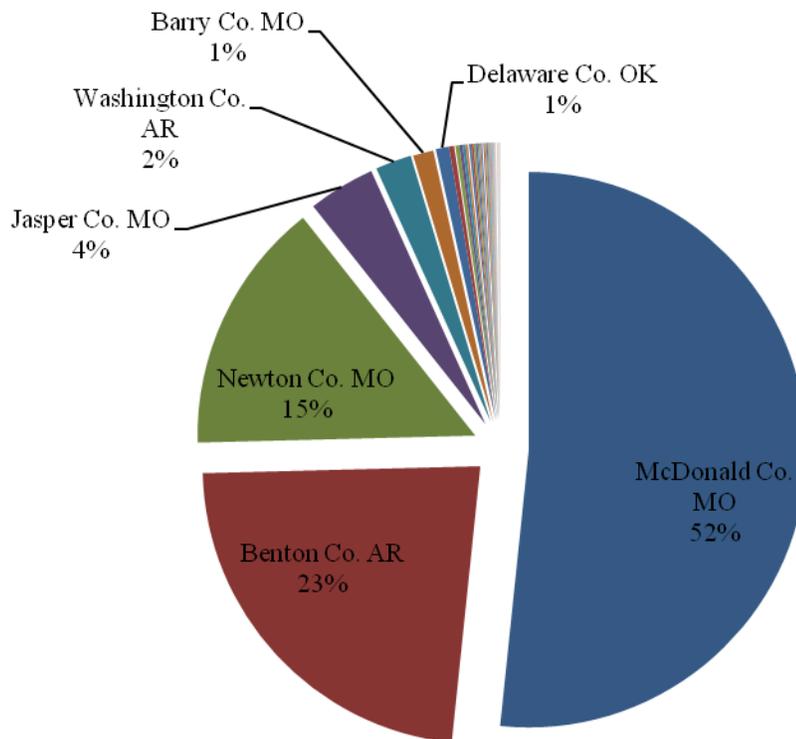


# HSTCC Regional Transportation Plan

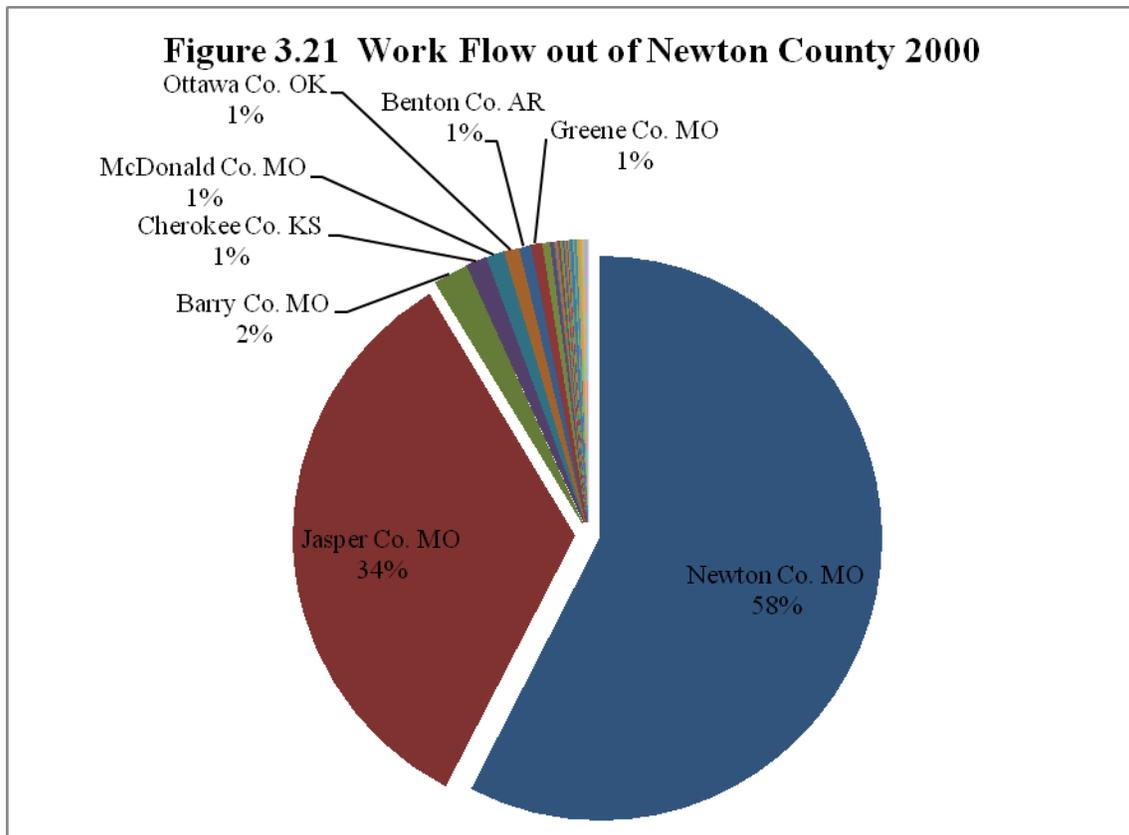
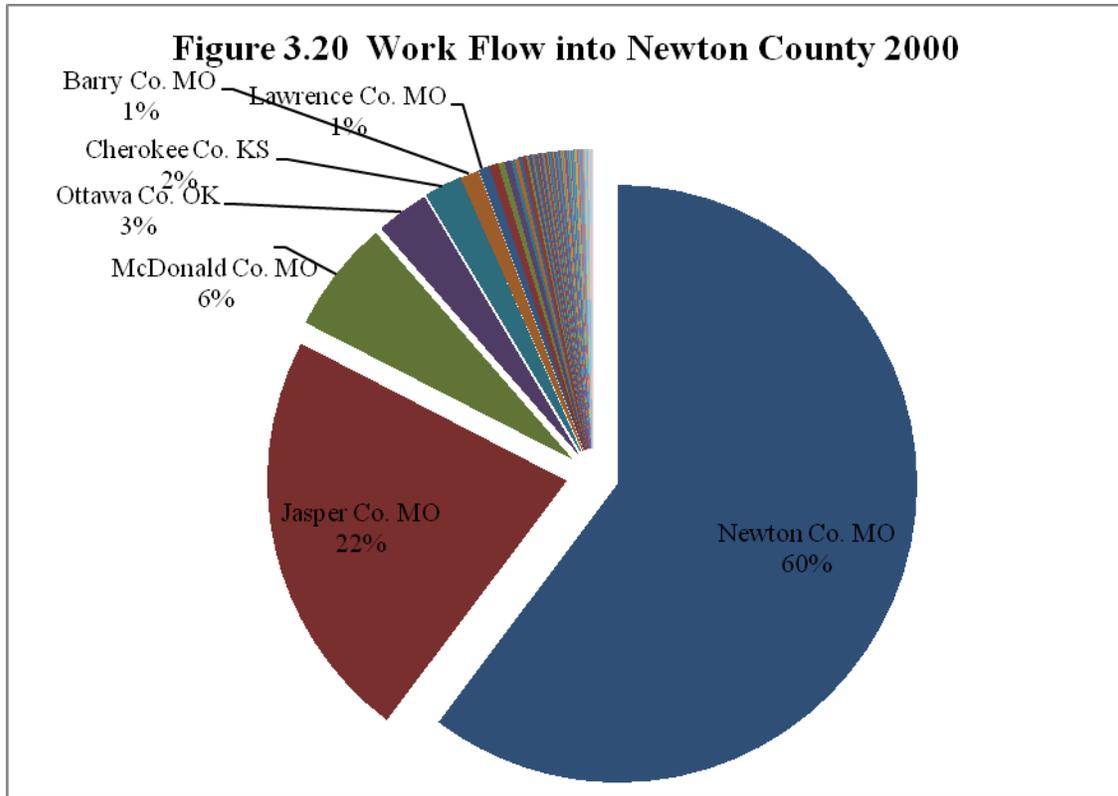
**Figure 3.18 Work Flow into McDonald County 2000**



**Figure 3.19 Work Flow out of McDonald County 2000**



# HSTCC Regional Transportation Plan



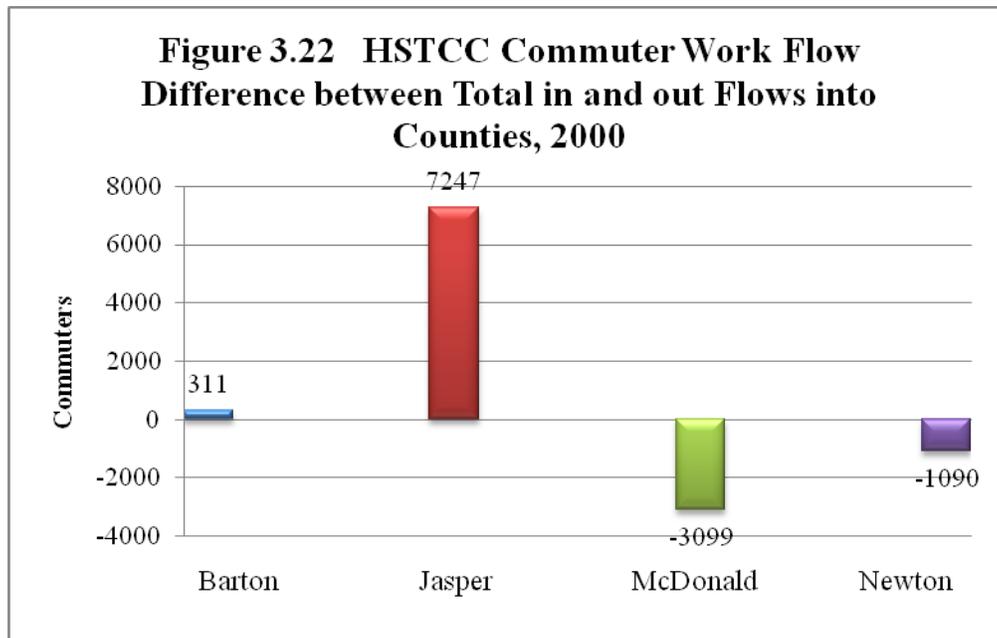
# HSTCC Regional Transportation Plan

Table 3.19 HSTCC In / Out Flow Commuting (inc. non-residents working in Counties) 2000				
Jurisdiction	In County	In Flow ex. In County	Out Flow ex. In County	Total Commuters
Barton	4436	1692	1381	7509
Jasper	39823	15600	8353	63776
McDonald	4953	1538	4637	11128
Newton	14100	9292	10382	33774
<b>HSTCC</b>	<b>63312</b>	<b>28122</b>	<b>24753</b>	<b>116187</b>

Source: MCD County to County Work Flow Files

Table 3.20 HSTCC In / Out Flow Commuting (inc. non-residents working in Counties) 2000				
Jurisdiction	In County	In Flow ex. In Cnty	Out Flow ex. In Cnty	Total Commuters
Barton	59.1%	22.5%	18.4%	100%
Jasper	62.4%	24.5%	13.1%	100%
McDonald	44.5%	13.8%	41.7%	100%
Newton	41.7%	27.5%	30.7%	100%
<b>HSTCC</b>	<b>54.5%</b>	<b>24.2%</b>	<b>21.3%</b>	<b>100%</b>

Source: MCD County to County Work Flow Files



In HSTCC area, the out-commuting is 28 percent of the commuting travel patterns in the region. From Table 3.17 and 3.18 we see that 83 percent of the Jasper County commuters worked in their county while in McDonald County only 52 percent worked in their county. This is per the Census records. Using the

# HSTCC Regional Transportation Plan

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MCD County to County Work Flows we get a more complete picture. In Table 3.24 we see that we have an additional 28,122 commuters coming to work within the HSTCC area. That is 24 percent of our commuters. Jasper County has a gain of 7,247 figuring in-flow against out-flow, while McDonald County has a 3,099 loss. The largest exchange of commuters is between Jasper and Newton Counties, many of which are within the Joplin Metropolitan area accounting for 13,450 commuters. The next main path of commuting is from Cherokee County, Kansas to Jasper County. Following this, is the commute numbers from McDonald County, who commutes out to Benton County, Arkansas (2201) and Newton County, Missouri (1415). The last one we will mention is from Ottawa County, Oklahoma, whose commuting numbers to Jasper and Newton Counties are 956 and 653 respectively.

## *Natural Environment*

### **Flora and Fauna**

Natural resources play a part in the economic health of the region. Public land totals 34,470 acres that include managed forests, prairies, smaller lakes, stream accesses and 1 hatchery. Another 6,264 acres are enjoyed by visitors to State and Federal parks. The region is home to some karst terrain, especially in McDonald County that provides an abundance of caves such as Bluff Dwellers Cave and Truitt's Cave, both tourist attractions. On the other hand, the fragile nature of karst calls for careful deliberation in planning for infrastructure and building sites. Big Sugar State Park, which is part of the Elk River Basin, has a "diverse aquatic fauna including mussels, crayfish, and insects is found in the basin. There are several state listed species of concern including in this park: Alabama lip-fern, wooly lip-fern, Ozark chinquapin, marine vine, low prickly pear, Virginia whitlow wort, soapberry, running buffalo clover, Ozark corn salad, chert pebblesnail, elktoe, Neosho mucket, scaleshell, purple lilliput, cave crayfish, bristly cave crayfish, Ozark cavefish, blue sucker, bluntface shiner, plains topminnow, southern brook lamprey, channel darter, ringed salamander, northern crawfish frog, wood frog, eastern collared lizard, great plains skink, yellow mud turtle, alligator snapping turtle, Texas horned lizard, Cooper's hawk, peregrine falcon, bald eagle, greater prairie-chicken, black-tailed jackrabbit, Indiana bat, and gray bat. The federally listed endangered species are running buffalo clover, peregrine falcon, Indiana bat, and gray bat. The federally threatened species listed for the Elk River basin are Ozark cavefish and bald eagle" according to Missouri Department of Conservation. "The Prairie Meadow State Park preserves a unique and rare diversity of life. That diversity is represented in over 150 birds, 25 mammals, 25 reptiles, 12 amphibians and approximately 500 species of plants, 350 being native prairie species. The conversion of the once-vast prairie to farmland, towns and roads has left few natural places as refuges for the plants and animals distinctive to a tallgrass prairie ecosystem. More than 25 rare and endangered plant and animal species have been recorded in Prairie State Park. Specific animals, including the southern prairie skink, and several insects, are not found anywhere else in the state. A reintroduced bison herd of more than 100 head freely graze across the landscape shaping the earth with grazed patches, trails and wallows. The reintroduced herd of more than 25 elk grazes the western portions of the park."

Endangered species are ranked as "imperiled" or "critically imperiled." Endangered is any species which is in danger of extinction throughout all or a significant portion of its range as determined by Department of Conservation by Constitutional Authority, Endangered Species Act of 1973. According to the Missouri Conservation Department, the HSTCC region includes the American Bittern, Bald Eagle, Black-tailed Jackrabbit, Gray Bat, Barn Owl, Greater Prairie-chicken, Neosho Madtom, Ozark Cavefish, Neosho

# HSTCC Regional Transportation Plan

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Mucket, Plains Spotted Skunk, Northern Harrier, Mead's Milkweed, and Redfin Darter as imperiled or critically imperiled and endangered.

[Source: Missouri Dept. of Conservation](#)

## **Water Resources**

Missouri has no single source aquifers according to EPA. The two major aquifer systems in the HSTCC region are the Western Interior Plains system and the Ozark Plateau system. The Western Interior Plains system is accessible in northern Jasper and Barton Counties. It is very deeply buried and highly mineralized and therefore rarely used. The Ozark Plateau system is divided into three aquifers. In this area, all three are used. The deepest is the St. Francis aquifer used by large cities and large water consuming companies. Above that is the Ozark which is used by many cities in our region because of the rate of pumping and recharge at this depth. The shallowest aquifer is the Springfield Plateau. It averages 200 foot and is used both by individuals and towns. Currently, water resources are believed to be in danger of becoming scarce in the western portions of the region. Of the various states that use the Ozark Plateau system, Missouri is the primary end user. Several small lakes and numerous river systems provide water for practical usage such as a water supply, irrigation and livestock. Recreational water activities are very popular in the region and provide tourism in the area, especially McDonald County. The region's numerous streams and rivers are popular sites for swimming, fishing and canoeing. Protection of surface water and groundwater quality is an important environmental concern throughout the region. Part of southwest Missouri exhibits karst topographic features such as sinkholes, caves, lineaments, springs, and losing streams. The underlying bedrock is easily dissolved, allowing surface waters and pollutants into the groundwater system. Pollutants from wastewater treatment facilities, on-site waste disposal systems, animal wastes, and urban runoff can be detrimental to both surface water and groundwater quality. There are no major lakes within the Harry S Truman Coordinating Council but there are two rivers – the Spring River and the Elk River. Also of note is Shoal Creek, which has good water quality, used by both Joplin and Neosho for a water supply source. Several other creeks and streams in the area join with these rivers and creeks to be a part of the Grand Lake Watershed Basin. Only in northern Barton County does the watershed flow to other basins, the Marmaton, Harry S Truman and Sac which are a part of the Lake of the Ozarks Watershed Basin.

[Source: Ground Water Atlas of the United States](#)

[Source: DNR Well Location Database](#)

## **Soils**

The geology of the HSTCC area varies from north Barton to south McDonald County. North there is rich fine silty loam with moderate to poor drainage. In the Jasper County area we find the same, with changes to loess over silty or clayey loam. Going into Newton County you will find loess over loam or gravelly silt loam. There is some karst topography. In McDonald County, there is gravelly silt loam weathered

# HSTCC Regional Transportation Plan

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from dolostone or cherty limestone with rock outcrops appearing, and extremely coarse gravelly loam. The soils in the region range from very well drained due to the karst topography, creating many sinkholes, caves, losing streams, and springs, to poor drainage and water ponding. With deep rich soils, there is farming and ranching. In the hills of McDonald County, there are forests of oaks, hickory, eastern red cedar, and the rare Missouri natives Ozark Chinkapin and Shortleaf Pine. This area is used for a wide range of activities as such a diverse geology would lend.

[Source: The Cooperative Soil Survey](#)

[Source: The Missouri Watershed Information Network](#)

## Forests and Timberlands

The Ozarks region contains a considerable acreage of forestland, particularly in the stream and riverine basins of the region. Forestlands are a defining feature of the natural landscape as well as an important economic asset. Approximately 55 percent of McDonald County's land area and nearly 54 percent of the land area in Barton County is classified as forestland. The region has close to 39 percent of its total quantity of land covered with forests.

Of the region's forestland, over 588,507 acres are designated by the U.S. Department of Agriculture as timberland. Timberland is forest land that is producing or capable of producing at least 20 cubic feet per acre, per year, of industrial wood crops under natural conditions, that is not withdrawn from timber utilization, and that is not associated with urban or rural development. Hardwood species account for the majority of the region's timberland. Principal hardwood forest types include Eastern Red Cedar-hardwood, Black Oak, and Blackjack Oak, White Oak, Post Oak, Red Oak, Walnut, and Ash.

Table 3.21 Forest inventory and Analysis 2003 Missouri - Selected Counties					
County	Total Land Acres	Forest Land Acres	Timberland Acres	Percent Timberland	Percent Timberland
Barton	477,196	255,752	230,401	54%	48%
Jasper	403,655	63,688	63,688	16%	16%
McDonald	355,703	195,572	184,961	55%	52%
Newton	399,588	118,080	109,457	30%	27%
<b>Totals</b>	<b>1,636,142</b>	<b>633,092</b>	<b>588,507</b>	<b>39%</b>	<b>36%</b>

Source: Lynn Barnickol with MDC

## CHAPTER 4

### The Existing Transportation System

#### *State Highways*

Major highways in the region include Interstate 44, US 71, and US 60. Interstate 44 intersects the region in an east-west direction along the southern edge of the Joplin metropolitan area in its route from St. Louis to Oklahoma City. US 71, travels in a north - south route between Kansas City to Fort Smith, Arkansas. US 60 is also a major east – west route through the region, linking Springfield, Missouri to US 71 and Oklahoma. Additionally, 249 Bypass, links northern 171 to Highway 71 at Interstate 44 west of Joplin.

Other highway linkages in the Harry S Truman Coordinating Council region include Highway 76 (east-west corridor through McDonald County, Missouri traveling to Cassville and Branson, Missouri), Highway 96 (east-west corridor in Jasper County, Missouri connecting City of Joplin to Lawrence County, Missouri and Springfield, Missouri), Highway 126 (east-west corridor in Barton County, Missouri linking Pittsburg, Kansas to Dade County, Missouri), and Highway 160 (east-west corridor in Barton County, Missouri traveling through the City of Lamar, Missouri). Also, Route 43 and Business 71 are north – south routes heavily used by both by local and through traffic.

Harry S Truman Coordinating Council also depends on the lettered highways for connectivity. Several well used highways include: D and O Highways Connecting Neck City / Alba area south to Webb City, K Highway connecting Liberal to Highway 43, C Highway connecting Milford to Highway 71, J and V Highways connecting Wentworth and Diamond to Highway 71, DD and EE Highways connecting rural areas to Pineville.

The total miles of State maintained roadways for HSTCC is . Of those total miles the average level of service is .

#### *Functional Classifications of Roadways*

The Missouri Department of Transportation has five functional roadway classifications. The five classifications are defined in the following Functional Classifications Chart.

<b>Figure 4.6 Functional Classifications</b>	
Functional Classification	Description
Principal Arterial	Arterials are primarily intended to provide for movement of high volume, moderate to high speed traffic through a community and to major activity nodes. For most arterials, access to abutting property is subordinate to traffic movement. Direct access to abutting property should be limited completely or allowed only when the traffic-carrying capacity of the facility is not diminished.

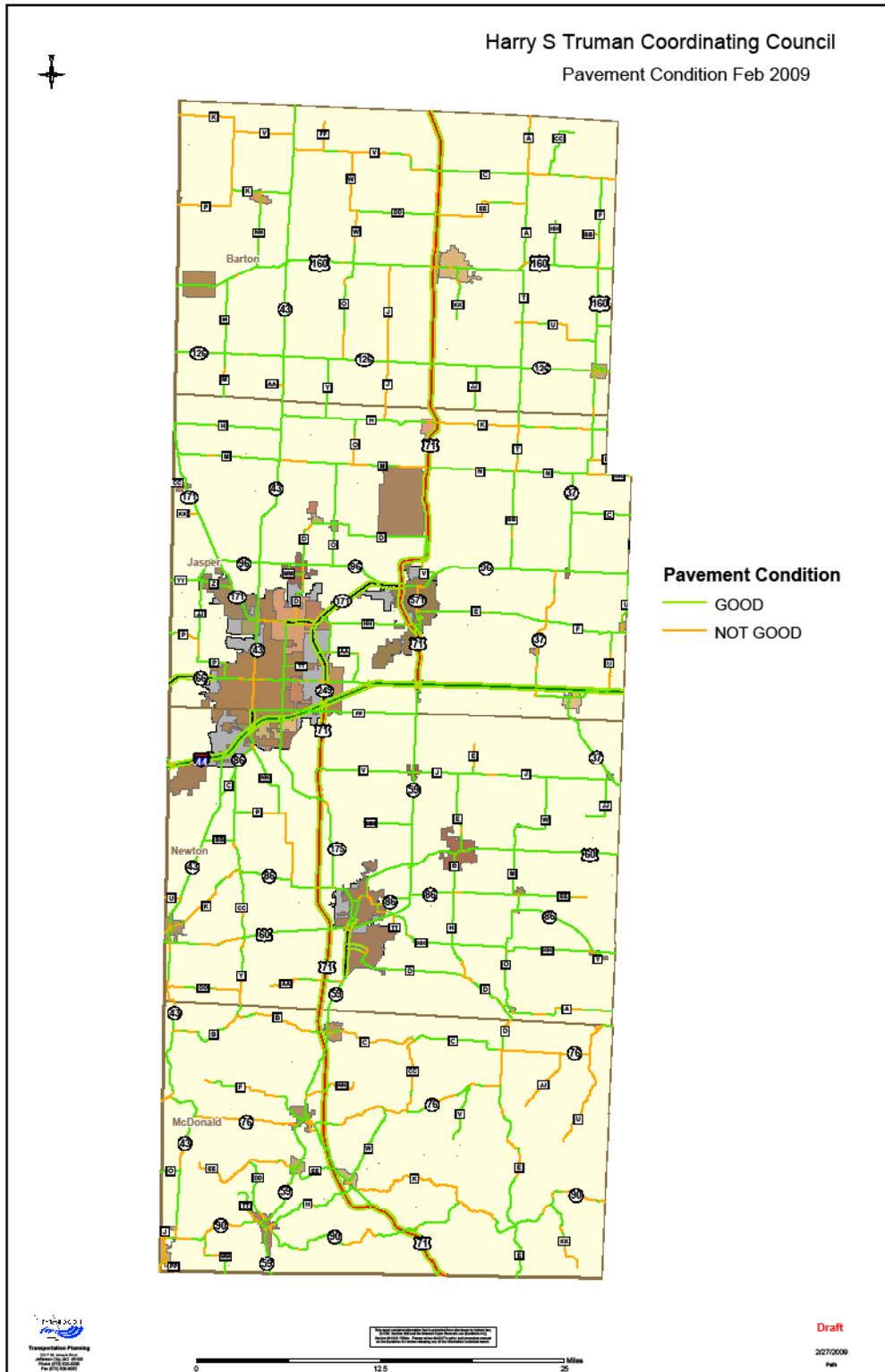
## HSTCC Regional Transportation Plan

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Minor Arterial	Minor arterials compliment the principal arterial system and are intended to move moderate volume, moderate speed traffic. Access to abutting properties is a secondary function and access is partially controlled.
Major Collector	Major collectors provide for both traffic movement and access to abutting properties. Major collectors feed traffic from local residential, commercial, and industrial areas into the arterial street system and are typically designed for low to moderate volume, lower speed traffic. Major collectors also connect major activity nodes with arterials and each other.
Minor Collector	Minor collectors provide for both traffic movement and access to abutting properties. Minor collectors feed traffic from local residential, commercial, and industrial areas into the arterial street system and are typically designed for lower volume, lower speed traffic
Local	Local streets function primarily to provide access to abutting property. These streets are designed for low volume, low speed traffic and short trip lengths.
Source: Missouri Department of Transportation	

# HSTCC Regional Transportation Plan

Figure 4.1 HSTCC Area Pavement Condition



# HSTCC Regional Transportation Plan

## Vehicle and Truck Volume

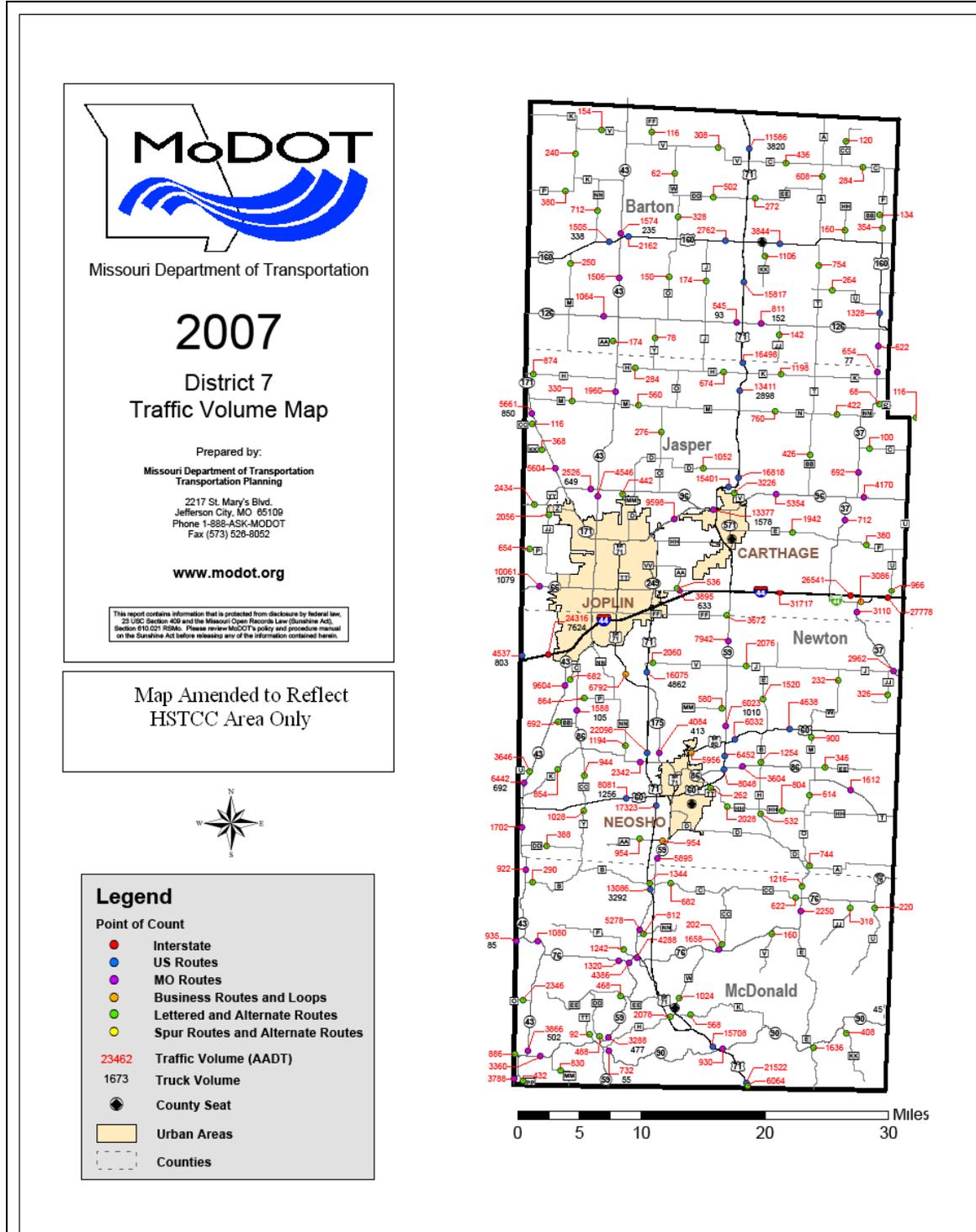


Figure 4.2 Traffic Counts in HSTCC

# HSTCC Regional Transportation Plan

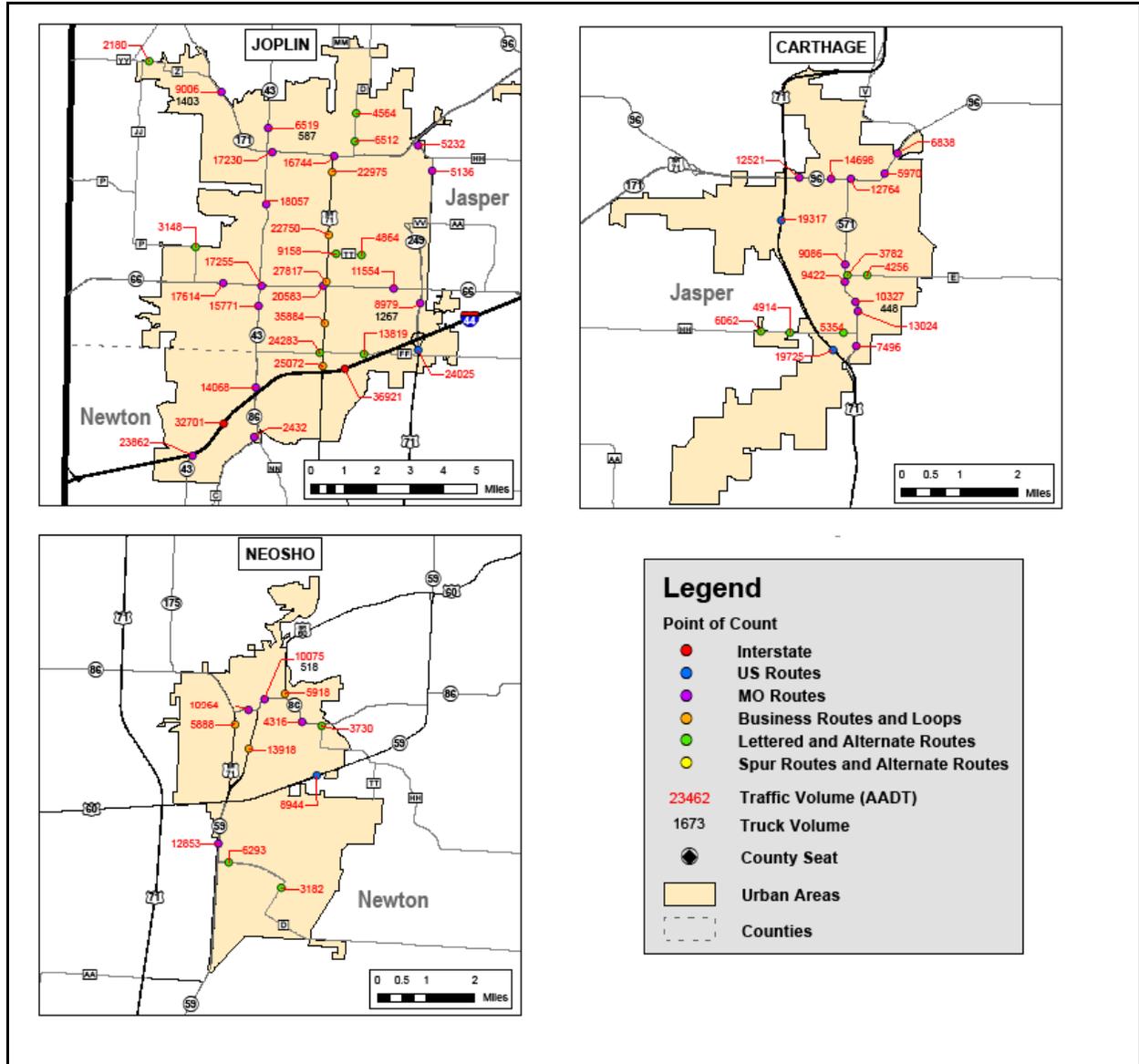


Figure 4.3 Traffic Counts in Cities in HSTCC

## State Bridges

The Missouri Department of Transportation has three condition ratings for each bridge. These ratings are for the bridge deck, the substructure and the superstructure. The deck bridge condition rates the overall condition of the driving surface of the bridge. The substructure bridge condition rates the physical condition of the piers, abutments, piles, fenders, footings and other bridge related components. The superstructure condition rates the condition of the structural members. Each of the three condition ratings are calculated on a scale of “1” through “9”, with “1” being the worse possible condition and “9” being the best condition awarded to a category. The following list demonstrates how the ratings are described.

# HSTCC Regional Transportation Plan

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1 = Imminent failure – Bridge is closed to traffic

2 = Critical

3 = Serious

4 = Poor

5 = Fair

6 = Satisfactory

7 = Good

8 = Very Good

9 = Excellent

N = Not Applicable

[Source: MoDOT Bridge Inspection Rating Manual](#)

The Harry S Truman Coordinating Council Regional Transportation Network-Bridge Condition map shows the locations and rating of the state bridges within the Harry S Truman Coordinating Council region. 27 bridges are on the Safe and Sound repair or replacement list before October 31, 2014.

<b>Table 4.1 HSTCC Safe and Sound Bridges</b>						
Status	Fed ID	Bridge #	District	County	Route	Feature Intersected
3-Minor	528	A0730	07	BARTON	MO 126 E	N FK SPRING RVR
5-Major	2350	A2701	07	BARTON	US 71 S	BNSF RR
5-Major	2351	A2701	07	BARTON	US 71 N	BNSF RR
4-Minor	4715	G0664	07	BARTON	US 160 E	BR OF LIT N FORK
4-Minor	4976	H0412	07	BARTON	OR 71 S	BNSF RR
3-Minor	6825	N0192	07	BARTON	RT T S	PETTIS CR
3-Minor	9756	X0668	07	BARTON	MO 126 E	N FK SPRING RVR
4-Minor	9952	Y0188	07	BARTON	RT C E	PATTONS BR
5-Major	499	A0685	07	JASPER	US 71 S	MNA RR
3-Minor	598	A0827	07	JASPER	RT P E	TURKEY CR
4-Minor	1576	A1885	07	JASPER	RT BB S	DEER CR
4-Major	6182	L0290	07	JASPER	MO 171 N	MNA RR
3-Minor	7859	P0748	07	JASPER	RT Y S	LIT SPRING RVR
4-Minor	9278	T0775	07	JASPER	RT O S	BUCK BR
3-Minor	9668	X0435	07	JASPER	RT M E	N FK SPRING RVR
4-Minor	9968	Y0409	07	JASPER	RT D E	CR
3-Minor	9993	Y0593	07	JASPER	RT D E	SPRING RVR
4-Minor	9994	Y0594	07	JASPER	RT D E	BR OF SPRING RVR
4-Minor	8670	S0366	07	MCDONALD	MO 43 S	PATTERSON CR
4-Minor	9718	X0567	07	MCDONALD	RT B E	BUFFALO CR
4-Minor	1136	A1369	07	NEWTON	MO 37 S	WENTWORTH HOLLOW

## HSTCC Regional Transportation Plan

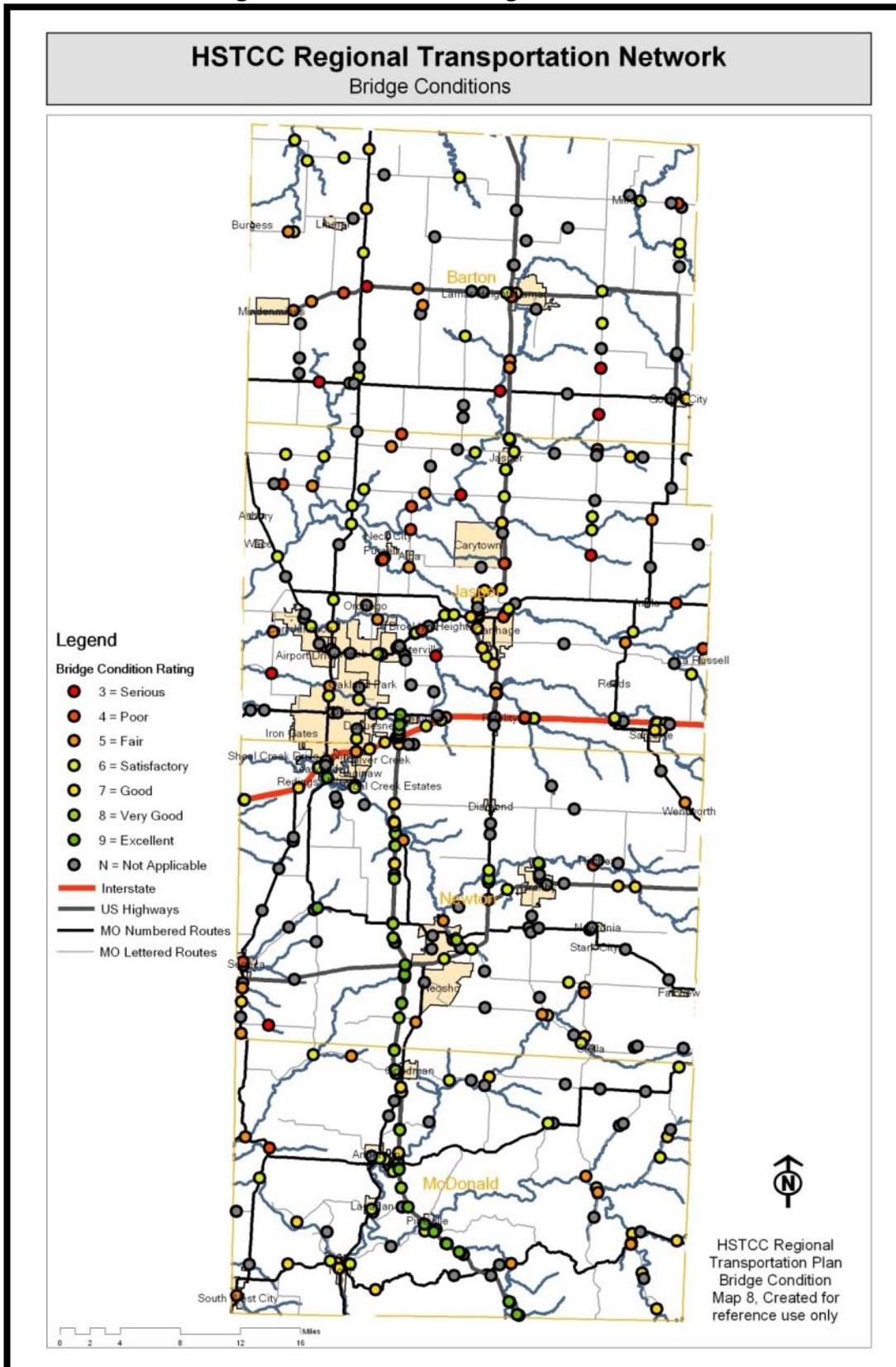
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4-Minor	5401	J0454	07	NEWTON	MO 43 S	BIG LOST CR
4-Minor	6016	K0991	07	NEWTON	MO 43 S	BOILING SPRINGS BR
4-Minor	6219	L0348	07	NEWTON	RT W S	SHOAL CR
3-Minor	7304	N0856	07	NEWTON	RT DD E	MASON SPR BR
4-Minor	10028	Z0210	07	NEWTON	MO 86 E	SPRING BR

[Source: 802 Safe and Sound Bridges to be Improved](#)

# HSTCC Regional Transportation Plan

Figure 4.2 HSTCC Bridge Conditions



# HSTCC Regional Transportation Plan

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## *Airports*

The Federal Aviation Administration (FAA) recognizes twenty three airport facilities within the Harry S Truman Coordinating Council Region, with the Joplin Regional Airport as the only Commercial Service: Primary Airport. All other airports are classified as General Aviation. The Joplin Regional Airport has 2 major runways 13/31 and 18/36 and are defined as transport category runways and maintain a C-III Airport Reference Code. This Airport Reference Code accommodates aircraft with the following characteristics: Aircraft approach speeds between 124 and 141 knots Aircraft wingspan between 79 and 117 feet. These runways are designed to accommodate routine operations by aircraft as large as the Airbus A320 series, Boeing 737 series, and the Boeing MD80/MD90/717 series. Frequent aircraft operations are conducted by aircraft such as the Fairchild/Dornier 328Jet, Saab 340, and British Aerospace Jetstream 41/Super 31.

A new airport terminal and state-of-the-art tower were constructed and opened in 2008 with Joplin, state, and U.S. Transportation funding. This major project shows the commitment to transportation improvements and cooperation on the part of all agencies.

Figure 4.3 Airport Categories

FEDERAL AVIATION ADMINISTRATION	
AIRPORT CATEGORIES	
<b>Commercial Service Airports</b>	– Publicly owned airports that have at least 2,500 passenger boardings each year and that receive scheduled passenger services.
<b>Primary Airports</b>	– A commercial service airport that have more the 10,000 passenger boardings each year. Primary airports are further defined by hub type: <i>Large Hub</i> – A commercial service airport that has 1% or more of the total United States passenger boardings. <i>Medium Hub</i> – A commercial service airport that has at least 0.25% but less than 1% of the total United States passenger boardings. <i>Small Hub</i> – A commercial service airport that has at least 0.05% but less than 0.25% of the total United States passenger boardings. <i>Non-Hub Primary</i> – A commercial service airport that has more than 10,000 passenger boardings but less that 0.05% of the total United States passenger boardings.
<b>Non-Primary</b>	– A commercial Service airport that has more than 2,500 but less than 10,000 passenger boardings each year.

# HSTCC Regional Transportation Plan

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**Reliever Airports** – Those airports designated by the FAA to relieve congestion at Commercial Service airports.

**General Aviation** – All airports not designated as a commercial service or reliever airport

Source: Federal Aviation Administration Website: [www.faa.gov]

## *Waterways and Ports*

There are no commercial waterways or Ports located in the Harry S Truman Coordinating Council region. Waterways in the Harry S Truman Coordinating Council region are primarily used for recreational activities. Some of these activities include: swimming, fishing and floating.

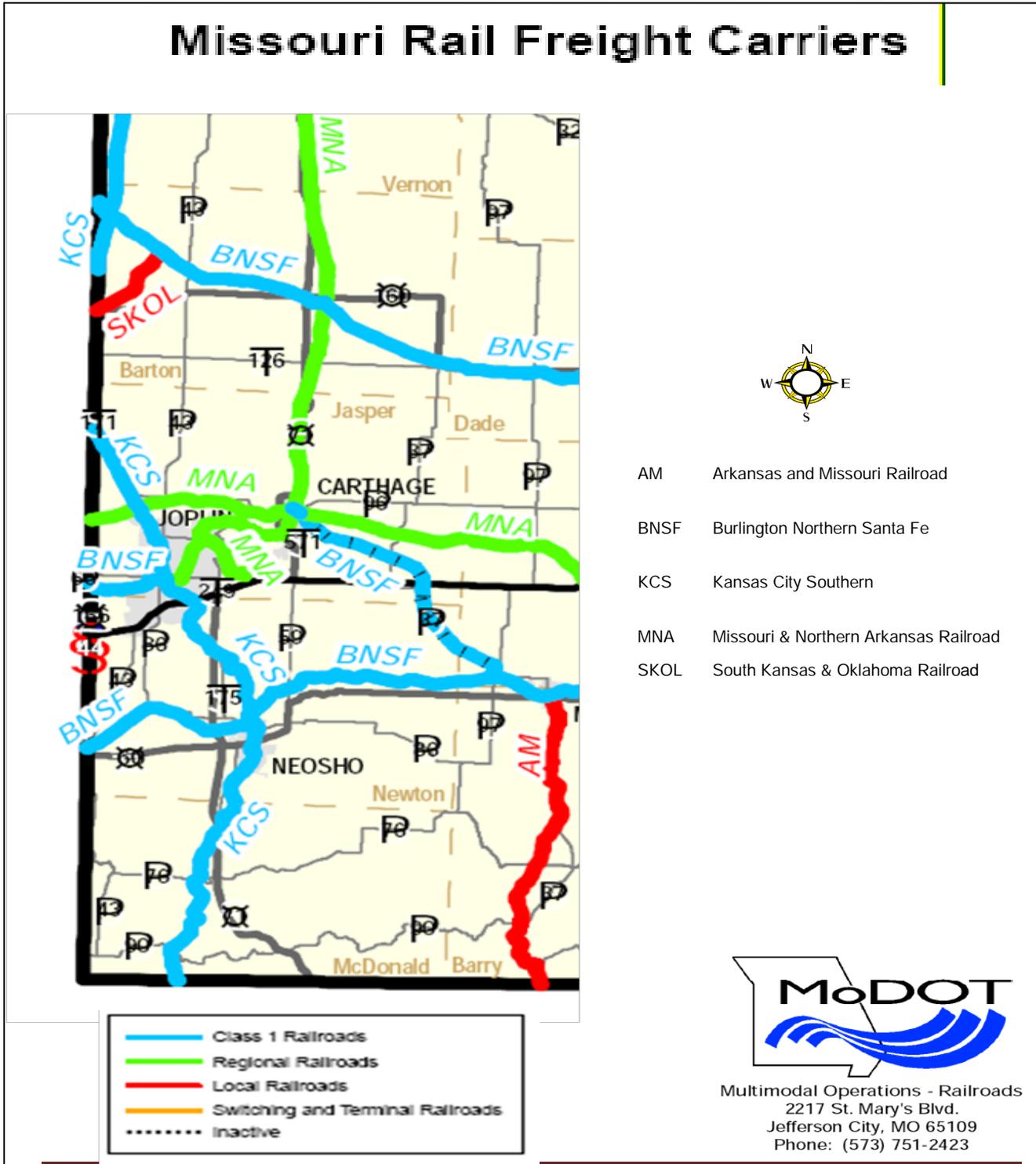
## *Railway*

In the HSTCC area, only freight service is available. The area is served by Burlington Northern Santa Fe, Kansas City Southern, Missouri & Northern Arkansas Railroad Company and local South Kansas & Oklahoma Railroad. Several routes have become inactive and some of those have become a part of the Rails-to-Trails.

Source: [MoDOT Passenger and Freight maps](#)

Source: [Joplin Trails Coalition](#)

Figure 4.4 HSTCC Rail Freight lines



# HSTCC Regional Transportation Plan

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## *Transit*

There are several modes of transit in the HSTCC area. Various medical care providers do on demand services. Several non-profit agencies also provide on demand services. They include, Area Agency on Aging, Lafayette House, Ozark Center, Boys and Girls Club, The Independent Living Center, Cerebral Palsy of Tri County, Salvation Army, Mets, and Oats. The public agencies are City of Carthage, T.A.T.S., and MAPS Transit. MAPS increased their routes through Joplin in January of 2009.

Source: [Coordinated Public Transit-Human Services Transportation Plan: 2007](#)

Table 4.1 Harry S Truman Coordinating Council (HSTCC) Region Human Service Transportation Coordination Plan Contact List						
	Names	Address			Phone	
1	Area Agency on Aging	P.O. Box 3990	Joplin	MO	64803	781-7562
2	Lafayette House	P.O. Box 1765	Joplin	MO	64802	782-1772
3	Ozark Center	3010 McClelland Blvd	Joplin	MO	64804	625-8435
4	Boy's and Girl' Club of Joplin	P.O. Box 819	Joplin	MO	64802	623-8072
5	City of Carthage	326 Grant St.	Carthage	MO	64836	237-7003
6	TATS	1106 Broadway	Lamar	MO	64759	682-5554
7	Independent Living Center	1001 E. 32nd St.	Joplin	MO	64804	659-8086
8	Cerebral Palsey of Tri-Counties	1401 W. Austin	Webb City	MO	64870	673-4940
9	Salvation Army	320 E. 8th St.	Joplin	MO	64801	624-4528
10	MAPS	303 E. 3rd St.	Joplin	MO	64801	626-8609
11	Healthcare Transit	7191 Nighthawk Rd.	Neosho	MO	64850	325-4111
12	METS	625 Virginia Ave	Joplin	MO	64801	623-3347
13	O.A.T.S.	PO box 4606	Springfield	MO	65808	887-9272

## *Bicycle*

Two trails going through the region are maintained by the Joplin Trails Coalition. Ruby Jack is 16 miles long, starts at Carthage and goes through Carl Junction and Oronogo and ends at the Kansas border. It is very rough but open for bikes and pedestrians. The other trail is the Frisco Greenway. It is 3.5 miles and is firmly packed gravel and is suitable for hiking, jogging or bicycling.

# HSTCC Regional Transportation Plan

The Trans American Trail goes through Lamar and uses State Highways 126, M, 160, and T to cross Barton County. The Missouri Bicycle Federation, Inc. has several proposed corridors for vehicle / bicycle traffic in the area. Additionally, Joplin has several dedicated bicycle lanes through the city for interconnectivity and recreation.

The Department of Conservation has also developed trails for hiking, biking and horseback riding. Some of these in the area include Buffalo Hills, Walter Woods Crowder and Huckleberry Ridge Conservation Areas and Davis Memorial Forest

Source: [Joplin Trails Coalition](#)

Source: [Missouri Bicycle Corridor Map](#)

Source: [MDC Online](#)

Figure 4.5 HSTCC MO Bicycle Federation Proposed Routes



## CHAPTER 5

### **Future Regional Transportation – Projection for 20 Years**

When planning for the future on a transportation system, one must keep several things in mind. Funds are limited, whether for maintenance or expansion. Therefore planning is essential. At the same time, towns and cities must grow to be vibrant. This requires expansion. A study done by Barbara Fraumeni, put numbers to the relationship between highway dollars spent and the gross national product. It was found that 1.28 % Capital Outlay brought 3.34 % GNP growth. In our area, the major outlays to the Joplin Metropolitan area have influenced local population growth and growth in the employment with Jasper County having over 15% growth in 10 years and unemployment at below state and regional averages.

Source: [Productive Highway Capital Stocks and the Contribution of Highways to Growth in GDP Volume I by Barbara M. Fraumeni](#)

#### ***Key Trends in Local Population and their Effect on Local Transportation Needs***

From 1990 to 2000, the growth rate for the HSTCC area was nearly twice the state average. Highway usage for transportation to and from work and shopping will increase considerably beyond the state average. The population growth estimate for HSTCC is figured at 1.05% a year (average for our area), in 20 years there will be 21% more cars assuming the same percent of available drivers drive. Without preplanning, some important transportation links will be overwhelmed in the next 20 years. Additionally, the poverty rate for HSTCC is 2.3 % higher than the state average and the disabilities rate is 1.1 % higher than the state's. Those populations use public transits more, so an increase in funding for transit systems will be needed.

#### ***Key Trends in Local Economy and their Effect on Local Transportation Needs***

The current trend of the economy shows the MPO in Jasper County still draws many for shopping, medical needs and work from the surrounding area. A more efficient transportation system in the MPO is needed to address the continued influx of people. The new Downstream Casino near exit 1 off of Highway 44 will begin to tax the western transportation area, especially if traffic becomes restricted on Joplin's Main Street as is planned. Over time a western bypass will become essential to the efficient movement of goods and people around the JATSO MPO as transportation increases and Main Street restricts it flow of traffic (see Joplin West Corridor Purpose and Need Study). Additionally, McDonald County has had an economic growth in the southern portion and has seen many coming from Arkansas to support that growth. A new Walmart communications center and supercenter have encouraged growth of mini-malls and other

## HSTCC Regional Transportation Plan

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goods and service providers. This will tax southern 71 as local and surrounding county traffic increases. Conversely, the Barton County area has had an economic downturn and their population growth has slowed down. Lamar has become an Environmental Justice Community. An infusion of transportation improvements around the 71 – 160 Highway intersection to improve the flow of goods and services through that important corridor would improve the outlook of Barton County.

### ***Key Trends in Local Traffic and their Effect on Local Transportation Needs***

Many in the Harry S Truman Coordinating Council travel within our boundaries for work and shopping, especially to Joplin. As mentioned before, a west bypass will eventually become a critical need for commuting around Joplin. Also, there has been business development and expansion in the communities within the JATSO MPO but outside of Joplin. This has increased the traffic in these communities, as people shop and eat close to home. Commercial development has increased along the 171, 43, 71 (also called Rangeline), and 66 Highway corridors through the MPO and just outside, thus increasing local traffic. There will be continued need for bypass or routing improvements around these ever enlarging commercial zones. Additionally, the Downstream Casino traffic will tax Main Street traffic flow for those going from the northwest. With traffic restrictions coming on Main Street, it is projected that without a bypass, visitors will use Kansas roads to access the casino causing lost state and local revenue potential.

Neosho, as a county seat, has had commercial growth in the southern part of the city and continues to work on development in the northern area as there is usable commercial land available. With this growth flow improvements will be needed. There have been improvements at the southern corridor but traffic continues to grow in that area and there will need to do a study to improve flow.

McDonald County has had a major increase in local flow to the developing area on south 71. A bypass around that area will be needed as development continues. Also, traffic around the county seat during summer months continues to be an issue with the tourist industry and will need to be addressed.

### ***Current System and the Effect on Local Transportation Needs***

The current system and the condition of the current system affect the future needs for HSTCC area. One such area is the west side of town where people use Lone Elm Road or Peace Church Road avoiding Main Street traffic to places southwest, especially the medical centers. This has caused the West Bypass issue to arise. The accident rates on these and other western local roads

## HSTCC Regional Transportation Plan

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are considerably higher than state averages and the daily traffic count is well above usage the roadway was designed for.

160 Highway and Highway 71 interchange has very heavy traffic into and out of town while that same interchange must also accommodate Wal-Mart and hospital traffic. This has caused a need to separate that flow because of major congestion. At this time there are 3 lights around the interchange where traffic backs up.

Some numbered and lettered routes have had heavy use for years. The highways in those areas needs upgraded to include shoulders, additional lanes or both. Such areas include V Highway to George Washington Carver Memorial, 171 and 43 near Airport Drive, and 66 in Duenweg.

One other area of concern developing is on the I-44 corridor. The traffic mix of truck to vehicle is Jasper County is 28 percent and for Newton County it is 30 percent. This is expected to increase especially in Newton County (where there are several trucking companies) to 38 percent by 2035. Also, the fatal crash rate for I-44 in Newton County exceeds the statewide average by 166 percent. Many of those are around the interchanges that are currently not up to recommended design standards. With I-44 as a major trucking corridor and vital to the trucking and manufacturing industry in the Harry S Truman Coordinating Council, this will to be a long term need. (See I-44 Purpose and Need Statement)

## CHAPTER 6

### **Key Regional Transportation Needs and Issues**

It has been expressed in the HSTTAC meetings a list of needs that reflect the traffic uses of the present time. Those needs expressed have been highway and bridge. These needs although considered immediate, will take several years to study and implement. Many of these needs are for economic reasons and other are for safety or flooding prevention. None should be overlooked. It is important to remember that the needs change over time and are fluid and this list will grow as needs are observed.

#### ***Barton County***

1. Many of the expressed needs deal with economics. 71 and 160 Highway intersection cannot flow goods and services efficiently, especially during critical hours. Other means of egress and ingress for that area are needed.

Safety is a major concern. These are several safety concerns discussed at the Transportation Advisory Committee and declared as issues.

2. A bridge at V Highway, 4 miles west of 71, is narrow for the type of local traffic it incurs.
3. There are several crossings on 71 Highway that need to be upgraded to interchanges for safety.
4. Highway 160 needs upgraded to reflect the heavier traffic, such as a wider bridge on Muddy Fork and elevate the highway to prevent flooding and landlock in Lamar.
5. Highway 126 has a hill at J Highway that obstructs view and makes crossing dangerous.

#### ***Jasper County***

Many of Jasper County roads have high traffic counts and need upgraded to the next level. Most of these are economic **and** safety issues.

1. Highway D south of 96 Highway, in Oronogo, needs the bridge widened and the road elevated because of flooding (this section of highway has a high traffic count).
2. Also, Highway 96 in the same town needs a turn lane at D Highway to accommodate school and other southbound traffic.
3. Near Airport Drive, Highway 171 has high traffic counts and needs widened to accommodate this heavy traffic, especially near town.

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4. Highway 43, near Airport Drive, also has high traffic counts and needs widened near town.
5. Z Highway through Carl Junction needs overhauled with new curb and guttering, shoulder and ditches, for flood control and safety (people are using the roadway as a walking path as there is no shoulder).
6. HH and AA Highway intersection near Carterville has a hill east that blocks the view of oncoming traffic and contributes to accidents.
7. The same problem happens on M Highway and CR 210, with a hill blocking visibility.
8. Duenweg needs a turn lane installed on 66 Highway in their main commercial corridor for safety and improvement of traffic flow. This is also an economic issue and needs addressed before further development happens.
9. Also, with the high western traffic accident rate and growth in the southern part of the MPO and out, such as the Downstream Casino, a western bypass will need to be a part of future roadway expansion.

### ***McDonald County***

McDonald County has had major growth and continues to grow as Arkansas workers buy property at very reasonable rates. This has increased the traffic flows considerably.

1. There are 2 highways going east to west that need upgraded by adding shoulders because of this growth. One is Highway 76 going from about Tiff City to Rocky Comfort as a central route.
2. The other Highway is 90 going from Southwest City across the county southerly to the southeast corner.
3. DD Highway has had a major increase in traffic and needs a study from Raven Road to Scotch Hollow Road.
4. EE Highway also has had a major increase in traffic and needs studies at critical portions, especially from Elk-O-Zar Road to west of Elk River.

### ***Newton County***

Newton County has had commercial growth and additional growth is needed in sections around the County seat at Neosho.

1. The 71 Highway and Waldo Hatter intersection has increased school traffic and needs a light, as traffic backs up during school transportation hours.
2. 60 Highway and Kodiak intersection needs lanes and a light.
3. Also in Neosho, 86 Highway at Harmony, needs lights and rerouting of streets to improve flow and development.

## HSTCC Regional Transportation Plan

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4. From 71 Highway to George Washington Carver Memorial on V Highway there needs to be shoulders. This is a major corridor for tourists and school outings to the memorial.
5. The Stella bridge needs elevated over Indian Creek on A Highway for flooding prevention.
6. And lastly, D Highway near Boulder has a sharp curve that needs straightened.

### *Multi County*

Integral to local trucking and manufacturing growth, the capacity of Interstate 44 to have good and safe traffic flow is vital to the region. Fatal accidents are 166 percent above normal on or near the interchanges in our area. The projected traffic growth will be high and truck traffic growth even higher. A major overhaul of 44 is a necessity.

The region and the state are in need of a smooth flow of goods and services through Missouri north to south. This need is reflected in “Missouri’s Long Range Transportation Plan and states “Upgrade U.S. Route 71 to Interstate 49 from Kansas City to Arkansas”. As a part of this upgrade the freeway bypass needs built from Pineville to Arkansas.

[I-44 Purpose and Need Statement](#)

[Missouri’s Long Range Transportation Plan](#)

## CHAPTER 7

### Alternatives to Meet Key Regional Needs and Issues

#### **State Funding**

Several needs (all highway and bridge) have been sent to MoDOT to address, as a part of the state transportation planning. If the need is ranked high enough because of accident or traffic counts and/or economic needs, then the need is studied and can become a part of the STIP. Some needs make the state needs list but are too far down to make the current funded list. The state continues to help with multimodal issues, and expansion of the rail service has come from state initiatives. Local residents are still independent drivers and dependant on personal vehicles for transportation as a whole. A great deal of funding for transit systems comes from the state and encourages these systems to continue. If funding dries up, those systems might disappear or services curtailed.

#### **Collaboration of Funding**

Some projects have advanced and others will continue to advance through the system with collaborative funding. Projects viable to the state but lack funding will be supported by the state if local funds are introduced into the project. This helps MoDOT finance and complete projects that they cannot currently fund in whole. This collaborative funding will probably continue to help speed good projects forward.

- A. One type of collaborative funding is the Cost Sharing program. MoDOT will fund up to 50% on projects that are beneficial to the state highway system. It must have MPO or RPO support and MoDOT District Engineer approval.
- B. Another is the Economic Development Program. MoDOT will fund at higher levels than 50% but it must have regional or statewide economic development impact. If the project creates jobs and is verified by the MO Department of Economic Development, funding can be as high as 100% with the Highway Commission approval.

#### **Local Funding**

The state will probably continue to support good projects that are funded by local funds, and assist with engineering and oversight. These projects are very cost effective for the state and yet speed up the project needed by the local community.

#### **Loans and Tax Credit Funding**

## HSTCC Regional Transportation Plan

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There are two different types of loans available through Missouri Transportation Finance Corporation for different types of projects. Also available are tax credits against future taxes.

- A. MTFC loans are available for highways, bridges, ports, rails, aviation and transit facilities. MTFC can provide financial support to both public and private sponsors of eligible transportation projects and can assist in financing any stage of the project's development.
- B. State Transportation Assistance Revolving Funds are administered by MTFC but are available for non-highway, rail, transit, waterways and air facilities.
- C. State Infrastructure Bank is an investment fund at the state level with the ability to make loans and provide other forms of credit assistance to public and private entities to carry out transportation projects. The list of available projects from this fund is very large and includes highway, bridge and various intermodal projects.
- D. Tax credits against state income tax. Any portion of the tax credit to which any owner of a bond is entitled that exceeds the total income tax liability of such owner may be carried forward and allowed as a credit against any future taxes imposed on such owner within the next ten years. These tax credits against future taxes due can be used for a guarantee on bonds issued by Missouri Development Finance Board for public infrastructure.

## CHAPTER 8

### Implementing the Action Plan (Years 1-5)

#### **The Action Plan per County**

Many projects that are on the short term list but most will probably be moved to long term.

##### ***Barton County cost timing and funding***

1. There are several crossings on 71 Highway that need to be upgraded to interchanges for safety. It appears that those will be a part of the stimulus package and may be addressed before the end of 2009 by the American Recovery and Investment Act of 2009.
2. Highway 126 has a hill at J Highway that obstructs view and makes crossing dangerous. This is a rural highway issue and has been sent to MoDOT for study.

##### ***Jasper County***

1. Highway 96 needs a turn lane, but funding at this time has not been available nor the costs determined.
2. Highway 171 needs additional lanes near Airport Drive. It was projected by JATSO that it would cost about \$9,820,800 and is being scoped by MoDOT.
3. Highway 43 needs widened to accommodate heavy traffic near Airport Drive, and is estimated to cost \$2,000,000. It is being scoped by MoDOT.
4. HH near CR 200 has a hill that impedes drivers' view. The cost is not known to make a correction in driver's sight and it is unfunded.
5. MM Highway and CR 210 has a hill that also blocks the drivers view. County has offered to correct MM but engineering needs to approve and be involved. This is an unfunded project.
6. Duenweg needs a turn lane installed on 66 Highway in their main commercial corridor for safety and improvement of traffic flow. This is also an economic issue and needs addressed before further development happens. This could be addressed by collaborative funding.

##### ***McDonald County***

With the Economic Stimulus Package of 2009, the I-49 freeway section from Pineville to Arkansas can be funded. But it isn't a viable project unless Arkansas also gets funding for their share of the bypass.

# HSTCC Regional Transportation Plan

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## *Newton County*

1. The 71 Highway and Waldo Hatter intersection has increased school traffic and needs a light, as traffic backs up during school transportation hours. This project could be a joint venture between the city and state.
2. 60 Highway and Kodiak intersection needs lanes and a light. This is an economic need and could also be a shared project.
3. Also in Neosho, 86 Highway at Harmony, needs lights and rerouting of streets to improve flow and development. This is another economic need in Neosho.
4. From 71 Highway to George Washington Carver Memorial on V Highway there needs to be shoulders. This is a major corridor for tourists and school outings to the memorial. This could be addressed by MoDOT with Federal Lands Highway Program funds.

## *Missouri Statewide Implementation Program (STIP) funded Projects*

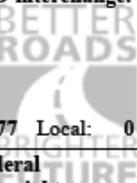
Missouri has several projects within the HSTCC area that are currently funded for the near future. According to the 2010-2014 STIP, these are currently funded.

<p>County: <b>Barton</b>  Route: <b>MO 126</b>  Job No.: <b>7B0801S</b>  Length: <b>0.04</b>  Fund Cat: <b>Taking Care Of System</b>  Sec Cat: <b>Rehab And Reconst</b></p>	<p><b>Bridge rehabilitation on Rte. 126 over north Fork Spring River. Funded by GARVEE. Project involves bridge A0730.</b></p> <p>MPO: <b>N</b></p> <p>Award Date: <b>2011</b>      Anticipated Fed Cat: <b>Bridge</b></p>	<p>AC-State: <b>434</b>    State: <b>185</b>    Local: <b>0</b></p> 
<p>County: <b>Barton</b>  Route: <b>US 71</b>  Job No.: <b>7B0801K</b>  Length: <b>0.07</b>  Fund Cat: <b>Taking Care Of System</b>  Sec Cat: <b>Rehab And Reconst</b></p>	<p><b>Bridge rehabilitation on Rte. 71 over BNSF and MNA Railroads. Funded by GARVEE. Project involves bridges A2701 &amp; A0685. Part of the Safe and Sound program.</b></p> <p>MPO: <b>N</b></p> <p>Award Date: <b>Summer 10</b>      Anticipated Fed Cat: <b>Bridge</b></p>	<p>AC-State: <b>2,347</b>    State: <b>1,007</b>    Local: <b>0</b></p> 
<p>County: <b>Barton</b>  Route: <b>US 71</b>  Job No.: <b>7P0824E</b>  Length: <b>41.80</b>  Fund Cat: <b>Taking Care Of System</b>  Sec Cat: <b>Thin Lift Overlay</b></p>	<p><b>Resurface disconnected sections from 4.2 miles north of Rte. V in Barton County to I-44 in Jasper County.</b></p> <p>MPO: <b>N</b></p> <p>Award Date: <b>Fall 09</b>      Anticipated Fed Cat: <b>N.H.S.</b></p>	<p>AC-State: <b>14,302</b>    State: <b>5,201</b>    Local: <b>0</b></p> 

# HSTCC Regional Transportation Plan

<p>County: <b>Jasper</b> Route: <b>MO 171</b> Job No.: <b>7B0801N</b> Length: <b>0.04</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Rehab And Reconst</b></p>	<p><b>Bridge rehabilitation on Rte 171 over MNA Railroad. Project funded by GARVEE. Project involves bridge L0290. Part of the Safe and Sound program.</b></p> <p>MPO: <b>Y</b></p> <p>AC-State: <b>1,471</b> State: <b>644</b> Local: <b>0</b></p> <p>Award Date: <b>2011</b> Anticipated Fed Cat: <b>Bridge</b></p>	
<p>County: <b>Jasper</b> Route: <b>MO 66</b> Job No.: <b>7P0842C</b> Length: <b>0.89</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b></p>	<p><b>Resurface disconnected sections from Geneva Avenue to Duquesne Road in Joplin.</b></p> <p>MPO: <b>Y</b></p> <p>AC-State: <b>410</b> State: <b>153</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 10</b> Anticipated Fed Cat: <b>S.T.P.</b></p>	
<p>County: <b>Jasper</b> Route: <b>MO 66</b> Job No.: <b>7S0594</b> Length: <b>1.58</b> Fund Cat: <b>Major Projects &amp; Emerging Needs</b> Sec Cat: <b>System Expansion</b></p>	<p><b>Capacity improvements from Duquesne Road to Rte. 249. Project involves bridge J0427. \$8 million in funds from Section 1702 and 1934 of SAFETEA-LU.</b></p> <p>MPO: <b>Y</b></p> <p>AC-State: <b>7,239</b> State: <b>2,790</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 09</b> Anticipated Fed Cat: <b>Earmark</b></p>	
<p>County: <b>Jasper</b> Route: <b>US 71</b> Job No.: <b>7P0842F</b> Length: <b>19.43</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Thin Lift Overlay</b></p>	<p><b>Resurface disconnected sections of northbound lanes from 0.3 mile south of Rte. H and Rte. K to 0.2 mile north of I-44.</b></p> <p>MPO: <b>N</b></p> <p>AC-State: <b>5,594</b> State: <b>2,026</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 10</b> Anticipated Fed Cat: <b>N.H.S.</b></p>	
<p>County: <b>Jasper</b> Route: <b>RT BB</b> Job No.: <b>7B0801O</b> Length: <b>0.02</b> Fund Cat: <b>Taking Care Of System</b> Sec Cat: <b>Rehab And Reconst</b></p>	<p><b>Bridge rehabilitation on Rte. BB over Deer Creek. Project funded by GARVEE. Project involves bridge A1885. Part of the Safe and Sound program.</b></p> <p>MPO: <b>N</b></p> <p>AC-State: <b>250</b> State: <b>108</b> Local: <b>0</b></p> <p>Award Date: <b>Spring 10</b> Anticipated Fed Cat: <b>Bridge</b></p>	

# HSTCC Regional Transportation Plan

<p>County: <b>McDonald</b> Route: <b>RT B</b> Job No.: <b>7B0801Q</b> Length: <b>0.04</b> Fund Cat: <b>Taking Care Of System</b></p>	<p><b>Bridge rehabilitation on Rte. B over Buffalo Creek. Funded by GARVEE. Project involves bridge X0567. Part of the Safe and Sound program.</b></p> <p>MPO: <b>N</b></p> <p>AC-State: <b>415</b> State: <b>176</b> Local: <b>0</b></p> <p>Award Date: <b>2012</b> Anticipated Fed Cat: <b>Bridge</b></p>	
<p>County: <b>Newton</b> Route: <b>MO 43</b> Job No.: <b>7S0858</b> Length: <b>1.67</b> Fund Cat: <b>Taking Care Of System</b></p>	<p><b>Resurface disconnected sections from Rte. FF (32nd Street) to 0.5 mile south of I-44 in Joplin.</b></p> <p>MPO: <b>Y</b></p> <p>AC-State: <b>762</b> State: <b>270</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 09</b> Anticipated Fed Cat: <b>S.T.P.</b></p>	
<p>County: <b>Newton</b> Route: <b>IS 44</b> Job No.: <b>2I2162N</b> Length: <b>59.88</b> Fund Cat: <b>Statewide Interstate And Major Bridge</b></p>	<p><b>On-call preventive maintenance and pavement repair from the Oklahoma state line to Greene County.</b></p> <p>MPO: <b>Y</b></p> <p>Fed: <b>0</b> State: <b>423</b> Local: <b>0</b></p> <p>Award Date: <b>Spring 10</b> Anticipated Fed Cat: <b>State</b></p>	
<p>County: <b>Newton</b> Route: <b>IS 44</b> Job No.: <b>7I0873</b> Length: <b>3.95</b> Fund Cat: <b>Statewide Interstate And Major Bridge</b></p>	<p><b>Resurface from Bus. 71 (Range Line Road) to 0.9 mile east of Rte. 71/Rte. 249 interchange.</b></p> <p>MPO: <b>Y</b></p> <p>AC-State: <b>2,321</b> State: <b>477</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 09</b> Anticipated Fed Cat: <b>I/M</b></p>	
<p>County: <b>Newton</b> Route: <b>IS 44</b> Job No.: <b>9Q2165D</b> Length: <b>9.80</b> Fund Cat: <b>Safety</b></p>	<p><b>Installation of MoDOT furnished video equipment along I-44 in Newton County. Funded by MoDOT Central Office and District 7 Traffic Operations.</b></p> <p>MPO: <b>Y</b></p> <p>AC-State: <b>370</b> State: <b>127</b> Local: <b>0</b></p> <p>Award Date: <b>Summer 09</b> Anticipated Fed Cat: <b>S.T.P.</b></p>	
<p>County: <b>Newton</b> Route: <b>US 60</b> Job No.: <b>7P0866</b> Length: <b>2.93</b> Fund Cat: <b>Taking Care Of System</b></p>	<p><b>Resurface disconnected sections from east of Rte. E to 0.7 mile west of Rtes. M and W.</b></p> <p>MPO: <b>N</b></p> <p>AC-State: <b>365</b> State: <b>133</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 09</b> Anticipated Fed Cat: <b>S.T.P.</b></p>	
<p>County: <b>Newton</b> Route: <b>US 71</b> Job No.: <b>7P0842D</b> Length: <b>8.22</b> Fund Cat: <b>Taking Care Of System</b></p>	<p><b>Pavement treatment on disconnected sections from Rte. 60 to Rte. 59.</b></p> <p>MPO: <b>N</b></p> <p>AC-State: <b>586</b> State: <b>226</b> Local: <b>0</b></p> <p>Award Date: <b>Fall 10</b> Anticipated Fed Cat: <b>N.H.S.</b></p>	

## CHAPTER 9

### Long-Range Plan (Years 6-20)

Long range needs come from the needs list developed and upgraded yearly. They also come from recommended JATSO projects and state needs of importance to our region.

### **The Action Plan per County**

#### *Barton County*

1. Following a study done by Lamar, as recommended by MoDOT, it was found that a roundabout needed to be installed at the Highway 71 & 160 interchange. It should be centered on 160 and the west outer road. The projected cost for that project is undetermined and funding is not present at this time. Safety is a major concern.
2. One need brought up by the county was for a wider bridge on Muddy Fork due to increased traffic on Highway 160.
3. Also, Highway 160 needs elevated to prevent flooding and landlock in Lamar. This will require a study to determine costs and might be assisted by a grant through Economic Development Administration. Lamar is an economically distressed community.

#### *Jasper County*

Many of Jasper County roads have high traffic counts and need upgraded to the next level.

1. Highway D south of 96 Highway, in Oronogo, needs the bridge widened and the road elevated because of flooding (this section of highway has a high traffic count). The cost for the bridge would be \$3,000,000 but the funding is not available as yet.
2. 96 Highway needs shoulders as the traffic counts and accidents have gone up consistently. As a part of the MPO, it is recommended by JATSO that all of 96 have access management done for a cost of \$2,000,000. This is unfunded.
3. JATSO recommends that Z Highway be widened and reconstructed from YY to 171 at a cost of \$739,200 but again, this is unfunded. This would be a good joint project for Carl Junction and MoDOT.

#### *McDonald County*

There are 2 highways going east to west that need upgraded by adding shoulders because of this growth, 76 and 90. Also, DD and EE Highways have had a major increase in traffic and need studies at critical portions. All these need a study to determine costs and where shoulders should be.

# HSTCC Regional Transportation Plan

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## *Newton County*

1. The Stella bridge needs elevated over Indian Creek on A Highway for flooding prevention. This is unstudied and unfunded.
2. D Highway near Boulder has a sharp curve that needs straightened. This also, needs studied and is unfunded.

## *Multi County*

With fatal accidents around the interchanges on Highway 44 in Joplin and study needs to be done and those interchanges rebuilt to new standards. Additionally, the projected traffic growth on this highway will be high and truck traffic growth even higher. Therefore, a major overhaul of 44 is a necessity. This is unfunded but very essential to the overall health of the Missouri transportation system.

Also, of great importance is the upgrade to I-49 standards for Highway 71. If the southern section is not built to Arkansas with the Stimulus funds, then a close association with Arkansas needs to be maintained to time the building with Arkansas funding availability.

## *JATSO MPO/MoDOT*

As a part of the JATSO long range plan, a study was done for the West Bypass. It is determined that such will be needed at a cost of \$168,885,000 by 2010. Funding is not in place. It is needed for the continued economic strength of the region.

## CHAPTER 10

### Funding the Plan

Much of the funding for various projects has been with state and federal dollars. All projects have been ranked and sent to MoDOT for prioritizing. With the shortfall of such funding, new avenues must be pursued. Joplin has partnered frequently for projects within the MPO and Neosho has begun to look at that option for economic growth areas. Past enhancement projects have been funded with grants. Without a reauthorization of SAFETEA-LU those funds are not available.

In the Appendix is a section on funding that can assist communities and counties on various strategies for getting important projects completed. Additionally, the state and federal government will need to pursue new funding ideas to fund future projects as automobiles become more efficient and fewer tax dollars are collected.

With these funding instruments in hand, it is expected that current needs can be readdressed and options pursued.

Here is a brief overview of funds and there designations.

All funds are allocated by types of projects. A list of federal funds and designations are as follows:

- National Highway System (NHS) funds are available for use on designated NHS routes including freeways, expressways, and most principle arterial highways.
- Interstate Maintenance (IM) funds are used for substantial maintenance and reconstruction of Interstate highways and cannot be used for capacity improvements.
- Surface Transportation Program (STP) funds can be used for a variety of transportation improvement projects including roads, bridges, public transportation, bicycle and pedestrian facilities, and other transportation improvements.
- Bridge (BR) funds are used for bridge rehabilitation and replacement projects. A portion of these funds are sub-allocated to counties in Missouri for use on local bridge projects.
- Congestion Mitigation and Air Quality (CMAQ) funds are available for projects that improve air quality through congestion relief and other strategies.
- STP-Safety Program (STP-S) funds are available to all cities and counties to implement improvements that reduce the number of accidents at high accident locations. Projects are prioritized at the state level.
- Rail-Highway Grade Crossing Program (STP-RR) is a statewide program for grade crossing improvements and is based on a prioritized ranking of grade crossings in the state.

## HSTCC Regional Transportation Plan

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- Transportation Enhancement Program (TE) provides funds for three project categories: 1) Historic, 2) Scenic and Environmental, and 3) Bicycle and Pedestrian Facilities.

State funding available and designation of uses are as follows:

- **State Road Fund:** MoDOT's transportation revenues are derived from several sources, including motor fuel taxes, transportation related fees including vehicle taxes, licenses and fees, federal-aid funds, bond issues and other miscellaneous sources. The Major categories for highway expenditures include:
  1. **Maintenance** – Regular, routine roadway and bridge treatments that sustain existing highway conditions.
  2. **Preservation** – Activities that protect the infrastructure and extend facility service life.
  3. **Modernization** – Upgrades to system safety, functionality and overall operational efficiency, without adding physical capacity.
  4. **Expansion** – Activities focused on adding capacity or new facilities/services.
- **State Road Bonds:** MoDOT is authorized to issue debt backed by State Road Fund revenues, with borrowing limits established by the legislature through amendments to the State Highway Act.
- **Amendment 3 Smoother Safer Sooner Program:** Amendment 3 provided the Department with \$1.9 billion in additional bonding authority, to be backed by the revenues from redirected highway user fee proceeds.
- **Other State and Federal Funds:** MoDOT also administers funds from a variety of state and federal sources for other modal activities. These include allocations and discretionary grants from the Federal Transit Administration (FTA) under various programs for transit capital, operating and/or planning assistance in non-urban areas; allocations and discretionary grants from the Federal Aviation Administration (FAA); funding from the State Aviation Trust Fund; and annual State General Fund appropriations for the Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP). MoDOT also provides a small amount of state funding for transit operations.

## CHAPTER 11

### Public Involvement Program and Results

Harry S Truman Coordinating Council has meetings monthly and invites anyone to attend. Members and nonmembers alike can comment on any issue including transportation. These meetings are posted and emails are sent to local cities and counties. The Transportation Advisory Council meets 4 to 5 times a year. These meetings are also posted and email reminders sent to TAC members. Members of TAC are people who express an interest in transportation. People are invited to participate and comment at this meeting as well. Several members of the TAC are not members of HSTCC and actively participate. When decisions are made at the meetings, all such comments are taken into consideration before a vote is taken on present and future needs and how to address those needs. There is a website, [www.hstcc.org/Transportation/transportation.html](http://www.hstcc.org/Transportation/transportation.html) that has a needs survey on it available for anyone to fill out and mail or fax in. HSTCC strives to make all HSTCC and HSTTAC meetings and an open forum for all. This is the way the needs become a part of the “list”.

#### **The Needs List**

##### *Development of Needs*

- a. All needs are submitted (by anyone) to the TAC committee for review and placement. This process happens once a year but ideas can be submitted whenever one wishes.
- b. All needs are documented (photos, description, etc.) and put on a list for the committee.
- c. The needs are reviewed, discussed, and then ranked by county.
- d. The top ranked needs are submitted to MoDOT for prioritization.
- e. All needs are then added to the Regional Transportation Plan.

##### *Creation of a Course of Action*

- a. As a part of the review, a course of action is discussed.
- b. The needs are then referred to MoDOT and/or the community for recommendations as to a funding option for that need.

##### *Submission of Needs and Plan to MoDOT*

- a. Needs sent to MoDOT are ranked by need for that county.
- b. When MoDOT receives them, they are prioritized to be ranked against others in our region.
- c. MoDOT sends this list on to state for ranking against other projects in the state. Top needs go on the STIP funding list.

# HSTCC Regional Transportation Plan

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## *Current Needs Sent to MoDOT*

These are the current needs submitted to MoDOT in October of 2008. The needs addressed in 2009 will sent in July 2009.

Need	County	Route	Location	What is the problem at this location?
1	Barton	71	NW 1st in Lamar	Need exit ramp to NW 1st - ease congestion at 71 & 160
2	Barton	71	1st Street in Lamar	1 Overpass to connect 1st Street and give 2nd access to Hospital and 2 on ramp to 71 from NE 1st - Ease Congestion at 71 & 160 and another egress during flooding
3	Barton	V	4 3/4 Miles W of 71	New wider Bridge - Bridge is shared by horse and buggy traffic with motor vehicles
4	Barton	71	SE 30th Road	Interchange for safety and commerce
5	Barton	126	J Hwy	Hill on 126 makes crossing dangerous
6	Barton	160	1/2 East of 71	Elevate Highway 2 feet to prevent flooding and landlock (access to hospital and Highway compromised for most of Lamar)
7	Barton	160	2 1/2 miles N of Golden City	Need wider bridge over Muddy Creek (Too narrow and dangerous)
1	Jasper	96	D Hwy	Needs turn lane on 96 to D because of heavy School traffic
2	Jasper	HH	AA/ CR 200	Hill East of AA on HH makes crossing dangerous, needs caution light?
3	Jasper	171	Joplin Airport to KS State Line	Airport to Stones Corner - 5 lanes, Stones Corner to Fir Rd - 4 lanes, Fir Rd to Z - 3 lanes, Z to State Line - Super 2 lane
4	Jasper	Z	171 to JJ	Move utilities, add shoulders, stormwater work
5	Jasper	71	Outer Rd to 71 at HH going to hospital	Need Guard Rail
1	McDonald	43	Bridge over Patterson Creek	Narrow Bridge on Curve at bottom of Hill
2	McDonald	90	critical parts	Busy narrow road - Needs shoulders
3	McDonald	76	all	Busy narrow road - Needs shoulders
4	McDonald	Raven Rd	Scotch Hollow Rd	2004 High Severity Range Traffic - Need Study
5	McDonald	Elk-O-Zar Rd	W of Elk River	2004 High Severity Range Traffic - Need Study
1	Newton	86	Harmony to New 71	Too much traffic and accidents, Add 2 lights & reroute 1 City street. Also needed for economic development
2	Newton	V	71 Hwy to Carver Rd	Too narrow for so much traffic and no place to go during breakdowns, etc, Add Shoulders
3	Newton	60	Kodiak	Add 2 lanes, add a light and turn lane for economic development
4	Newton	71	Waldo Hatler	Cars can't safely get onto 60 when congested. Need a left turn signal
5	Newton	D	Boulder City	Tight curve causing wrecks. Straighten Highway
6	Newton	A	Indian Creek	Elevate bridge for prevention of flooding and landlocking community from services

## *Collaboration of Funding*

- a. Some items are recommended to be jointly funded. Especially those that give economic value. Projects have been found to give about a \$1 to \$3 return as found in the Fraumeni Study.
- b. Communities or counties can cost share a project if that project also benefits the state highway system. It is funded by MoDOT at less than 50 %.
- c. Some projects that directly benefit businesses can be funded by the business with MoDOT guidance and engineering. Those projects usually have a quick return to the business in aesthetics or customer access.

## HSTCC Regional Transportation Plan

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MoDOT sends this list on to state for ranking against other projects in the state. Top ne

### **Public Involvement Results**

*February 25, 2009*

The first draft was presented to the Transportation Advisory Committee for comment. There will be another meeting in April to allow time to receive comments from the public and the Harry S Truman Coordinating Council.

## CHAPTER 12

### Future Regional Transportation Planning Activities

Every February and April needs forms are distributed to cities and counties for input. This form is also available to the public year round at the Harry S Truman Coordinating Council internet website at [www.hstcc.org/Transportation/transportation.html](http://www.hstcc.org/Transportation/transportation.html). Submitted forms are then made into a list with information and pictures for review by the TAC committee. In June, the committee reviews and ranks those needs. This gives staff the time to prepare worksheets for submission to MoDOT when due. At that meeting, funding options are discussed and recommended. October, the staff from HSTCC reports to the committee the prioritization done by MoDOT on those projects.

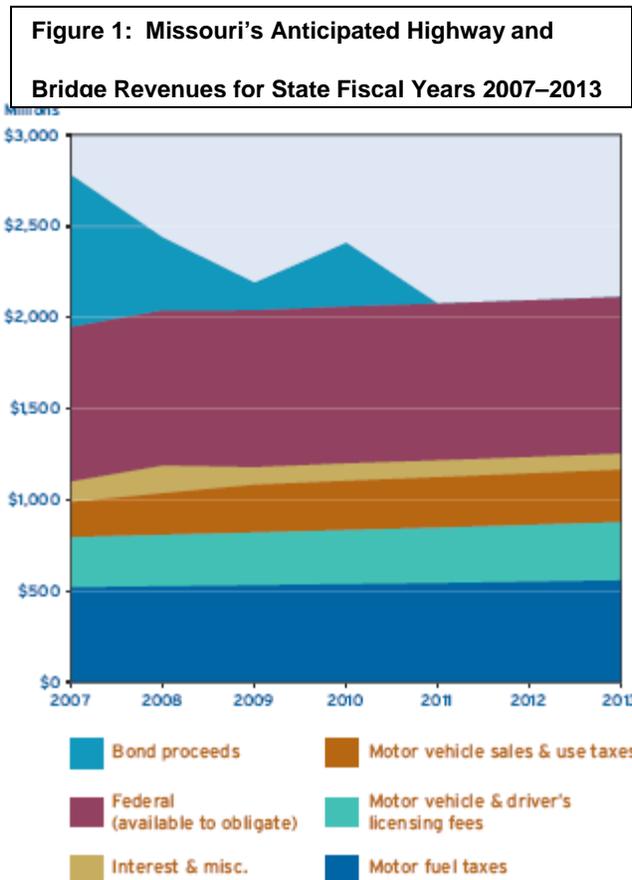
Those needs are added to the Regional Transportation Plan as soon as practical. The Plan is reviewed from October to February for corrections and new updated information.

## Appendix I: Federal and State Funding Sources and MoDOT Distribution Projection

### Federal Funding Sources

Federal revenue sources include the 18.4 cents per gallon tax on gasoline and 24.4 cents per gallon tax on diesel fuel. Other sources include various taxes on tires, truck and trailer sales, and heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulas prescribed by federal law through six-year transportation funding acts. The current transportation bill, “Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users” (SAFETEA-LU), expires in 2009. Approximately 40 percent of Missouri’s transportation revenue comes from the federal government. Since 1992, Missouri’s federal funding growth has averaged 9 percent each year. SAFETEA-LU continued this strong growth; however, the anticipated federal revenues are not sufficient to support these funding levels. Federal receipts must be supplemented by spending down accumulated balances in the Highway Trust Fund to maintain SAFETEA-LU funding levels. A significant drop in federal funds will cause a dramatic drop in Missouri’s highway and bridge construction and maintenance.

The U.S. Department of Transportation is advising states that by 2010, the large Highway Trust Fund balance will be spent down, and funding will be insufficient to continue federal aid at SAFETEA-LU levels. According to the American Association of State Highway and Transportation Officials, an amount equivalent to a three cents per gallon increase in federal fuel taxes must be identified to sustain federal programs at the level guaranteed by SAFETEA-LU. Between 2010 and 2015, it would take the equivalent of an additional 7-cent per gallon increase in federal fuel taxes to restore the program’s purchasing power to 1998 levels. Unless Congress takes action to increase revenues to the Highway Trust Fund, Missouri’s federal transportation revenues will decrease dramatically.



## HSTCC Regional Transportation Plan

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The stability and predictability of future transportation revenues are subject to a host of variables. However, using historical trends and various economic indicators, Figure 1 provides an estimate of Missouri's transportation revenues for state fiscal years 2007 through 2013. MoDOT is assuming federal funds are continued at SAFETEA-LU levels after the 2009 expiration of the funding bill. Estimated revenue decreases from \$2.8 billion in 2007 to \$2.1 billion in 2013, due to the end of the Amendment 3 bonding program.

### **Federal Lands Highway Program**

The Federal Lands Highway Program, as an adjunct to the Federal-Aid Highway Program, covers highway programs in cooperation with federal-land managing agencies. It provides transportation-engineering services for planning, design, construction and rehabilitation of the highways and bridges providing access to federally owned lands. The Federal Lands Highway organization also provides training, technology, deployment, engineering services and products to other customers. The Federal Highway Administration administers the Federal Lands Highway Program, including survey, design and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other federal-lands roads. The Federal Highway Administration, through cooperative agreements with federal-land managing agencies such as the National Park Service, Forest Service, Military Traffic Management Command, Fish and Wildlife Service and the Bureau of Indian Affairs, administers a coordinated federal-lands program consisting of forest highways, public-lands highways, park roads and parkways, refuge roads and Indian reservation roads. This program provides funding for more than 90,000 miles of federally owned and public authority-owned roads that serve federal lands. The agency's Federal Lands Highway Office provides program coordination, administration, and design and construction engineering assistance and directs the conduct of transportation planning and engineering studies.

### **FAA Airport and Airway Trust Fund (AATF)**

The Airport and Airway Trust Fund (AATF), created by the Airport and Airway Revenue Act of 1970, provides funding for the federal commitment to the nation's aviation system through several aviation-related excise taxes. Funding currently comes from collections related to passenger tickets, passenger flight segments, international arrivals/departures, cargo waybills, aviation fuels and frequent flyer mile awards from non-airline sources like credit cards.

### **State Funding Sources**

Missouri's transportation needs are substantial, and the costs of the needs are enormous. Yet, the sources that have traditionally provided transportation funding in Missouri and in the nation are not adequate. They do not keep pace with the rising cost of construction and maintenance, and they provide little for alternative modes of transportation. Another complicating factor is that Missouri's transportation revenues are small in comparison to many other states. Missouri's revenue per mile of state highway is one of the lowest in the country and in the region. Missouri ranks 44th nationally in revenue per mile on

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the state highway system and 43rd when comparing state transportation revenues to the average daily miles driven. Missouri receives both state and federal transportation funds. Much of the funding comes with strings attached, limiting the activities for which it can be used. For example, the state motor fuel tax can only be spent on highways and bridges. It is not available for alternative modes of transportation. Federal funds may be earmarked for specific projects or limited to specific types of construction such as interstate maintenance. Some federal and state funds are allocated to specific modes of transportation such as transit or passenger rail.

## **Highway and Bridge Revenue Sources**

### State Motor fuel tax

The workhorse of Missouri's state transportation revenue is the motor fuel tax. Assessed at a rate of 17-cents per gallon, it produces 45 percent of state transportation revenues. However, the motor fuel tax is not indexed to keep pace with inflation, and there has been no rate increase since 1996. History shows that even when fuel prices rise dramatically, Missourians are generally unwilling or unable to turn to other modes of transportation, continuing to drive their personal vehicles and to purchase fuel to do so. Trends show motor fuel tax revenues increase about one percent annually. However, if fuel prices rise and stay at higher rates, more Missourians may turn to more fuel-efficient vehicles, make fewer trips or seek other transportation options they had previously avoided. While good for the environment, these actions erode motor fuel tax revenues.

### Motor vehicle sales and use taxes

Motor vehicle sales and use taxes provide approximately 25 percent of state transportation revenues. This is the one source of state revenue that has recently provided substantial additional resources for transportation. In November 2004, Missouri voters passed Amendment 3. This set in motion a four-year phase in, redirecting motor vehicle sales taxes previously deposited in the state's General Revenue Fund to a newly created State Road Bond Fund. In accordance with this constitutional change, MoDOT began selling bonds to fund road improvements. MoDOT estimated the bonding capacity provided by the new revenues at \$1.7 to \$1.9 billion.

Similar to home mortgages used to buy or build a house, bond proceeds provide funds immediately to make necessary road and bridge improvements. The principal and interest is then paid back over the life of the asset, which in MoDOT's case is the road and bridge improvement. Some bond proceeds have already been used to fund the Smooth Roads Initiative, which brought 2,200 miles of Missouri's busiest highways up to good condition. Proceeds were also used to accelerate a number of major projects originally planned to start in the later years of the current five-year construction program called the Statewide Transportation Improvement Program (STIP) and allowed other major projects for which no funding was available to be added to the STIP.

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It is important to note that only the new Amendment 3 revenues are used to pay principal and interest on Amendment 3 debt. When the Amendment 3 bond proceeds are spent, the new Amendment 3 revenues will be committed to repayment of principal and interest through state fiscal year 2026. When the process of redirecting motor vehicle sales taxes to transportation is fully phased in, the rate of growth in this revenue source slows dramatically. Annual growth is projected at 2.5 percent, which, like the rate of increase in motor fuel taxes, is less than the rate of increase in construction and maintenance costs. A complicating factor is that as consumers look for ways to decrease personal transportation costs, one option is turning to smaller, more fuel-efficient vehicles. Since these vehicles cost less, motor vehicle sales and use taxes are lower, resulting in less transportation revenues.

## Motor vehicle and driver's licensing fees

Motor vehicle and driver's licensing fees also provide approximately 25 percent of Missouri's state transportation revenue. Similar to motor fuel tax, these fees are not indexed to keep pace with inflation, and there have been no annual registration fee increases since 1984. This revenue source increases at a rate of about 2.5 percent annually. It is important to remember that cities and counties receive a substantial portion of these state transportation revenues. For example, cities and counties receive approximately five cents of the state's 17-cent per gallon fuel tax. They also receive approximately 15 percent of the remaining state transportation revenues discussed earlier. These funds go directly to cities and counties to fund local transportation.

## Interest earned on invested funds and other miscellaneous collections

The remaining five percent of state transportation revenues comes from interest earned on invested funds and other miscellaneous collections. During the Amendment 3 bonding program, cash balances in state transportation funds have been unusually high. Bond proceeds are received in large increments and are paid out over time as project costs are incurred. When the Amendment 3 projects are completed, the balance of state transportation funds will be substantially less, and interest income will also decline.

## **Funding for Alternative Modes of Transportation**

Transportation funding for alternative modes has historically been less than five percent of all MoDOT transportation revenue (approximately \$60 million annually). Funding for alternate modes of transportation comes from a variety of sources including motor vehicle sales taxes, aviation fuel and sales taxes, railroad regulation fees, state general revenue funds and federal grants. Figure 15 shows estimated revenues dedicated to alternative modes of transportation for state fiscal years 2007-2013 are expected to remain relatively constant.

Much of the funding for alternative modes comes with strings attached, limiting the activities for which it can be used. For example, aviation fuel taxes, which include excise and sales taxes, must be spent on aviation projects. Revenues from railroad regulation fees and a 25-cent fee that is paid upon registration

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or renewal of motor vehicles must be spent on rail projects. However, funding from motor vehicle sales taxes and general revenue has flexibility to be spent on various modes.

Missouri plans to invest almost 50 percent of these funds in transit, approximately 30 percent in aviation, approximately 15 percent in rail and the remaining 5 percent in waterways. These funds are used to support operating, maintenance, capital and planning activities for Missouri's transit and rail providers, airports and port authorities. With the transportation bill funding is typically set aside for local enhancement and safe routes to school projects, including sidewalks, bike and pedestrian paths.

## **Funding Distribution**

On January 10, 2003, the Missouri Highways and Transportation Commission adopted an objective method to distribute transportation funds using factors reflecting system size and usage and where people live and work. The distribution of funds has been the subject of debate for over a decade. The method for determining where and on what to spend limited transportation dollars has changed several times. Changes have been a result of both long-term project plans and political pressure centered around dividing funds between the urban and rural areas of the state. This method goes beyond the narrow discussions of geography and allows for allocation of funding based on objective, transportation-related factors that are representative indicators of physical system needs.

Another aspect of the funding distribution method was the determination of the correct balance of funding – in today's economic and political climate – between taking care of the existing system and adding new pieces to that system. Historically, Missouri has focused heavily on building and expanding the roadway system. This direction was necessary as the vast network of roads and bridges was under development. But Missouri has come to a point where this direction has taken a toll on the statewide system. The condition of roads and bridges reflects this past emphasis on expansion – taking better care of this system is long overdue.

The funding distribution method sets aside a fixed amount of funds to take care of the system (TCOS). Past methods have had similar set-asides, but the amount dedicated has not been enough to stop the decline of the transportation system. The method now allocates enough money to stabilize the system in the present condition and to also begin making some modest improvements. In addition to the TCOS category of funding, there are funds that can be used for major projects and emerging needs. These projects are generally more focused on expansion work or may have to do with meeting needs unique to a specific region. There is also a flexible funding category, which allows for meeting additional TCOS needs or major projects and emerging needs.

## **Funding Distribution Overview**

The following is a description of how funds are to be distributed using a projected MoDOT beginning funding total of \$969 million. This estimate is based on three-year average funding projections for fiscal years 2006, 2007 and 2008. These are all funds available for transportation projects.

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1. Deduct \$119 million in sub allocated funding designated for specific purposes by the U.S. Congress. In the past, these funds were not a part of the distribution method. MoDOT is not “re-allocating” these funds; they are simply included in the formula so that all transportation dollars are accounted for.
2. Deduct \$18 million for other modes such as transit, aviation, railways and waterways. These funds require appropriation by the state legislature and cannot be used on roads and bridges. Funding amounts are based on the appropriated amounts for fiscal year 2003 and are subject to change annually depending on the legislature’s budget decisions.
3. Deduct \$20 million for economic development and cost-sharing programs. These programs are a means to capture additional funds into the transportation system and boost economic growth in Missouri. This category is funded at \$5 million higher than in past years. In the event this amount is not adequate to accommodate high-priority project requests, staff will ask the Missouri Highways and Transportation Commission to increase the amount in this funding category.
4. Deduct \$75 million to fund debt service on the \$900 million in bonding MoDOT committed to in fiscal years 2001, 2002 and 2003. This is a 20-year commitment and will increase if additional bonding is used.

This leaves \$737 million in remaining available construction funds. These funds are the primary focus of the funding distribution method.

5. Subtract a fixed amount of \$400 million to take care of the system (TCOS). Allocating \$400 million to take care of the system will stop system decline and start to show modest improvements in the system condition. This amount is further divided by deducting \$100 million for interstates to be used on a statewide level to preserve interstate pavements and bridges and achieve a goal of 85-90 percent of the interstate system in good or better condition over the next 10 years. Another \$25 million for safety is set aside to address location-specific safety needs. Safety is one of MoDOT’s top priorities. Nearly every project built has a goal of improving safety, whether it is the primary goal or a secondary one. Potentially all of MoDOT’s available funds each year have an impact on improving the safety of the transportation system. The remaining TCOS funds of \$275 million are for the rehabilitation and reconstruction of the non-interstate National Highway System (NHS) and remaining arterials, with a goal of eventually having 50 to 55 percent of the pavement on those routes in good or better condition.

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6. Subtract a fixed amount of \$100 million in flexible funds. These funds can be used for either taking care of the system or major projects and emerging needs. Funds are distributed to districts according to total population, total employment and total traffic volume on the national highway system and remaining arterials.

7. Remaining funds are for major projects and emerging needs. These funds are estimated at \$237 million. In this category, Transportation Management Areas (TMAs), which include Kansas City, St. Louis and Springfield, would receive their allocated funding based on the distribution factors of total population, total employment and total traffic volume on the national highway system and remaining arterials. The rest of the state would receive 50 percent of the remaining funds based on the same factors while the remainder would be for statewide rural major projects and would be allocated each year on a statewide basis. TMAs are not eligible for the statewide rural major projects funds.

MoDOT will revisit the funding distribution method in two years to adjust it as appropriate and will continue to review it periodically as directed by the Commission. If MoDOT receives more funding, the funding distribution method can be adjusted to accommodate it. The Commission would have to establish the fixed amounts of funds for taking care of the system and for flexible funds. Once these decisions are made, remaining funds would be used for major projects and emerging needs.

Source: MRPC Regional Transportation Plan Chapter 7

## **Appendix II: Funding Tools for the Local or Regional Level**

Funding for local county and municipal roadway maintenance and construction comes primarily from the state-distributed motor fuel tax, individual city and county capital improvement sales taxes and transportation sales taxes. Additional potential revenue options are available for local or regional transportation projects.

### Economic Development Administration - Public Works and Economic Development Program

Through the Public Works and Economic Development Act of 1965, the United States Department of Commerce, through its EDA branch, offers project grants to enhance regional competitiveness and promote long-term economic development in regions experiencing substantial economic distress. EDA provides Public Works investments to help distressed communities and regions revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies and generate or retain long-term private sector jobs and investment. Current priorities include proposals that help support existing industry clusters, develop emerging new clusters or attract new economic drivers.

Project grants may be used for investments in facilities such as water and sewer systems, industrial access roads, industrial and business parks, port facilities, railroad sidings, distance learning facilities, skill-training facilities, business incubator facilities, redevelopment of brownfields, eco-industrial facilities and telecommunications infrastructure improvements needed for business retention and expansion. Eligible activities include the acquisition or development of public land and improvements for use for a public works, public service or development facility, and acquisition, design and engineering, construction, rehabilitation, alteration, expansion, or improvement of publicly-owned and operated development facilities, including related machinery and equipment. A project must be located in a region that, on the date EDA receives an application for investment assistance, satisfies one or more of the economic distress criteria set forth in 13 C.F.R. 301.3(a). In addition the project must fulfill a pressing need of the region and must: 1) improve the opportunities for the successful establishment or expansion of industrial or commercial plants or facilities in the region; 2) assist in the creation of additional long-term employment opportunities in the region; or 3) primarily benefit the long-term unemployed and members of low-income families. In addition, all proposed investments must be consistent with the currently approved Comprehensive Economic Development Strategy (CEDS) for the region in which the project will be located, and the applicant must have the required local share of funds committed, available and unencumbered. Also, the project must be capable of being started and completed in a timely manner.

### USDA Rural Development

Community Programs, a division of the Housing and Community Facilities Programs, is part of the United States Department of Agriculture's Rural Development mission area. Community Programs

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administers programs designed to develop essential community facilities for public use in rural areas. These facilities include schools, libraries, childcare, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centers, public buildings and transportation. Through its Community Programs, the Department of Agriculture is striving to ensure that such facilities are readily available to all rural communities. Community Programs utilizes three flexible financial tools to achieve this goal: the Community Facilities Guaranteed Loan Program, the Community Facilities Direct Loan Program, and the Community Facilities Grant Program.

Community Programs can make and guarantee loans to develop essential community facilities in rural areas and towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as to non-profit corporations and tribal governments. Applicants must have the legal authority to borrow and repay loans, to pledge security for loans, and to construct, operate and maintain the facilities. They must also be financially sound and able to organize and manage the facility effectively. Repayment of the loan must be based on tax assessments, revenues, fees, or other sources of money sufficient for operation and maintenance, reserves and debt retirement. Feasibility studies are normally required when loans are for start-up facilities or existing facilities when the project will significantly change the borrower's financial operations. The feasibility study should be prepared by an independent consultant with recognized expertise in the type of facility being financed.

Community Programs can guarantee loans made and serviced by lenders such as banks, savings and loans, mortgage companies which are part of bank holding companies, banks of the Farm Credit System or insurance companies regulated by the National Association of Insurance Commissioners. Community Programs may guarantee up to 90% of any loss of interest or principal on the loan. Community Programs can also make direct loans to applicants who are unable to obtain commercial credit. Loan funds may be used to construct, enlarge, or improve community facilities for health care, public safety and public services. This can include costs to acquire land needed for a facility, pay necessary professional fees and purchase equipment required for its operation. Refinancing existing debts may be considered an eligible direct or guaranteed loan purpose if the debt being refinanced is a secondary part of the loan, is associated with the project facility and if the applicant's creditors are unwilling to extend or modify terms in order for the new loan to be feasible.

Additionally, Community Programs also provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. In addition, applicants must have the legal authority necessary for construction, operation, and maintenance of the proposed facility and also be unable to obtain needed funds from commercial sources at reasonable rates and terms.

Grant funds may be used to assist in the development of essential community facilities. Grant funds can be used to construct, enlarge, or improve community facilities for health care, public

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safety and community and public services. This can include the purchase of equipment required for a facility's operation. A grant may be made in combination with other Community Facilities financial assistance such as a direct or guaranteed loan, applicant contributions or loans and grants from other sources. The Community Facilities Grant Program is typically used to fund projects under special initiatives, such as Native American community development efforts, child care centers linked with the Federal government's Welfare-to-Work initiative, Federally-designated Enterprise and Champion Communities and the Northwest Economic Adjustment Initiative area.

### Delta Regional Authority - Delta Development Highway System

The Delta Regional Authority (DRA) was established by Congress in 2000 to enhance economic development and improve the quality of life for residents of this region. The DRA encompasses 240 counties and parishes in Alabama, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee.

As a key part of its effort to improve the lives of Delta residents, the DRA operates a grant program in the eight states it serves. The DRA works closely with local development districts, which provide technical assistance to grant applicants. Once grant applications are submitted each year, the federal co-chairman determines which applications are eligible for funding and which are ineligible. There is an appeals process for those applicants whose submissions are deemed ineligible. From the list of eligible applicants, the governors of the eight states then make recommendations to the full board. The board decides which projects are funded based on the funds available.

Congress has mandated that transportation and basic public infrastructure projects must receive at least 50 percent of appropriated funds. The authority may provide matching funds for other state and federal programs. Missouri's allocation 2007 funding amount was \$882,540.

During a planning retreat in February 2005, the Delta Regional Authority board voted to make transportation one of the authority's three major policy development areas. The Delta Development Highway System (DDHS) plan was developed following input from transportation executives and local organizations in the eight states covered by the DRA. Public meetings were held throughout the region in the fall of 2006. The plan was presented to the president and Congress.

The Delta Development Highway System consists of 3,843 miles of roads throughout the region. The estimated cost to complete the planned improvement projects for these roads is \$18.5 billion. Of the roads in the plan, 27 percent provide four or more travel lanes already and the remainder is two-lane roads.

There are 29 counties in Missouri that are a part of the DRA region. The counties are in the southeast part of the state, they are: Bolinger, Butler, Cape Girardeau, Carter, Crawford, Dent, Douglas, Dunklin, Howell, Iron, Madison, Mississippi, New Madrid, Ozark, Pemiscot, Perry, Phelps, Oregon, Reynolds, Ripley, Scott, Shannon, St. Francois, Ste. Genevieve, Stoddard, Texas, Washington, Wayne and Wright. There are a total of 566 DDHS miles identified in Missouri, which constitutes 14.7 percent of the total DDHS miles, of which 346 miles are 2-lane facilities. The Missouri DDHS improvements consist of widening and upgrading portions of US 60, US 63, US 67, US 412 and MO 8.

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## Community Development Block Grants

The Community Development Block Grant Program (CDBG) offers grants to small Missouri communities to improve local facilities, address critical health and safety concerns and develop a greater capacity for growth. The program offers funds for projects that can range from housing and street repairs to industrial loans and job training. State CDBG funds are only available to non-entitlement areas (incorporated municipalities under 50,000 and counties under 200,000 in population). Other communities receive funds directly through the Entitlement Communities Grants program.

The entitlement program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low-income and moderate-income persons. HUD awards grants to entitlement community grantees to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development and providing improved community facilities and services. Entitlement communities develop their own programs and funding priorities. However, grantees must give maximum feasible priority to activities which benefit low- and moderate-income persons. A grantee may also carry out activities which aid in the prevention or elimination of slums or blight. Additionally, grantees may fund activities when the grantee certifies that the activities meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where other financial resources are not available to meet such needs. CDBG funds may not be used for activities which do not meet these broad national objectives.

## Sales Tax

The 4.225 percent state sales/use tax rate in Missouri is lower than the rates in 35 other states. Missouri communities have the option of adopting a local sales tax, generally ranging from one-half to one percent. Counties may also adopt a sales tax generally ranging from one-fourth to one percent that can be used for transportation.

## Use Tax

Use tax is similar to sales tax, but is imposed when tangible personal property comes into the state and is stored, used or consumed in Missouri. Communities have the option of adopting a local use tax equal to the local sales tax for that community to use for transportation expense.

## Local Option Economic Development Sales Tax

The Local Option Economic Development Sales Tax, approved by the Missouri General Assembly in 2005, allows citizens to authorize a supplemental sales tax dedicated exclusively for certain economic development initiatives in their home municipality. The state statute governing this program is found at 67.1305 RSMo. The voter-approved tax of not more than one half per cent is charged on all retail sales made in the municipality that are subject to sales taxes under Ch.144 RSMo. Missouri statutes define “municipality” as an incorporated city, town, village or county. Revenues generated by the tax may not be used for retail developments unless such retail projects are limited exclusively to the redevelopment of downtown areas and historic districts. A portion of the revenues may be used for project administration, staff and facilities, and at least twenty per cent of the funds raised must be used for projects directly related to long-

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term economic preparation, such as land acquisition, installation of infrastructure for industrial or business parks, water and wastewater treatment capacity, street extensions and for matching state or federal grants related to such long-term projects. Any remaining funds may also be used for marketing, training for advanced technology jobs, grants and loans to companies for employee training, equipment and infrastructure and other specified uses.

### Missouri Downtown and Rural Economic Stimulus Act

The Missouri Downtown and Rural Economic Stimulus Act (MODESA) became a law in 2003. MODESA authorizes public financing for qualifying development projects in the “downtowns” of this state’s cities and towns. The mechanism is similar to the one used in State Tax Increment Financing. A portion of the new state and local taxes created by a project can be diverted to fund eligible public infrastructure and related costs for a period of up to 25 years.

### Neighborhood Improvement District

A Neighborhood Improvement District (NID) may be created in an area desiring certain public-use improvements that are paid for by special tax assessments to property owners in the area in which the improvements are made. The kinds of projects that can be financed through an NID must be for facilities used by the public, and must confer a benefit on property within the NID. An NID is created by election or petition of voters and/or property owners within the boundaries of the proposed district. Election or petition is authorized by a resolution of the governing body of the municipality in which the proposed NID is located. Language contained in the petition narrative or ballot question must include certain information including, but not limited to a full disclosure of the scope of the project, its cost, repayment and assessment parameters to affected property owners within the NID.

### Community Improvement District

A Community Improvement District (CID) may be either a political subdivision or a not-for-profit corporation. CID’s are organized for the purpose of financing a wide range of public-use facilities and establishing and managing policies and public services relative to the needs of the district. By request petition, signed by property owners owning at least 50% of the assessed value of the real property, and more than 50% per capita of all owners of real property within the proposed CID, presented for authorizing ordinance to the governing body of the local municipality in which the proposed CID would be located. Unlike a Neighborhood Improvement District, a CID is a separate legal entity, and is distinct and apart from the municipality that creates the district. A CID is, however, created by ordinance of the governing body of the municipality in which the CID is located, and may have other direct organizational or operational ties to the local government, depending upon the charter of the CID.

### Tax Increment Financing

Local Tax Increment Financing (Local TIF) permits the use of a portion of local property and sales taxes to assist funding the redevelopment of certain designated areas within your community. Areas eligible for Local TIF must contain property classified as a "Blighted", "Conservation" or an "Economic Development" area, or any combination thereof, as defined by Missouri Statutes.

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The idea behind Local TIF is the assumption that property and/or local sales taxes (depending upon the type of redevelopment project) will increase in the designated area after redevelopment, and a portion of the increase of these taxes collected in the future (up to 23 years) may be allocated by the municipality to help pay the certain project costs, partially listed above.

## Transportation Development Districts

Transportation Development Districts (TDDs) are organized under the Missouri Transportation Development District Act, Sections 238.00 to 238.275 of the Missouri State Statutes. The district may be created to fund, promote, plan, design, construct, improve, maintain and operate one or more projects or to assist in such activity.

## Transportation Development Corporations

Transportation Development Corporations (TDCs) are organized under the Missouri Transportation Corporation Act, Sections 238.300 to 238.367 of the Missouri State Statutes. TDCs act in promoting and developing public transportation facilities and systems and in promoting economic development.

Demands for transportation improvements have greatly outpaced the funds available to meet them. In response to this demand, the Missouri Department of Transportation has established various mechanisms for successful public/public and public/private partnerships. These expand financing options for transportation projects that serve a public purpose, including: highway and rail projects, transit equipment, air and water transportation facilities and elderly/handicapped vehicles. The benefits to a project assisted by these partnerships may include: inflation cost savings, early economic and public benefits, financing tailored to the project's needs and a reduced cost of project financing.

## Partnership

## Debt-Financing

## Programs

These programs make loans to a project that has to be repaid.

**Missouri Transportation Finance Corporation (MTFC)** - a non-profit lending corporation established to assist local transportation projects, and to administer the Statewide Transportation Assistance Revolving Fund (STAR Fund)

**State Transportation Assistance Revolving Fund (STAR Fund)** - a fund created by the Missouri General Assembly to assist in the planning, acquisition, development and construction of non-highway transportation facilities.

## Federal Aviation Administration - Airport Improvement Program

The Airport Improvement Program (AIP) provides grants to public agencies - and, in some cases, to private owners and entities - for the planning and development of public-use airports that are included in the [National Plan of Integrated Airport Systems \(NPIAS\)](#). For large and medium primary hub airports, the grant covers 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, the grant covers 95 percent of eligible costs. AIP grants for planning, development or noise compatibility projects are at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

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1. Publicly owned, or
2. Privately owned but designated by the FAA as a reliever, or
3. Privately owned but having scheduled service and at least 2,500 annual enplanements.

Further, to be eligible for a grant, an airport must be included in the NPIAS. The NPIAS, which is prepared and published every 2 years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the postal service. The description of eligible grant activities is described in the authorizing legislation and relates to capital items serving to develop and improve the airport in areas of safety, capacity and noise compatibility. In addition to these basic principles, a grantee must be legally, financially and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement.

Eligible projects include those improvements related to enhancing airport safety, capacity, security and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs except those for terminals, hangars, and non-aviation development. Any professional services that are necessary for eligible projects - such as planning, surveying and design - are eligible as is runway, taxiway and apron pavement maintenance. Aviation demand at the airport must justify the projects, which must also meet Federal environmental and procurement requirements. Projects related to airport operations and revenue-generating improvements are typically not eligible for funding. Operational costs - such as salaries, maintenance services, equipment and supplies - are also not eligible for AIP grants.

## Recreational Trails Program - Department of Natural Resources

The Recreational Trails Program was authorized in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Recreational Trails Program is a federal-aid assistance program that helps states provide and maintain recreational trails for both motorized and non motorized recreational trails uses. Annual funding for this program is approximately \$1,000,000. The program provides funds for many recreational trail uses, such as pedestrian (hiking, running, wheelchair use), bicycling, inline skating, equestrian, cross-country skiing, off-road motorcycling, all-terrain vehicle riding and four-wheel driving. The Department of Natural Resources holds a competitive grant round each year and distributes the funding in response to recreational trail needs within the state. The Recreational Trails Program encourages trail enthusiasts to work together to provide a wide variety of recreational trail opportunities.

## Transportation Enhancement Program

The Transportation Enhancement Program requires each state to reserve 10 percent of its Federal Surface Transportation Program funds annually for designated Transportation Enhancement activities to ensure transportation spending supports more than just roads. This program provides funding through a competitive selection process for transportation related activities other than routine highway and bridge construction. Transportation Enhancement funds are available for a variety of project types, that are

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located in both rural and urban communities. These projects help create more travel choices by providing funding to construct sidewalks, bike lanes and to convert abandoned railroad rights of way to trails. Communities may also use the Transportation Enhancement Program to revitalize local regional economies by restoring historic buildings, renovating streetscapes or providing transportation museums and visitor centers.

### Missouri Safe Routes to School Program

Missouri Safe Routes to School Program (SRTS) was created by Section 1404 of the SAFETEA-LU in 2005. The Highway Safety Division is responsible for administration of SRTS federal funds. The funding is used to provide safer biking and walking accommodations for children in kindergarten through eighth grade, including those with disabilities. There are two areas eligible for funding, behavioral and infrastructure. Behavioral activities may be used for public awareness and outreach campaigns, traffic education, and enforcement efforts. Infrastructure projects include engineering and construction efforts such as sidewalks, crosswalks, lighting and bike racks. State, local, and regional agencies, schools, and non-profit organizations may submit applications to MoDOT to receive a grant from federal safe routes to school funds.

Source: MRPC Regional Transportation Plan Chapter 7

## **Appendix III: JATSO MPO TIP**

### **AVIATION**

Aviation projects are selected in cooperation with the Joplin Airport. The short range plans are for the following projects.

Terminal Repl. Phase II is for electrical vault and generator. This is a federal and local match respectively of \$646,000 and \$34,000 and will begin work in 2009.

Old Terminal rehab is a 2010 project that will be paid out of local funds from the ½ cent transportation sale tax at a total cost of \$530,000.

The Jet Bridge Project is scheduled 2012 and will be totally funded with federal dollars.

### **TRANSIT**

Funding for transit operations and upgrades comes from federal FTA Sec 5307 and local transportation sales tax. Additional funding comes from fare revenues which cover less than 10% of the cost of the program.

Transit upgrades planned for 2009 are stop signs, vans, benches and shelters for a cost of \$60,600 local and \$598,650 federal funding.

Upgrades for 2010 are for shelters, vans and benches at a cost of \$67,000 local and \$268,000 federal dollars.

2011 upgrades are for shelters, vans and benches for a cost of \$41,000 local match and \$164,000 federal funds.

For 2012, the upgrades are also for shelters, vans and benches at a local cost of \$54,000 and \$216,000 in federal funds.

### **RAIL**

There are no rail projects in the MPO for the next 4 years.

# HSTCC Regional Transportation Plan

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## **ENHANCEMENTS/ SCENIC BYWAYS/ SAFE ROUTES TO SCHOOL**

There are no projects by the MPO for the next 4 years but several cities have individual projects that are already in progress.

## **HIGHWAY**

### **Local Funding:**

Local funding for transportation improvements in the Joplin metropolitan area comes primarily from sales taxes. The City of Joplin currently has two transportation sales taxes for funding improvements to the transportation system. Joplin has a ½ cent transportation tax that generates approximately \$6.3 million annually. The tax is used for aviation, new projects, maintenance of the current system and transit. The highway system receives about \$5.3 million for new improvements that include street maintenance, street cleaning, traffic control, and traffic signal maintenance, through this tax. In addition, Joplin passed a 3/8-cent sales tax for capital improvements for street projects in August of 2004. It is estimated that this tax will generate approximately \$13.2 million a year. The capital improvement tax funds specific projects within the MPO area. Both taxes generate around \$19.5 million annually. The two sales taxes produce sufficient revenue to ensure that local non-federal matching funds are available for projects listed in the TIP. The Transportation Sales Tax is a permanent sales tax with no sunset clause. The Capital Improvement Sales Tax is a ten-year tax and is scheduled to expire in 2014.

### **State Funding:**

MoDOT's principal sources of state revenue are motor vehicle fuel taxes, licenses and fees, and one-half of the motor vehicle sales taxes. It is expected that these sources of revenue will continue and MoDOT's contributory obligations for projects identified in the TIP will be funded.

### **Federal Funding:**

The proposed federal funding amounts do not exceed what is anticipated to be available for the TIP. The JATSO expects federal funding to continue with the reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

# HSTCC Regional Transportation Plan

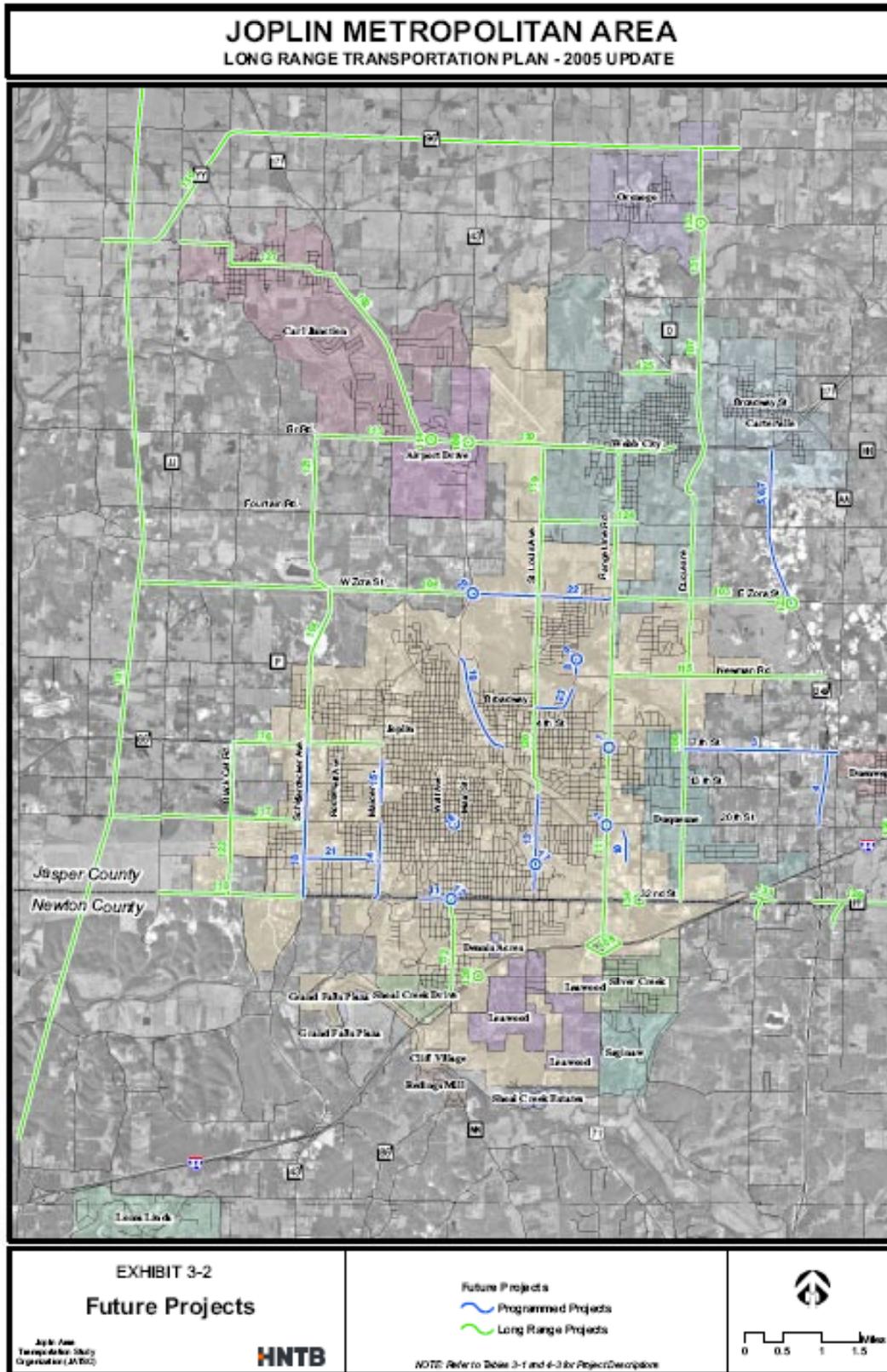
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## JATSO MPO Long Range Plan

# HSTCC Regional Transportation Plan

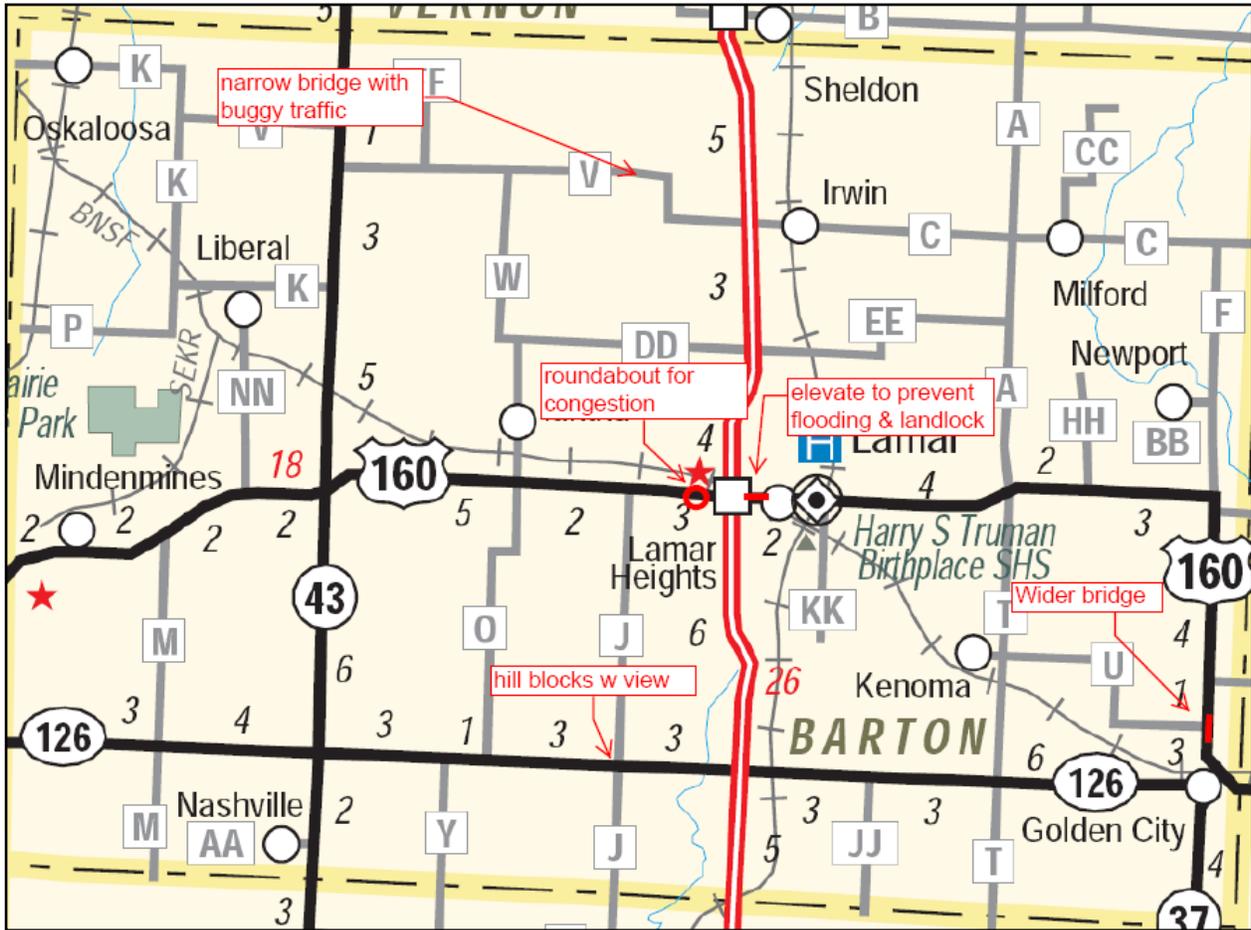
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# HSTCC Regional Transportation Plan



Appendix IV: Maps and Pictures of Current Needs

Barton County





**V Highway 4. 75 mile west of 71**



**Highway 126 and J- see truck a left of picture**

## HSTCC Regional Transportation Plan

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**Highway 160 during flooding**

# HSTCC Regional Transportation Plan

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**71 Hwy and 60 Hwy at Lamar**

# HSTCC Regional Transportation Plan

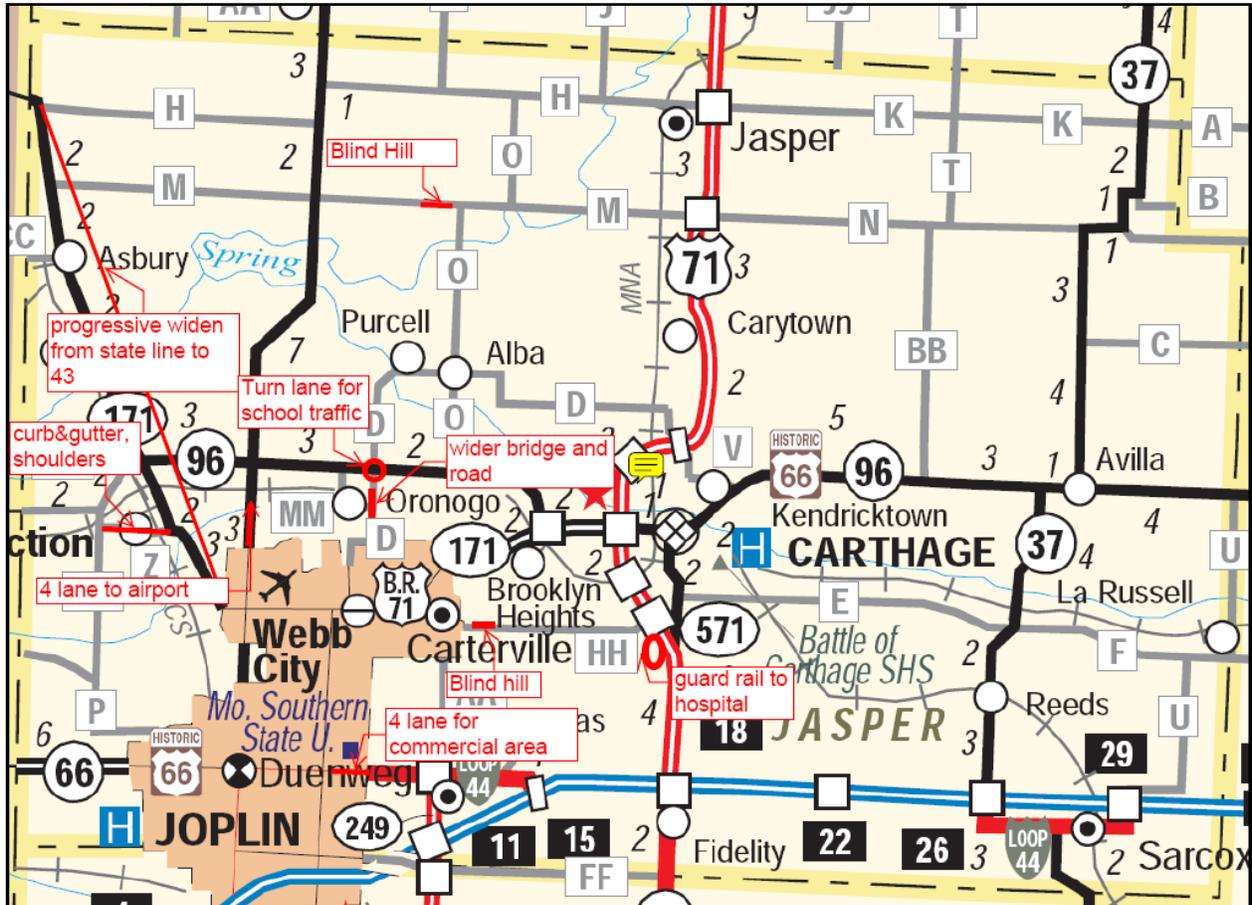
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**N of Golden City on 160**

# HSTCC Regional Transportation Plan

## Jasper County



# HSTCC Regional Transportation Plan

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**Z Highway needs Curb and Gutter and Shoulders**



## HSTCC Regional Transportation Plan

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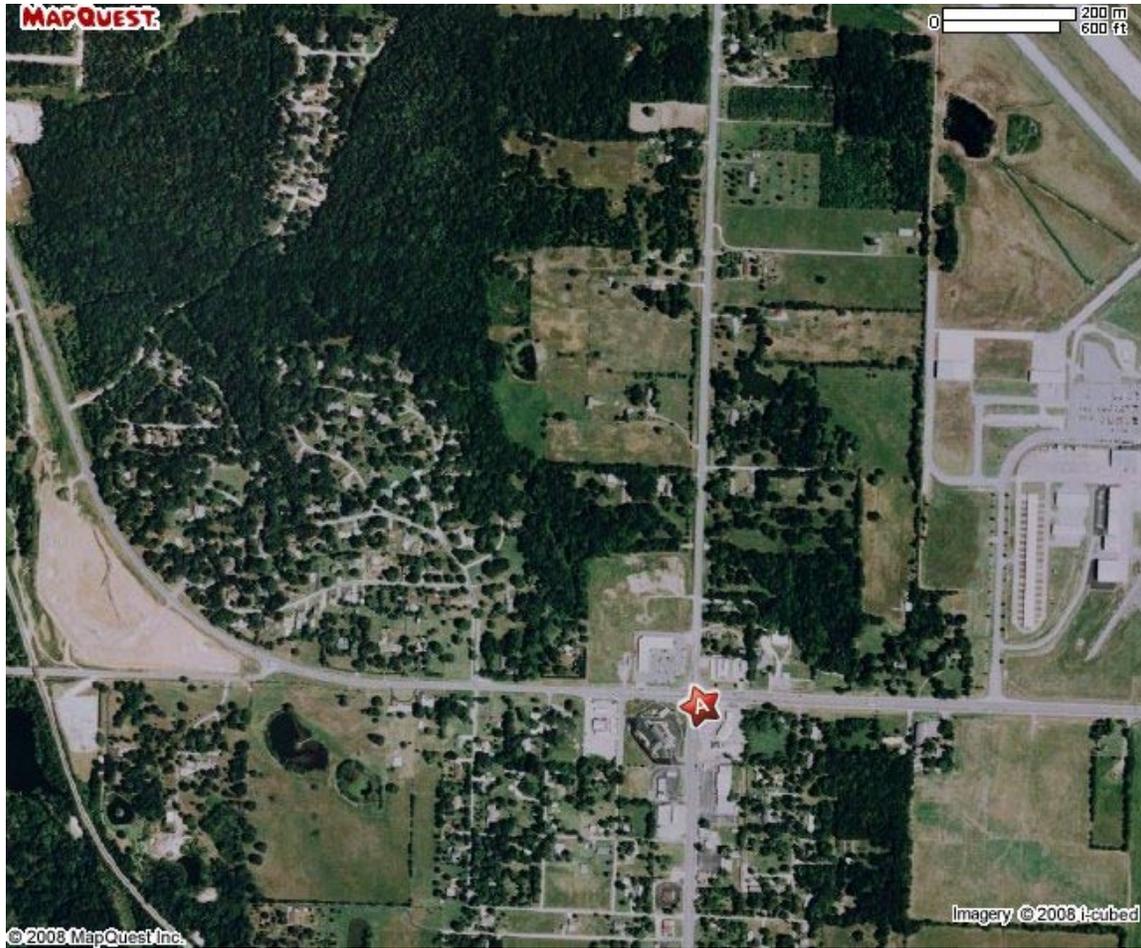
**66 Highway needs turn lanes in commercial and developing area**



**2 large schools right of intersection. Needs turn lane**

## HSTCC Regional Transportation Plan

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**Airport Drive intersection is very busy with traffic heavy also to west and North. It needs roadway accommodations north to Airport and west to State line.**

# HSTCC Regional Transportation Plan

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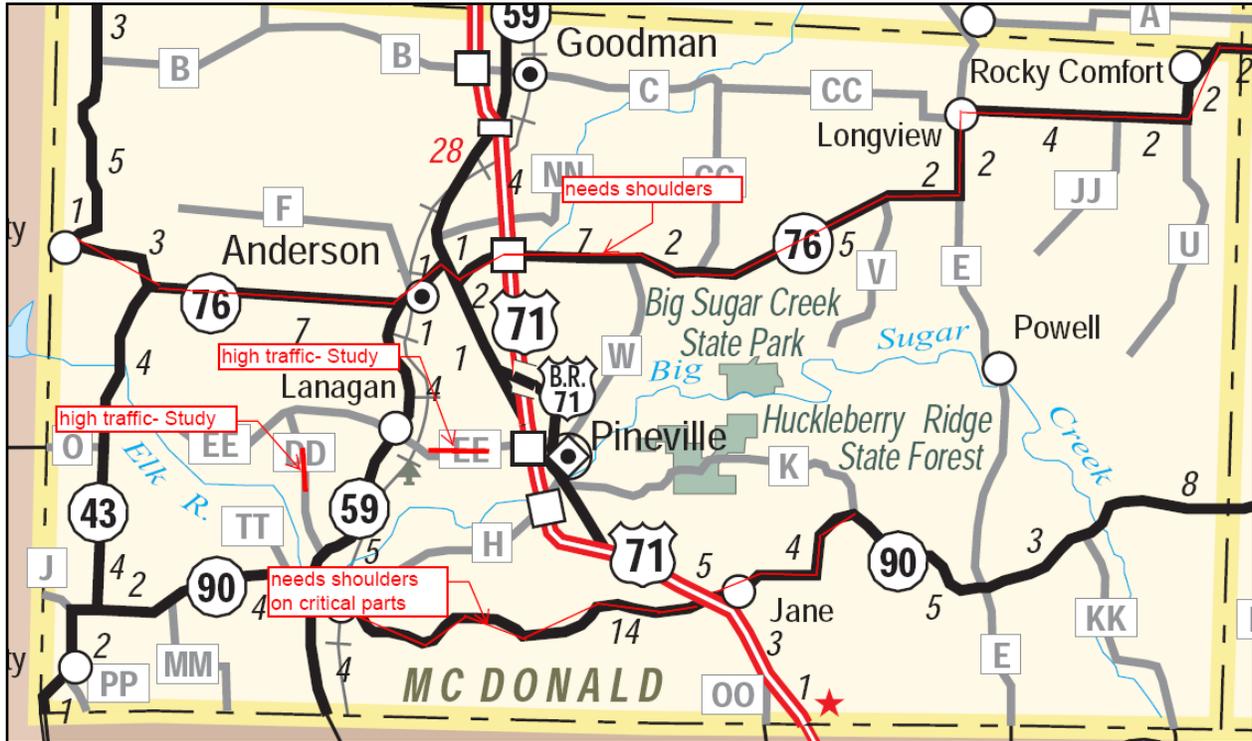
**Blind hill on HH at AA**



**D Highway and Center Creek Bridge is narrow and roadbed floods**

# HSTCC Regional Transportation Plan

## McDonald County



# HSTCC Regional Transportation Plan

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**76 Highway needs shoulders across the county**



**Highway 90 needs shoulders**

# HSTCC Regional Transportation Plan

## Newton County



## HSTCC Regional Transportation Plan

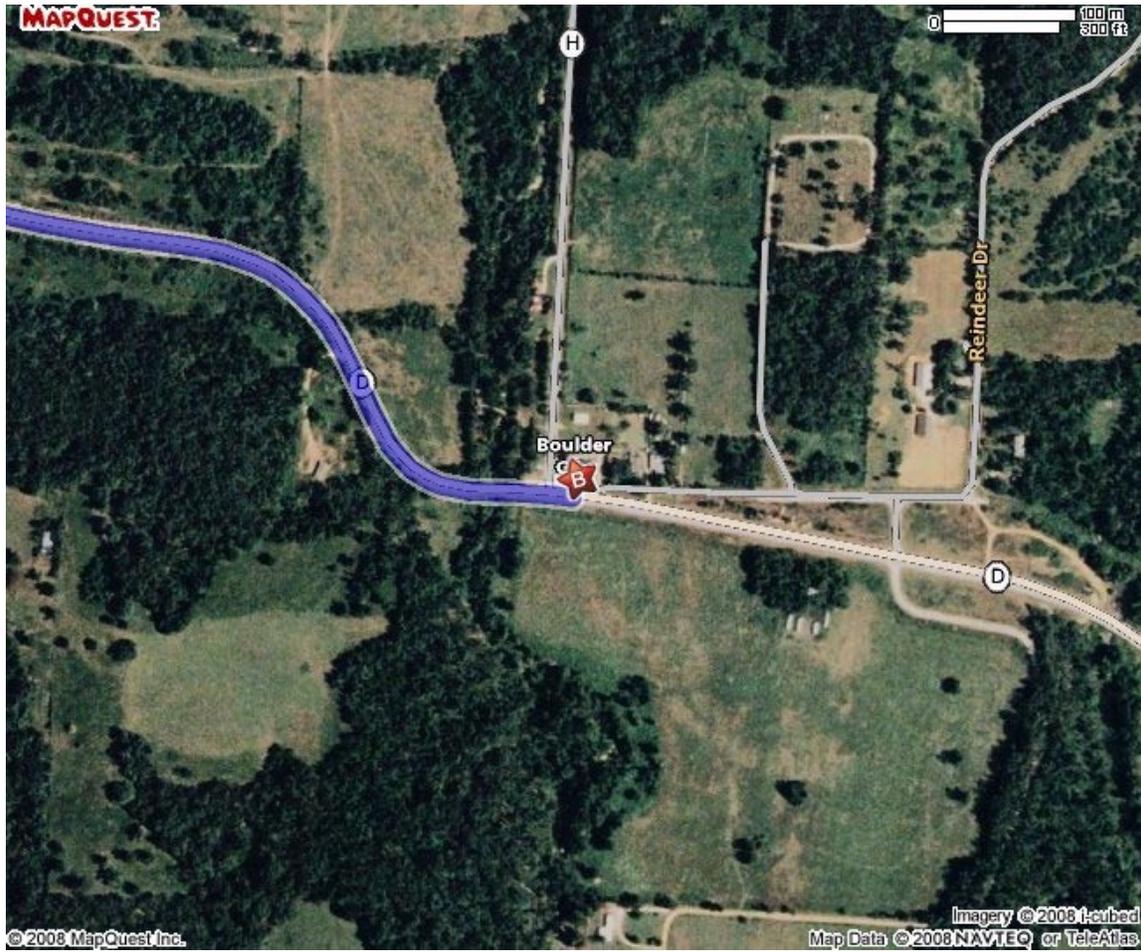
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**V Highway needs shoulders from 71 to George W. Carver Memorial**



**Stella Bridge over Indian Creek on A Highway needs elevated for flooding prevention**



**Sharp curve near Bolder on D Highway needs straightened**

# HSTCC Regional Transportation Plan

## Neosho



## HSTCC Regional Transportation Plan

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**71 and Waldo needs turn lane and light**



**86 Highway needs signals and street rerouting**

# HSTCC Regional Transportation Plan

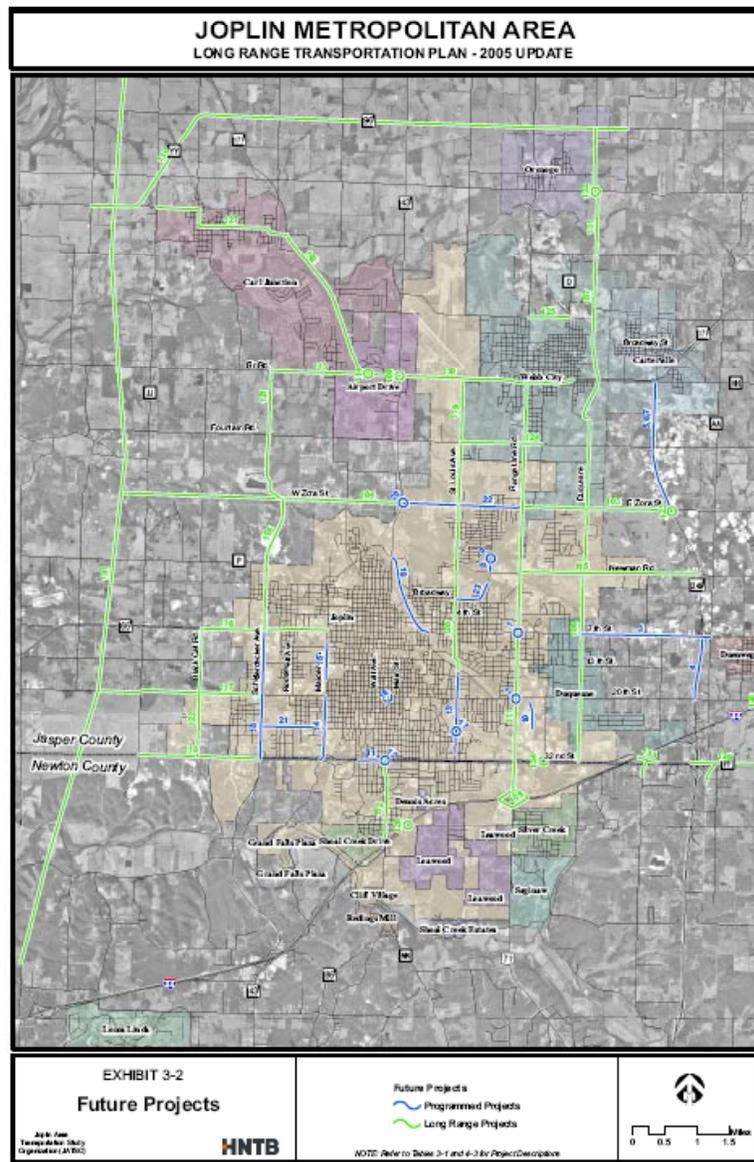
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**60 and Kodiak need turn lane and light**

# HSTCC Regional Transportation Plan

## Multi county needs



**West Bypass to improve flow from 96 to I-44  
I-44 accommodation improvements esp. at Rangeline intersection**



**Complete 71 Highway (future 1-49) to Arkansas border**

## HSTCC Regional Transportation Plan

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**Upgrade Highway 71 to I-49 by putting in interchanges**

## Appendix V: Acronyms and Initialisms

AIP	Airport Improvement Program
BR	Bridge rehabilitation and replacement funds
CDBG	Community Development Block Grant
CID	Community Improvement District
CMAQ	Congestion Mitigation and Air Quality
DRA	Delta Regional Authority
EDA	Economic Development Administration
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
GDP	Gross Domestic Product
GNP	Gross National Product
HSTCC	Harry S Truman Coordinating Council
HSTTAC	Harry S Truman Transportation Advisory Council
HUD	Housing and Urban Development
I/M	Interstate Maintenance
JATSO	Joplin Area Transportation Study Organization
LRTP	Long Range Transportation Plan
MACOG	Missouri Association of Council of Government
MODESA	Missouri Downtown and Rural Economic Stimulus Act
MoDOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
MTFC	Missouri Transportation Finance Corporation
NHS	National Highway System
NID	Neighborhood Improvement District
NPIAS	National Plan of Integrated Airport Systems
RPO	Regional Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users
SRTS	Safe Routes to School Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TCOS	Take Care of System
TDC	Transportation Development Corporations
TDD	Transportation Development Districts
TIF	Tax Increment Financing
TMA	Transportation Management Areas