Revised March 10, 2017

Taney County
Transportation Advisory Board (TCTAB)
Charter

March 10, 2017

Road and Bridge

Rail

Air

Taney County Commission
132 David Street
Forsyth, Missouri 65653

Air

Taney County Commissioners

Mike Scofield – Presiding Commissioner
Sheila Wyatt – Eastern District Commissioner
Brandon Williams – Western District Commissioner

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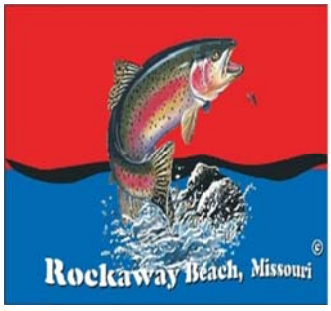
“Partners in Progress”



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Summary of Methodology

“The goal of the Advisory Board is to advise the Taney County Commission in short and long range planning, concerning new road, air, rail and intermodal infrastructure. The Advisory Board is to take into consideration both current population and projected growth in Taney County and the surrounding areas; as well as technological advances. The Advisory Board works under the oversight and direction of the Taney County Commission. Advisory Board Members are appointed by the Taney County Commission”.

Board Members:

The Taney County Transportation Advisory Board (TCTAB) will consist of members with demonstrated transportation experience and background.

Each member will serve four (4)-year terms and based upon application and be reappointed upon review by the Taney County Commission.

The TCTAB Board will strive to maintain equal member representation throughout the County and nominate new members who reside in their District. Hard to recruit member Districts may have Board Members nominated to the Commission without regard to residency, based upon qualifications and review by the Taney County Commission.

Projects Criteria:

The county will be divided for representations into seven (7) equal TCTAB Board Districts by the number of separate ownership parcels regardless of size of the parcel (see Appendix A-1).

All projects will be ranked by an “agreed-to” criteria formula model.

Cost estimates will be ascertained, where possible, for the 3-year plan projects.

Each District Board Member will be responsible for proposing their seven top projects.

Three plans will be created and updated annually by the TCTAB Board.

10-Year plan will be created by ranking each District’s 7 projects.

5-Year plan created by ranking each Districts top 3 projects.

3-Year plan created by ranking each District’s top 2 projects.

The Taney County Commission will commit to find funding for projects in the order that they are ranked; special funding will be pursued as required.

The list of recommended road, air, rail and intermodal projects should be identified as “low cost” and “high cost” for purposes of prioritization and special handing, generally, only projects that are estimated at a cost of $200,000 or higher will be included. Focus should be on new road, air, rail and intermodal solutions or roads that need to be expanded. Although cost and funding are always in the forefront of our thinking, the Board Members main objective is to focus on what is best for the future of Taney County. All highway, road, air, rail, bridge and intermodal related projects recommended by the board must be feasible and practicable in concept.

Long Range Transportation Plans (LRTP) & Needs Identification:

What is the LRTP and what is its purpose?

The LRTP documents Taney County's transportation vision shared by citizens, local officials and stakeholders. This vision helps set transportation investment goals, which form the foundation for transportation decision-making. These goals are consistent with the seven planning factors.

The following are Taney County's transportation investment goals:

- Ensure safety and security in travel and transport, decreasing the risk of injury or property damage on, in and around transportation facilities.

- Provide oversight for the care and maintenance of the existing system, especially, the Taney County roadways and highway/rail bridges.

- Relieve congestion to ensure smooth traffic flow of commuters, tourists, pedestrians, vehicles, trucks, trains and goods throughout the entire system.

- Broaden access to transportation opportunity and essential services for those who cannot or choose not to drive.

- Support, where possible, a transportation policy which provides for the deployment of vehicles and equipment that will integrate with local, interstate and federal required standards such as crashworthiness and the Americans with Disabilities Act (ADA) for compliant vehicles and infrastructure.

- Facilitate the efficient, cost effective movement of goods using all modes of transportation.

- Ensure Taney County's continued economic competitiveness by providing a safe, reliable and efficient transportation system.

- Protect Taney County’s environment and natural resources by making investments that are not only sensitive to the environment, but that also provide and encourage environmentally beneficial transportation choices.

- Enhance the quality of Taney County's communities through transportation.

The LRTP annual update will include a comprehensive inventory of system needs. It will also include a financially constrained component outlining Taney County's highest priority needs and projects. The processes in the planning framework will be used to develop the LRTP annual update.

A special review of the condition and maintenance of all of Taney County's Bridge Inventory and Inspection System will be conducted by the TCTAB Board annually during the month of October. This document must be furnished for review to the TCTAB Board by the Taney County Road and Bridge Department annually well ahead of this time frame.

Fiscal-Constraint Requirements for the LRTP:

The LRTP update will use input from the public as a primary source to develop a priority list of major projects that can be funded with current revenue projections over the next 20 years. The LRTP will also use accident data, MoDOT traffic flow and incident data, County Commission derived facts, the TCTAB Board Members' data assessments and field gathered data, derived engineering analyses, and a large number of other County internal and external data sources as input. It will also define the next tier of major projects to be funded, if additional transportation dollars become available. The LRTP annual update can only be accomplished if the Taney County Commission funds the update through the use and assistance of a qualified contractor and supports the funding of the related engineering costs.

The TCTAB will work closely with the Commissioners, Department Administrators and staff with Taney County and other state, federal and city governments and agencies, such as the Missouri Department of Transportation (MoDOT), to shape the transportation vision for Taney County. TCTAB will use this shared vision to refine the course for transportation in the future and set goals and policies to take the system toward the vision. Public involvement for the LRTP will be focused on developing this shared vision and building informed consent among Taney County for the best way to achieve the vision. Informed consent can be reached when those who are affected:

understand that there is a significant problem that needs to be addressed,

agree that the agency addressing the problem is the right agency to do so,

understand that the process used is reasonable, responsible and sensible, and

know that the agency is listening and cares about potential negative impacts solving the problem could cause and is actively seeking "positive" benefits which may outweigh the negative impacts. TCTAB will work with Taney County to determine which components are high priorities and which are not. Financially constrained system standards will be developed based upon what the public feels should be the focus of existing transportation funding.

Needs Prioritization:

After identifying needs, they must be prioritized to ensure TCTAB works to solve the most important transportation problems first. All identified needs must be prioritized using the processes and procedures discussed below:

What is needs prioritization and what is its purpose?

Needs prioritization is based upon Taney County's transportation investment goals. TCTAB districts will work with planning partners annually to prioritize regional needs which maximize Taney County interests and benefits. Only local, regional and statewide needs that are directly applicable to Taney County will be prioritized when TCTAB's LRTP is updated. All needs addressed by Taney County will be prioritized using the processes established in the framework, which are primarily based upon data.

How does the prioritization process work?

The two types of needs, physical system needs and functional needs, will be prioritized using separate processes:

Physical System Needs:

Determine the weights for each transportation investment goal. The weights for all transportation investment goals must total 100 percent. General guidance is given for each goal's range of weighting; however, there is some flexibility for districts and local officials to determine appropriate weights for their regions. There may be instances where certain goals receive a zero weighting.

Determine the appropriate factors and their point values under each Transportation investment goal.

For each weighted transportation investment goal, the allowable points must total 100. There are recommended factors for each goal and a maximum point value for each factor. The TCTAB Board contractor may be called upon to assist with appropriate and uniform assignment of weight factors and point values. Upon TCTAB Board Members' review, additional factors may be added under "District Factors/Flexible Points" for district flexibility. If districts choose not to use any additional factors, they can allocate the standard "District Factors/Flexible Points" to the factors already listed. A more detailed explanation of each factor can be found in the Appendix. Each district must submit its finalized process to TCTAB's Board Members through its Quality Assurance/Quality Control process for their final review and concurrence.

Districts provide scores for the objective factors based upon data -- (note: An agreed-to computer program has been developed to help automate this process).

Districts will work with planning partners to determine appropriate ratings for subjective factors.

Functional Needs:

Functional needs are categorized as improving an operational aspect of the transportation system. The Functional Needs Prioritization Process found in Appendix 1 will be used to prioritize functional needs. The needs prioritization processes should not be used as a "black box" to dictate the programming of major investment studies and engineering work. Instead, they are tools used by TCTAB's planners as they facilitate planning partners' participation to determine the highest-priority needs. Other factors such as funding availability, staff resources and budget, and the practical potential to address the need are all part of the decision-making process for programming preliminary engineering work and planning studies. Needs prioritization is related indirectly to the construction budget. Until the project specifics are defined, it is difficult to estimate the cost for a need's solution. However, most needs will lend themselves to a type of project that will best fit a single funding category. Therefore, it is important for the districts and their planning partners to consider the funding levels of these categories when selecting needs for further design or study.

Project Prioritization:

What is project prioritization, and what is its purpose?

The project prioritization processes are primarily based upon data and serve as a starting place for determining the best candidates for funding. Project prioritization is a tool that shows decision makers how projects eligible for funding compare to one another. This process is not a black box that generates a ranked list of Taney County's next transportation projects. Rather, the prioritization processes are a starting place for determining the best candidates for funding. Other information must be considered before projects can be programmed. This information is discussed in the programming guidelines section. There are separate project prioritization processes for each category in TCTAB's funding distribution method.

Each process is based on transportation investment goals from the LRTP. Each project is prioritized using the appropriate prioritization process. This will generally correspond to the project's primary funding category. For example, a major resurfacing project of the Hwy 76 “strip” would be classified as a take-care-of-the-system project and would be evaluated by that district prioritization process. In contrast, a four-lane new interchange project on U.S. 65 would be a major-system-expansion project.

Project prioritization overview:

Every fully scoped project will be prioritized.

Determine the weights for each transportation investment goal
The weights for all transportation investment goals must total 100 percent. General guidance is given for the range of weighting for each goal; however, there is some

flexibility for districts and local officials to determine appropriate weights for their regions. There may be instances where certain goals receive a zero weighting.

Determine the appropriate factors and their point values under each transportation investment goal

For each weighted transportation investment goal, the allowable points must total 100. There are recommended factors for each goal and a maximum point value for each factor. Additional factors may be added under "District Factors/Flexible Points" for additional district flexibility. If districts choose not to use any additional factors, they can allocate the "District Factors/Flexible Points" to the factors already listed. A more detailed explanation of each factor is in the Appendix. Each district must submit its finalized process to TCTAB.

Districts provide scores for the objective factors based upon their knowledge base, data, and analysis (note: A computer program has been developed to help automate this process). The TCTAB may use appropriate contractor(s) to develop and/or maintain the computer programs as the needs dictate, based upon availability of the funds, county processing requirements, and prior review and approval of the Commission.

Districts must work with planning partners to determine appropriate ratings for subjective factors.

After rating all prioritization factors for a particular project, a total score is calculated.

Safety Needs Identification and Project Prioritization:

Safety Program Purpose:

Taney County's Highway Safety Program provides funding for projects whose primary purpose is to reduce the number or severity of crashes on existing state highways. It applies to all areas of Taney County. Relocation of existing highways, adding new through-lanes or upgrading existing highways to a higher classification (regardless of the safety benefits) and projects aimed at reducing congestion are not included.

Projects may be at spot locations where crash history indicates a pattern correctable with an improvement such as traffic signals, wet pavement correction, transverse rumble strips or curve corrections. Projects may also be system-wide improvements involving highway elements associated with crash frequency or severity, such as median barrier, upgrading ground-mounted signs with breakaway features, gore protection, shoulder rumble strips and new or upgraded guardrail. Projects reducing the severity of crashes result in a worthwhile safety benefit even if the number of total crashes increase. These projects should primarily be initiated upon the receipt of State and Taney County Department fact-based information supplied, for example, by the Taney County Road and Bridge Department, County Sheriff’s Office, MoDOT, etc. This safety related information must be pre-formatted and sorted in a meaningful manner in order to facilitate ready review by the TCTAB Board.

By evaluating accident data and receiving calls or other information about a safety concern from planning partners, the general public or other sources, safety needs can be identified. These needs should be evaluated in the functional needs prioritization process. At a minimum, the needs identified using the following sources must be prioritized each year:

High-accident location list
Identifies locations with high accidents over a three-year period and an accident rate higher than the statewide average for similar facilities
Locations are separated into %-mile segments and intersections

Wet/dry accident list - Provided by Road and Bridge Department and Sheriff's Department.

Fatal or disabling injury locations
Locations having more than one fatal and/or disabling injury crash in the last five years

Safety index/rating
The safety index/rating for each location includes factors for total crashes, crash severity and appearance on the high-accident location and wet/dry accident list. Districts should concentrate on locations with a "poor" or "very poor" rating and will, at a minimum, prioritize all "very poor" locations.

Conclusion:

All findings, products and decisions of the TCTAB Board as related to the prioritization of Taney County Transportation projects and needs are subject to review, approval and implementation by the Commission. The framework of this charter allows TCTAB to accomplish the following outcomes:

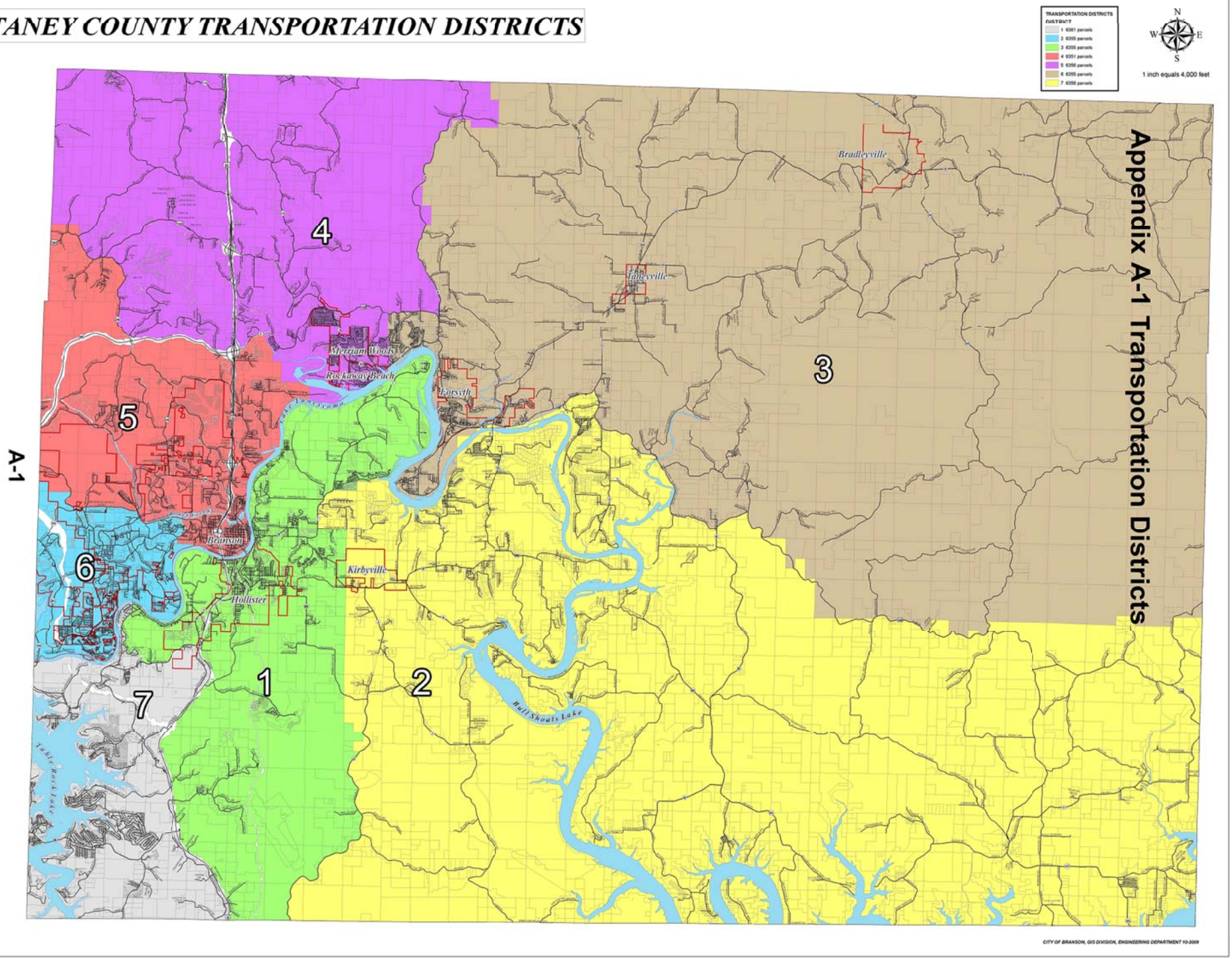
Increased influence and involvement of local communities in decision-making; the framework requires extensive involvement of regional planning partners at each step of the planning and decision-making process.

Increased predictability in the planning and decision making process. This frame-work establishes a process outlining how and when transportation investment decisions are made and when Taney County residents can most effectively influence these decisions.

Greater accountability and flexibility in the planning and decision-making process.

TCTAB is accountable to Taney County for making the best use of its transportation dollars. Transportation decisions are made using data about the transportation system and input from those affected. The framework identifies whom to involve and what outcomes are expected; however, it also includes flexibility for local areas to determine how these activities should be accomplished. The framework also includes a system of checks and balance to make certain the process is working effectively. This process helps to ensure integrity of Taney County's transportation system. This framework will make sure limited transportation dollars are spent in the best possible way, helping TCTAB and regional and local agencies meet strategic transportation goals.

TANEY COUNTY TRANSPORTATION DISTRICTS



APPENDIX B Prioritization Process Sheets

Prioritization Process Sheets – Developed by TCTAB Board and it's Contractor, HTB, per Contract April 19, 2013 to conduct Taney County Project Prioritization Study (See Model derivation and example sheets provided below and following pages). Derivation of the "TCTAB Board Project Prioritization Model"

Selected Weight, Factors, Point Values and Indexes selected by TCTAB Board for 2014 going forward:

Safety:
Weight: 20% minimum – 50% maximum
Safety Index 85 pts
Safety Concern 5pts
District Factors/Flexible Points 10 pts Total 100 pts

Quality of Communities:
Weight: 5% minimum – 30% maximum
Connectivity 40 pts
Complies with Regional and/or Local Trans. Plans 30 pts
District Factors/Flexible Points 30 pts Total 100 pts

Access to Opportunity:
Weight: 5% minimum – 30% maximum
Vehicle Ownership 25 pts
Eliminate Bike/Ped Barriers 25 pts
District Factors/Flexible Points 50 pts Total 100 pts

Congestion Relief:
Weight: 5% minimum -. 50% max. Level
of Service 20 pts
Daily Usage 20 pts
Functional Classification 20 pts
System Efficiency (w/o Expansion) 20 pts

Efficient Move Freight:
Local Vehicle Friendly Facilities. max.30%
Local Efficient Movement max. 50%

Economic Competitiveness:
Weight: 5% minimum - 30% max.
Support Strategic Economic Corridor 20 pts
Level of Economic Distress 20 pts
Supports Regional Economic Opportunities 20 pts
District Factors/Flexible Points 40 pts Total 100 pts

Environmental Protection:
Weight: 0°/o minimum - 20°/o max.
Environmental Index 50 pts
District Factors/Flexible Points 50 pts Total 100 pts

Taking Care System: max. 20%

Roadway, Rail or Bridge Conditions: max. 20%

Substandard Roadway, Rail or Bridge Feature: max. 20%

Local Taking Care: max. 40 %

Safety Index: The safety index is made up of the following components:

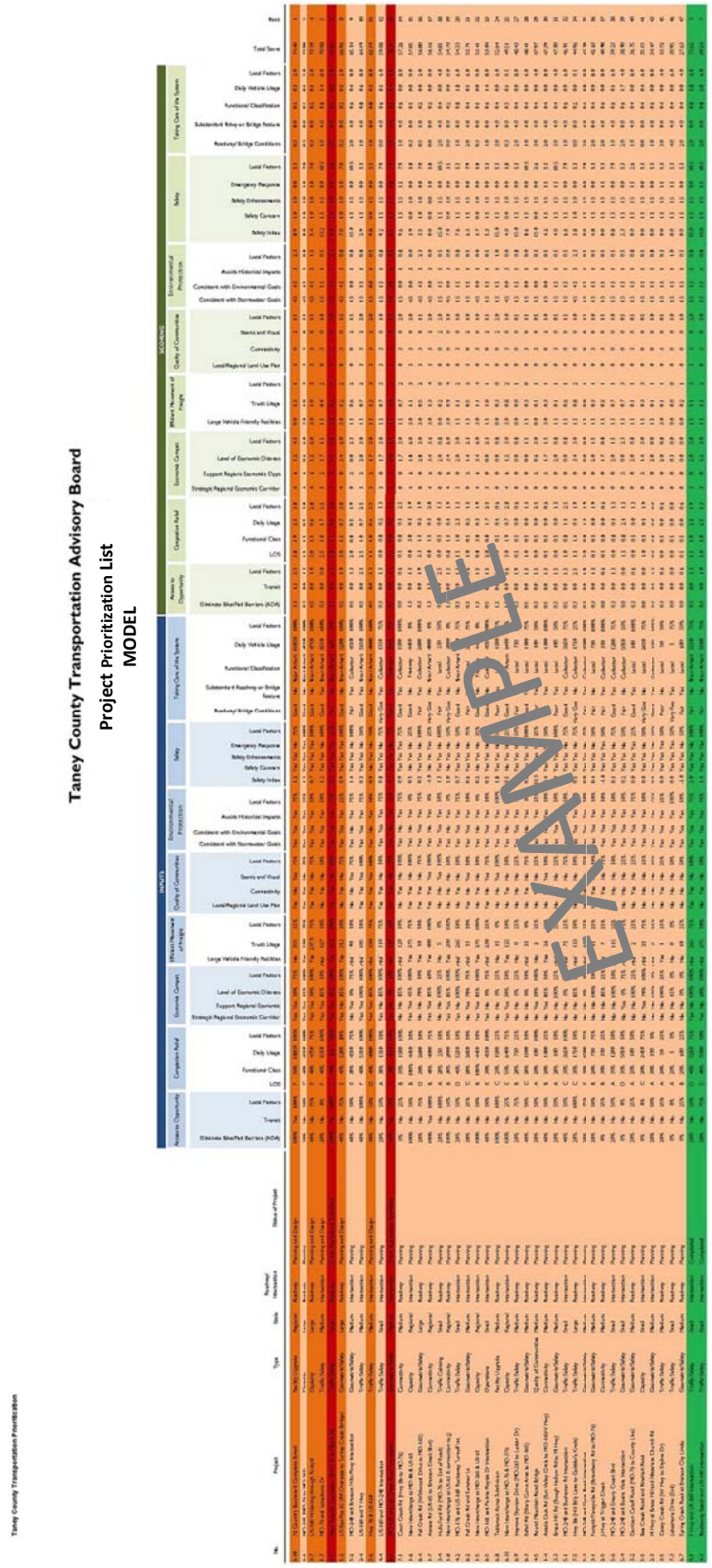
Accident Index (10%) - compares the total accident rate to the statewide rate

Severity Index (60%) - compares the rate of injury and fatal crashes to statewide rates

High Accident Index (15%) - assigns a value based on locations that show up on the annual high accident listing

Wet / Dry (other Hazard) Index (15%) - assigns a value based on locations that show up on the annual wet/dry listing

Appendix C Project Ranking Model



Appendix C-2 Project Scoring/Evaluation Model

Proj. #: 1-3	Project Name:	MO-76 and Lakeshore Dr					
Project Type:	Traffic Safety	Total Score	71.0	out of	100		
Project Description: Improve intersection to address safety issues. Improvements include possible turn lanes, raised islands, and modified traffic control. A continuous Green-T intersection could also be considered at this location.							
Status:	Planning and Design		**Length:**	NA			
Project Scale:	Medium		Roadway or Intersection		Intersection		
Functional Classification:	Minor Arterial	*(for the major street)*					
Avg. Annual Daily Traffic (AADT):	16,700	*(estimated, avg. for major street)*					
Daily Truck Traffic:	334	*(estimated, avg. for major street)*					
Through Lanes:	2	*(through lanes on major street)*					
Project Discussion: Both roads are two lane roads. MO-76 hs a high volume of traffic. There are no turn lanes on MO-76. The intersection is large and is not level (it slopes from northeast to southwest). The curvature of the road and grade limit sight lines to the east. Lakeshore is stop controlled. The posted speed on MO-76 is 35 mph, though the 85th percentile traffic liekly exceeds that speed. Left turn traffic during peak periods can have a longer than desirable delay. Traffic volumes fluctuate with seasonal activity and may meet signal warrants during peak times.							

Access to Opportunity		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	0.3	of 5
Eliminate Bike/Ped Barriers (ADA)	20%	25	5.0	0.3				
Project provides bike connections	No				does not apply			
Project provides pedestrian connections	No				does not apply			
Project brings existing facilities up to ADA Regulations	No	*use if first two do not apply*			assumes no sidewalks or bike lanes			
Project provides some bike/pedestrian facilities	Yes	*use if first two do not apply*			assume int control would incorporate pe			
Transit	No	25	0.0	0.0	No effect on Bran	Shuttle or Jefferso		
Local Access to Opportunity Factors	0%	50	0.0	0.0	Bike/ped improvements currently		assumed	

Congestion Relief		Max	Actual	Weighted	ght Factor = 10%	Total Points =	7.7	of 10
Level of Service	F	25	25.0	2.5	w	ound LOS for stop control (Synchro)		
Functional Classification1	Minor Arterial	40%	25	10.0	1.0			
Daily Usage	8350	25	17.4	1.7	*(Modified MoDOT formula)*			
Local Congestion Relief Factors	100%	25	25.0	2.5	moderate to high traffic, key location, can have high delay			

Economic Competitivness		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	8.2	of 10
Strategic Regional Economic Corridor	Yes	30	30.0	3.0	MO-76			
Support Regional Economic Opportunities	Yes	20	20.0	2.0	supports rec development in the Lakeshore corridor			
Level of Economic Distress	85%	20	17.0	1.7				
Poverty (Block Group)	14.6%				2006-2010 ACS block group data - Comb. 4 block groups			
Unemployment (tract)	7.0%				2006-2010 ACS tract data - Combining 3 tracts			
Local Economic Competitiveness Factors	50%	30	15.0	1.5	important local intersection			

Efficient Movement of Freight		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.4	of 10
Large Vehicle Friendly Facilities	Partial Yes	30	15.0	1.5				
Widens Road	No							
Improves Geometry	Yes				turn lanes to be added			
Improves Load Rating	No							
Truck Usage	167	30	8.7	0.9	*MoDOT formula*			
Local Efficient Movement of Freight Factors	50%	40	20.0	2.0	MO-76 is an important commerce route, Lakeshore is not			

Quality of Communities		Max	Actual	Weighted	Weight Factor = 10%	Total Points =	4.0	of 10
Local/Regional Land Use Plans	No	30	0.0	0.0				
Consistent with Local Plans	No				no applicable local plans (not in Hollister or Branson)			
Consistent with Regional Plans	No				not mentioned in SMCOG regional plan			
Connectivity	Yes	30	30.0	3.0	Important connection for the Branson, Hollister & Kirbyville areas			
Scenic and Visual	No	20	0.0	0.0	no major scenic or visual benefits, except possibly landscaping			
Local Quality of Communities Factors	50%	20	10.0	1.0	this is on important intersection in the area			

Environmental Protection		Max	Actual	Weighted	Weight Factor = 5%	Total Points =	4.5	of 5
Consistent with Stormwater Goals	Yes	30	30.0	1.5	Modest project, few stormwater issues expected			
Consistent with Environmental Goals	Yes	30	30.0	1.5	Unmitigated environmental impacts are not expected			
Avoids Historical Impacts	Yes	20	20.0	1.0	No known historical impacts			
Environmental Protection Factors	50%	20	10.0	0.5	no major mitigation expected			

Safety		Max	Actual	Weighted	Weight Factor = 30%	Total Points =	26.7	of 30
Safety Index	1.18	50	44.1	13.2	*(Modified MoDOT formula)*			
Crash Rate	145.61				Crash data 2009-2011			
Accident Index	2.21							
Severity Index	2.15							
Safety Concern	Yes	5	5.0	1.5	Concern raised by local leaders			
Safety Enhancements	Yes	5	5.0	1.5	improvements expected to address safety concerns			
Emergency Response	No	5	0.0	0.0	no major effect on response times			
Local Safety Factors	100%	35	35.0	10.5	crash data confirms local concerns			

Taking Care of the System		Max	Actual	Weighted	Weight Factor = 20%	Total Points =	15.2	of 20
Roadway or Bridge Conditions	Good	20	5.0	1.0	MO-76 assumed to be good or very good, Lakeshore Fair			
Substandard Roadway or Bridge Feature	Yes	20	20.0	4.0	alignment decreases sight distance east of intersection			
Functional Classification2	Minor Arterial	40%	10	4.0	0.8			
Daily Vehicle Usage	8350	10	7.0	1.4	*(Modified MoDOT formula)*			
Local Taking Care of the System Factors	100%	40	40.0	8.0	Important local intersection			

Data Check3 OK Data Check1 OK Data Check2 OK