Ozarks Transportation Organization

January 18, 2006

Technical Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

Ozarks Transportation Organization

Technical Committee Meeting Agenda, January 18, 2006
Missouri State University Plaster Student Union Room 317 (Third Floor)

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

I. Administration

A. Approval of Technical Committee Meeting Agenda
(2 minutes/Bingle)
TECHNICAL COMMITTEE ACTION REQUESTED

B. Approval of November 16, 2005 Meeting Minutes ..... Tab 1
(2 minutes/Bingle)
TECHNICAL COMMITTEE ACTION REQUESTED

C. Public Comment Period
(3 minutes/Bingle)
Individuals requesting to speak are requested to state their name and organization (if any) that they represent before making comments. Individuals and organizations have up to three minutes to address the Technical Committee.

D. Executive Director's Report
(3 minutes/Rudge)
Dan Rudge will provide a review of the MPO Board of Directors actions at their December meeting, and staff activities since the November Technical Committee meeting.

II. New Business

A. City Utilities Transit Transfer Facility TIP Amendment Request ..... Tab 2
(5 minutes/Cruise)
City Utilities Transit received a federal earmark for the construction of a new bus transfer facility in the Jordan Valley Park. Prior to construction activities, CU will undertake a site feasibility study to look at alternative locations, environmental investigation of the selected site and dispensation of the existing transfer facility. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON THE TIP AMENDMENT REQUEST.

P.O. Box 8368, 840 Boonville Ave., Springfield, MO 65801 • (417) 864-1093 / FAX (417) 864-1881

B. MoDOT I-44 and US65 TIP Amendment Request ..... Tab 3
(5 minutes/Miller)
With the passage of SAFETEA-LU and subsequent earmarks, adjustments were made to the amount of funds available to MoDOT to fast track some construction projects. This acceleration may represent significant cost-savings. MoDOT is requesting a TIP amendment so that the entire project can be completed in FY2006 instead of being spread out over multiple years. The City of Springfield is requesting the use of STP Urban funds to use stamped concrete in the project. No additional funds are being diverted from the MPOs regular allocation. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON THE TIP AMENDMENT REQUEST.

C. MoDOT Taking Care of The System TIP Amendment Request ..... Tab 4
(5 minutes/Miller)
As part of Amendment 3, MoDOT has funds available for specific resurfacing projects within the MPO study area. As part of our ONEDOT Certification Review, it was recommended that the MPO do a better job of including "Taking Care Of The System" projects in the TIP. The two projects for consideration are resurfacing a portion of Interstate 44 and a portion of Business 65. The source of these funds is competitive and represents additional funds brought into the OTO Service Area. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON THE TIP AMENDMENT REQUEST.

D. MoDOT I-44 and State Highway 13 Scoping Project TIP Amendment ..... Tab 5
(5 minutes/Miller)
MoDOT is requesting that the TIP be amended to include a scoping project for the interchange at I-44 and State Highway 13 (Kansas Expressway). The funds for this project come from a MoDOT statewide engineering allocation. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON THE TIP AMENDMENT REQUEST.

E. Consideration of the Enhancement Funding Handbook ..... Tab 6
(10 minutes/Edwards)
The subcommittee assigned to develop selection criteria for, and then make recommendations on, Enhancement projects in the OTO Study area have made modifications to the Enhancement Funding Handbook. These changes revise certain requirements in the submission process and also change the scoring parameters for some of the criteria. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON THE

APPROVAL AND ADOPTION OF THE REVISED ENHANCEMENT FUNDING HANDBOOK.

F. Formation of the UPWP Subcommittee
(5 minutes/Bingle and Rudge)
As part of the ONEDOT Certification review, a request was made to change the timing of the Unified Planning Work Program (UPWP) adoption process. In the past, the UPWP would be submitted to the Technical Committee in May and approved by the Board of Directors in June. With the UPWP fiscal year running from July 1 to June 30, both MoDOT and ONEDOT did not have enough lead time to review, approve and develop contracts by July 1st. We are therefore developing the UPWP for submission to the Technical Committee in March with Board adoption in April. Typically, a subcommittee of the Technical Committee meets with staff to review a draft UPWP and make decisions about work tasks and projects for inclusion in the final UPWP.

NO TECHNICAL COMMITTEE ACTION REQUIRED. THE CHAIR MAY APPOINT ANY TECHNICAL COMMITTEE MEMBER HE CHOOSES TO SERVE ON THE SUBCOMMITTEE, HOWEVER VOLUNTEERS ARE WELCOMED.

G. Formation of Urban Roadway Design Standards Subcommittee
(5 minutes/Bingle and Rudge)
When the MPO adopted Roadway Design Standards in 2004, the standards were intended to encourage proper roadway design and right-of-way dedication for planned roadways. In urban areas where land use is primarily built-out the design standards are problematic. To prevent local communities from having to request a deviation for right-of-way widths in built up areas, staff would like to develop a new set of standards for roadways in parts of OTO communities that have already been almost completely built out.

NO TECHNICAL COMMITTEE ACTION REQUIRED. THE CHAIR MAY APPOINT ANY TECHNICAL COMMITTEE MEMBER HE CHOOSES TO SERVE ON THE SUBCOMMITTEE, HOWEVER VOLUNTEERS ARE WELCOMED.

III. Other Business

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

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

C. Information Items ..... Tab 7
(Articles attached.)

IV. Adjournment
Targeted for 2:30 P.M. Next Technical Committee meeting scheduled for Wednesday, March 16, 2006 at 1:30 PM at the Missouri State University Plaster Student Union.

DR/dr
Attachments and Enclosure

Pc: Tom Carlson, MPO Chair Designee, Mayor, City of Springfield
David Coonrod, MPO Vice-Chair, Greene County Presiding Commissioner
Ms. Donna McQuay, Immediate Past-Chair of MPO, Mayor, City of Nixa
Stacy Burks, Senator Bond's Office
Steve McIntosh, Congressmen Blunt's Office
David Hertzberg, Director, Joplin MPO
Area News Media

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the last Technical Committee meeting. Please review these minutes prior to our meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
NOVEMBER 16, 2005

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-3:30 p.m., at the Missouri State University Plaster Student Union (East Ballroom, 3rd Floor).

The following members were present:

Mr. Paul Engel, City of Battlefield (Chair)
Mr. Marc Thornsberry, City of Springfield
Ms. Eva Voss, MoDOT
Ms. Becky Baltz, MoDOT
Mr. Gregg Smith, Christian County
Mr. Frank Miller, MoDOT
Mr. Steve Childers, City of Ozark
Mr. Wally Schrock, City of Republic
Ms. Carol Cruise, City Utilities
Mr. Dan Smith, Greene Co. Highway Dept.
Mr. Earl Newman, City of Springfield
Mr. Brad McMahon, FHWA
Mr. Jim Dow, Springfield R-12 Schools
Mr. Kevin Lowe, Greene County Highway Department
Ms. Natasha Longpine, SMCOG
Mr. Roger Howard, Burlington Northern Railroad
Mr. Fred Gress, City of Willard
Mr. Ralph Rognstad, City of Springfield
Mr. Bill Robinett, MoDOT
Mr. Joel Keller, Greene County (a)

The following members were not present:

Mr. Arthur Bean, City of Strafford
Mr. Gary Cyr, Airport
Mr. Kent Morris, Greene County
Mr. Thomas Coates, FAA
Mr. Brian Bingle, City of Nixa (Chair-Elect)
Mr. Ryan Mooney, Chamber of Commerce
Mr. Mike Tettamble, Jr., Trucking Representative
Mr. Mokhtee Ahmad, FTA
Mr. Shawn Schroeder, Airport (a)
Mr. Fred Marty, Missouri State University

Others present were: Carl Carlson, Scott Consulting; Stacy Burks, Senator Kit Bond's Office; Steve McIntosh, Senator Roy Blunt's Office; Ann Razer and Mike MacPherson, Springfield Planning and Development; and Dan Rudge, Sara Edwards, and Danée Avery, Ozarks Transportation Organization.

Mr. Engel called the November 16, 2005 Technical Planning Committee Meeting to order at 1:33 p.m.

I. Administration

A. Approval of Technical Committee Meeting Agenda

Ms. Cruise motioned to approve the agenda as presented. Mr. Dow seconded, and the motion was carried unanimously.

B. Approval of September, 2005 Meeting Minutes

Mr. Childers motioned to approve the September meeting minutes. Mr. Dow seconded and the motion was carried unanimously.

C. Public Comment Period

Mr. McIntosh introduced David Hertzberg, Director of Public Works for the City of Joplin, and he was welcomed by the committee. No other public comment was made.

D. Executive Director's Report

Mr. Rudge apologized to the Technical Committee for the lengthy agenda and explained that the MPO was not given a final copy of the certification review until September 30 and the committee would meet only once before the ONEDOTcorrective actions deadline of January 1.

Mr. Rudge then updated the committee on several projects, including:

1. completion of Phase II of the CMS (included in agenda)
2. completion of Bicycle Pedestrian Plan (included in agenda)
3. near completion of a Growth Trends Report to be presented at the regional symposium in March
4. completion of Title VI Policy (included in agenda)
5. staff hopes to have a Regional Travel Model by the end of the month
6. Transition Plan – meeting with Board in December
7. public meetings held and work done on Nixa's Bicycle Pedestrian Plan
8. meetings scheduled for RFQ for the North-South Corridor Study

Mr. Rudge then thanked the Technical Committee and MPO staff for their work. The certification review was impressive in comparison to other MPOs.

II. New Business

A. Railroad Reconfiguration and Grade Separation Study Update

The City of Springfield, in association wth MoDOT and local railroad operators, are conducting a study to relocate existing rail lines in West Meadows and to develop grade separations at key locations. Mr. MacPherson informed the committee of a web site containing frequently updated information on the study at http://rrstudy.com. He then presented information on the study via PowerPoint, which highlighted areas including

1. study funding reduced from $8,000,000 to $800,000
2. considering all alternatives at this point
3. the importance of a utilizing model city projects and obtaining stakeholder consensus
4. the formation of a steering committee consisting of representatives from Burlington Northern, Missouri-Northwest Arkansas, Union Pacific, MoDOT, OTO, and city staff
5. consultant team: Hanson-Wilson. Scott Consulting Engineers, Wildflower Design, MSU, LMN Architects
6. project drivers: public safety, improve mobility
7. at the West Meadows/South Yard trains not only turn around, they're connected there
8. rail freight increasing across the country, also carrier cars
9. grade separations at 60/65, 65/James River Freeway, West Meadows
10. next public meeting on December 5

B. Major Thoroughfare Plan Scribing Error Policy

Mr. Rudge presented a draft of the bylaw amendment regarding scribing errors such as the one noted on the Major Thoroughfare Plan map. The policy requires that the following conditions be met in order to declare a scribing error:

1. a distance of no more than ¼ mile between the correct corridor and incorrectly drawn corridor
2. historical record of the proper corridor placement
3. impending loss of right-of-way dedication or purchase due to the error

Mr. Thornsberry motioned to amend the policy by omitting all language following the three conditions, including the Executive Director's response to the jurisdiction in question as well as the appeals process. Mr. Newman seconded, and the motion was carried unanimously.

C. Major Thoroughfare Plan Amendment for Springfield/Greene County

Mr. Rudge requested approval of the revised alignment on the Major Thoroughfare Plan map of a Major Arterial along Summit and Farm Road 159. Mr. Newman wanted to be sure that Smith remains a continued secondary arterial on the map. He also requested a revision of the language to change "two dangerous reverse curves" to read "substandard" instead of "dangerous." Mr. Childers motioned to approve the amendment with language revisions, and Mr. Thornsberry seconded. The motion was carried unanimously.

D. CMS Phase I Amendment

Due to inherent data problems, staff is suggesting that the congestion management measure for incidents be amended to be 1.5 times the accident occurrence rate within the MPO area, rather than the accident occurrence rate on NHS roadways statewide. Mr. Newman motioned to approve the amendment, and Mr. Miller seconded. The motion was carried unanimously.

E. Phase II of the Congestion Management System

Ms. Edwards Presented Phase II of the CMS, which identifies the congested segments on the transportation network and makes recommendations to apply specific mitigation strategies. Mr. Mcmahon inquired as to whether there was a defined process for incorporating the CMS projects in the UPWP and TIP. Mr Rudge explained that there is a chart in Phase I of the CMS outlining the impact of the CMS on other planning documents. Mr. McMahon then asked if there were weighting criteria, and Mr. Rudge said the criteria would be included as they become available. Mr. McMahon noted routes outside the NHS that are included in the CMS, and asked how congestion would be mitigated in those areas. Mr Rudge responded that these routes are seen as major facilities by the citizens, and the MPO expects the affected jurisdictions to treat them the same as all of the other roads in the CMS; to look at alternatives before expanding.

Mr. McMahon commended the CMS subcommittee on the amount of work they have done in a short period of time. Mr. Newman motioned to approve Phase II of the CMS. Mr. Schrock seconded, and the motion was carried unanimously.

F. Comprehensive OTO Area Bicycle Pedestrian Plan

Ms. Morgan presented the Bicycle Pedestrian Plan, which provides OTO member jurisdictions, as well as some outlying areas, with a document for the planning and development of bicycle and pedestrian facilities in their communities. Mr. Robinett questioned the recommendation of 4 ft. sidewalks, citing the access standards of the ADA, which recommends a 5 ft. width. Mr. Thornsberry pointed out that, though 5 ft. is recommended in new development and redevelopment, the 4ft. minimum width is acceptable in existing areas. Mr. Rudge added that the Bicycle Pedestrian Plan does recommend a 5ft. width in new residential development. Mr. Childers volunteered to provide a more accurate land use map for Ozark. Mr. Rudge reported that he has made presentations of the Safe Routes to School program to the Springfield PTA and the Republic, Fair Grove, and Nixa School Boards, and has contacted Willard, Ozark and Rogersville regarding the program. Mr. Gress motioned to approve the Bicycle Pedestrian Plan with the addition of language addressing 5ft. sidewalk widths in all new development and retrofits and the new Ozark map. Ms. Cruise seconded, and the committee carried the motion unanimously.

G. City of Springfield Streetscape Improvements TIP Amendment

Mr. Newman reported that the city of Springfield received approval of Transportation and Community and System Preservation (TCSP) and Community Development Block Grant (CDBG) funding with a local match from ¼ cent and Stormwater Detention Buyout funds. Because federal funds are being used, the TIP must be amended to show the use of these funds and to demonstrate financial constraint. Mr. Miller suggested that the TCSP portion is actually Delta Regional Authority. Mr. McMahon believed the funds were STP "demonstration project", which is section 117 funding. Mr. Thornsberry motioned to recommend the TIP amendment on the condition that the proper funding sources are identified. Ms. Baltz seconded the motion, and the committee approved unanimously.

H. MoDOT Route ZZ and Route MM Study TIP Amendment

Mr Miller reported that, in response to development pressure since the consolidation of Republic and Brookline, MoDot is requesting an amendment to the TIP to provide $100,000 for preliminary engineering of a scoping project to extend Route ZZ and realign Route MM in Republic. The purpose of this project is to develop right-of-way plans that would allow the City of Republic to reserve rights-of-way as the area develops. Mr. Schrock motioned to amend the TIP, and Mr. Dow seconded. The motioned carried unanimously.

I. MPO Title VI Policy

Ms. Morgan presented the Title VI policy, which assesses the impacts of transportation decision-making on low-income and underserved populations and provides a formal process for a person or group to lodge a Title VI policy violation complaint. Mr. McMahon informed the committee of a federal requirement to collect statistical data regarding contracts with disadvantaged business enterprises that are subrecipients of federal aid dollars. He suggested incorporating a condition for reporting the data into the Title VI policy.

Mr. Schrock motioned to recommend the policy. Mr. Gress seconded, and the motion was carried unanimously.

II. Other Business

A. Technical Committee Member Announcements

Mr. Rudge expressed his disappointment in Kevin Lowe leaving the Technical Planning Committee, and announced the expiration of Mr. Engel's term as Chair, thanking him for a job well done. Mr. Engel announced his resignation from Battlefield Planning & Zoning and subsequently from the Technical Committee. He will be replaced by Kevin Lamden, a professional land surveyor.

B. Transportation Issues for Technical Committee Member Review

No issues were addressed.

C. Information Items

Mr. Rudge informed the committee members that the meeting schedule for 2006 is included in the agenda packet.

IV. Adjournment

Mr. Whaley made a motion to adjourn the meeting. Mr. Thornsberry seconded the motion. The meeting was adjourned at 2:52 p.m.

The next scheduled meeting of the Technical Committee has been scheduled for Wednesday, January 18, 2006, 1:30 – 3:30 p.m., Plaster Student Union, Missouri State University.

TECHNICAL COMMITTEE AGENDA 01/06; ITEM II.A

City Utilities Transit Transfer Facility TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: Following the federal Transportation Appropriations Bill passage, one of the earmarks obtained for the Ozarks Transportation Organization Service Area was a $1.6 million appropriation for a new transit transfer facility in Jordan Valley Park. The new facility is anticipated to be located at the southwest corner of the Boonville and Olive intersection and include both a CU transfer facility and a parking garage. The earmark allows the relocation of the existing facility at McDaniel and Patton, which is not large enough to adequately meet the growing needs of the existing system nor can it accommodate an additional transfer point with local paratransit providers. The site selected is in accordance with the most recent City Utilities Transit Facility Study recommendations and the City of Springfield's Downtown Redevelopment Plan.

Prior to any construction, the Federal Transit Administration requires a feasibility study be completed for the proposed site. This study, which will not be using any MPO funds, will examine alternative locations, environmental impacts, and determine how the existing facility will be sold and/or reused.

STAFF RECOMMENDATION: City Utilities Transit has brought additional funds into the region which would otherwise be used elsewhere. In addition, an expanded transfer facility would enhance existing transit service and allow other paratransit service providers to have a designated location for their customers to transfer to the CU system. Staff therefore recommends approval of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the City Utilities Transit TIP amendment to the Board of Directors for approval or to form a special subcommittee to further study the issue. If recommended for approval include the following; that staff prepare a press release pursuant to the MPO's Public Involvement Process so that a 15 day public review period for TIP amendments can be conducted and comments received prior to the February Board of Directors meeting.

Transit Security **TIP # CU0606**

Security for Transit Facilities.
Work or Fund Category: Operating

FTA 5307: $40,500
City Utilities: $40,500
Project Total: $81,000

FTA 5309

Purchase Two Trolley Buses **TIP # CU0610**

Purchase two trolley buses and spare parts to operate on fixed routes in the Jordan Valley Park.

Work or Fund Category: Capital
FTA 5309: $606,700
City of Springfield: $124,300
Project Total: $731,000

Bus Transfer Facility Phase I **TIP # CU0611**

Construct a new bus transfer facility in Jordan Valley Park.

Work or Fund Category: Capital
FTA 5309: $1,650,000
City Utilities: $412,500
Total FY 06: $2,062,500

FTA 5309: $2,000,000
City Utilities: $500,000
Total FY 07: $2,500,000

Project Total: $4,562,500

FY 2007

FTA 3037

Line 8 - Norton / West Kearney **TIP # CU0701**

Norton Road, West Kearney, and Airport.
Work or Fund Category: Operating

FTA 3037: $168,400
City Utilities: $168,400
Project Total: $336,800

Line 10 - East Kearney and Cedarbrook **TIP # CU0702**

East Kearney, PIC, and Oak Grove Area.
Work or Fund Category: Operating

FTA 3037: $222,750
City Utilities: $222,750
Project Total: $445,500

Bus Transfer Facility Phase II **TIP # CU0611**

Continue construction of a new bus transfer facility in Jordan Valley Park.

Work or Fund Category: Capital
FTA 5309: $2,000,000
City Utilities: $500,000
Total FY 07: $2,500,000

Prior Year Funding: $2,062,500

Project Total: $4,562,500

FY 2008

FTA 3037

Line 8 - Norton / West Kearney **TIP # CU0801**

Norton Road, West Kearney, and Airport.
Work or Fund Category: Operating

FTA 3037: $175,150
City Utilities: $175,150
Project Total: $350,300

Line 10 - East Kearney and Cedarbrook **TIP # CU0802**

East Kearney, PIC, and Oak Grove Area.
Work or Fund Category: Operating

FTA 3037: $231,650
City Utilities: $231,650
Project Total: $463,300

Line 11 - Ingram Mill / Republic Road **TIP # CU0803**

Ingram Mill, Republic Road, and Sunshine.
Work or Fund Category: Operating

FTA 3037: $158,200
City Utilities: $158,200
Project Total: $316,400

FTA 5307

The following list of Section 5307 funds are shown as a prediction of projects that will be selected. The 5307 projects have not been selected for 2007 or 2008. They will be selected immediately preceding the corresponding fiscal year. As the transportation reauthorization bill has not been completed, it is impossible for us to select projects in advance.

FINANCIAL SUMMARY

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YEARLY SUMMARY

2006

PROJECT	FEDERAL					Local	Private	Total
	3037	5307	5309	5310	TOTAL			
CU0601	$162,000				$162,000	$162,000		$324,000
CU0602	$214,200				$214,200	$214,200		$428,400
CU0603	$146,300				$146,300	$146,300		$292,600
CU0604		$1,439,760			$1,439,760	$2,644,240		$4,084,000
CU0605		$361,500			$361,500	$361,500		$723,000
CU0606		$40,500			$40,500	$40,500		$81,000
CU0610			$606,700		$606,700	$124,300		$731,000
CU0611			$1,650,000		$1,650,000	$412,500		$2,062,500
OA0601			$32,000		$32,000	$8,000		$40,000
OA0602			$28,000		$28,000	$7,000		$35,000
SM0601		$58,240			$58,240	$14,560		$72,800
SM0602			$64,800		$64,800	$16,200		$81,000
SM0603			$911,200		$911,200	$227,800		$1,139,000
MT0601				$26,160	$26,160	$6,540		$32,700
BU0601				$18,650	$18,650	$4,650		$23,300
AR0601				$22,190	$22,190	$15,500		$37,690
TOTAL	**$522,500**	**$1,900,000**	**$3,292,700**	**$67,000**	**$5,782,200**	**$4,405,790**	**$0**	**$10,187,990**

2007

PROJECT	FEDERAL					Local	Private	Total
	3037	5307	5309	5310	TOTAL			
CU0611			$2,000,000		$2,000,000	$500,000		$2,500,000
CU0701	$168,400				$168,400	$168,400		$336,800
CU0702	$222,750				$222,750	$222,750		$445,500
CU0703	$152,100				$152,100	$152,100		$304,200
CU0704		$1,422,670			$1,422,670	$2,755,330		$4,178,000
CU0705		$371,500			$371,500	$371,500		$743,000
CU0706		$41,750			$41,750	$41,750		$83,500
CU0711			$45,000		$45,000	$11,250		$56,250
OA0701			$160,000		$160,000	$40,000		$200,000
OA0702			$28,000		$28,000	$7,000		$35,000
SM0701		$64,080			$64,080	$16,020		$80,100
SM0702			$48,000		$48,000	$12,000		$60,000
SM0703			$21,840		$21,840	$5,460		$27,300
SM0704			$141,440		$141,440	$35,360		$176,800
TOTAL	**$543,250**	**$1,900,000**	**$2,444,280**	**$0**	**$4,887,530**	**$4,338,920**	**$0**	**$9,226,450**

FINANCIAL SUMMARY

Transit

FINANCIAL CONSTRAINTS

	FEDERAL					Local	Private	**Total**
	3037	5307	5309	5310	TOTAL			
2006 Anticipated	$522,500	$1,900,000	$3,292,700	$67,000	$5,782,200	$4,405,790	$0	$10,187,990
2006 Programmed	$522,500	$1,900,000	$3,292,700	$67,000	$5,782,200	$4,405,790	$0	$10,187,990
Balance	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
2007 Anticipated	$543,250	$1,900,000	$2,444,280	$68,000	$4,955,530	$4,338,920	$0	$9,294,450
2007 Programmed	$543,250	$1,900,000	$2,444,280	$0	$4,887,530	$4,338,920	$0	$9,226,450
Balance	**$0**	**$0**	**$0**	**$68,000**	**$68,000**	**$0**	**$0**	**$68,000**
2008 Anticipated	$565,000	$1,900,000	$105,000	$68,000	$2,638,000	$3,853,350	$0	$6,491,350
2008 Programmed	$565,000	$1,900,000	$105,000	$0	$2,570,000	$3,853,350	$0	$6,423,350
Balance	**$0**	**$0**	**$0**	**$68,000**	**$68,000**	**$0**	**$0**	**$68,000**

TECHNICAL COMMITTEE AGENDA 01/06; ITEM II.B

MoDOT I-44 and US65 TIP Amendment Request

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: With the passage of SAFETEA-LU and subsequent earmarks, adjustments were made to the amount of funds available to MoDOT to fast track some construction projects. Because of the potential cost savings associated with the I-44 and US65 project and the fact that the project is one of the MPOs top five priority projects, MoDOT has requested that the TIP be amended to combine two phases of this project. This allows phase two to be accelerated, reducing some engineering costs and the length of time travelers will be delayed due to construction. Additional savings in construction cost may also accrue as part of the acceleration process.

In addition, the City of Springfield is requesting the use of $74,000 of their Urban STP allocation on this project. The money will be used to create a context-sensitive design for some of the concrete structures.

STAFF RECOMMENDATION: The request is being made to combine two existing projects and accelerate the construction of a portion of the project without an increase in project costs. Staff therefore recommends approval of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the MoDOT TIP amendment to the Board of Directors for approval or to form a special subcommittee to further study the issue. If recommended for approval include the following; that staff prepare a press release pursuant to the MPO's Public Involvement Process so that a 15 day public review period for TIP amendments can be conducted and comments received prior to the February Board of Directors meeting.

I-44 and US 65 **(MoDOT Project #8U0548B)** **TIP #SP0411**

Grading, paving, bridges and retaining walls to reconstruct three ramps at I-44 and US 65. Eliminate the cloverleaf in the northeast quadrant. Grading, paving, bridge reconstruct northbound 65 and replace northbound bridge at I-44 and Rte 65 in Springfield.

Federal Source Agency: FHWA
Federal Funding Category: NHS
MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)
Work or Fund Category: Construction/ PE

FHWA: $13,811~~28~~,000
MoDOT: ~~$3,457~~ $7,795,000
Springfield STP-Urban: $74,000
TOTAL FY 2006: ~~$17,285~~ $21,680,000

This project is subject to the State Legislature approval for bonding.

~~**I-44 and US 65 (MoDOT Project #8U0548C) TIP #SP0616**~~

~~Grading, paving, bridge reconstruct northbound 65 and replace northbound bridge at I-44 and Rte 65 in Springfield.~~

~~Federal Source Agency: FHWA~~
~~Federal Funding Category: NHS~~
~~MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)~~
~~Work or Fund Category: Construction/ PE~~

~~MoDOT (Amendment 3): $100,000~~
~~**TOTAL FY 2006: $100,000**~~

~~MoDOT: $500,000~~
~~**TOTAL FY 2007: $500,000**~~

~~MoDOT: $5,193,000~~
~~**TOTAL FY 2008: $5,193,000**~~

~~**Project Total: $5,793,000**~~

This project is subject to the State Legislature approval for bonding.

Kansas Expressway and Evergreen Traffic Signal Relocation **TIP # SP0617**

Improve driveway 500 feet south of Evergreen Street for access to Wal-Mart and install traffic signal. Remove traffic signal at Evergreen Street and modify existing Wal-Mart driveway.

MoDOT Funding Category: Safety
Work or Fund Category: Construction

Local (City of Springfield 1/8 cent sales tax): $150,000
TOTAL FY 2006: $150,000

Glenstone and Republic Road Interchange at James River Freeway (MoDOT #8P0692C) **TIP # SP0406**

Construct loop ramp SW Quadrant and revise Old Glenstone and Harvard Intersections with Republic Road.

Federal Source Agency: FHWA
Federal Funding Source: NHS
MoDOT Funding Category: Taking Care of the System
Work or Fund Category: Design/ ROW

Greene County STP-Urban: $500,000
Springfield STP-Urban: $1,726,400
Local (Springfield 1/8 cent sales tax): $556,000
2007 MoDOT: $2,500,000
TOTAL FY 2007: $5,282,400

Previous Funding: 7,258,300

Project Total: $12,540,700
Project is subject to the approval of the Missouri Highway Transportation Commission and/or the Springfield City Council.

~~**I-44 and US 65 (MoDOT Project #8U0548C) TIP #SP0616**~~

~~Grading, paving, bridge reconstruct northbound 65 and replace northbound bridge at I-44 and Rte 65 in Springfield.~~

~~Federal Source Agency: FHWA~~
~~Federal Funding Category: NHS~~
~~MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)~~
~~Work or Fund Category: Construction/ PE~~

~~MoDOT: $500,000~~
~~**TOTAL FY 2007: $500,000**~~

~~MoDOT: $5,193,000~~
~~**TOTAL FY 2008: $5,193,000**~~

~~Previous funding: $100,000~~

~~**Project Total: $5,793,000**~~

~~*This project is subject to the State Legislature approval for bonding.*~~

~~I-44 and US 65 (MoDOT Project #8U0548C) TIP #SP0616~~

~~Grading, paving, bridge reconstruct northbound 65 and replace northbound bridge at I-44 and Rte 65 in Springfield.~~

~~Federal Source Agency: FHWA~~
~~Federal Funding Category: NHS~~
~~MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)~~
~~Work or Fund Category: Construction/ PE~~

~~MoDOT: $5,193,000~~
~~**TOTAL FY 2008: $5,193,000**~~

~~Previous funding: $600,000~~

~~**Project Total: $5,793,000**~~

Midfield Replacement Terminal Access Road (MoDOT # 8S0795) **TIP #SP0803**

Design of an Expressway to Access the new Midfield Replacement Terminal

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Emerging Needs
Work or Fund Category: Design

FHWA (STP): $1,120,000
Local: $280,000
TOTAL FY 2008: $1,400,000

Future Funding: $19,200,000
Project Total: $20,600,000

Mt. Vernon west of Kansas Expressway **TIP # SP0504**

Replace bridge over Jordan Creek

Federal Source Agency: FHWA
Federal Funding Source: Bridge
MoDOT Funding Category: Major Projects and Emerging Needs (System Expansion)
Work or Fund Category: Design / ROW / Construction

Local 2007 (City of Springfield 1/4 cent sales tax): $60,000
FHWA (BRM): $300,000
TOTAL FY 2008: $360,000

FINANCIAL SUMMARY

Highways/ Roads

YEARLY SUMMARY

2006

PROJECT	FEDERAL								MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENH	ITS	TOTAL			
GR0404				$2,355,200				$2,355,200	$588,800		$2,944,000
GR0504				$336,400				$336,400		$120,000	$456,400
GR0507				$80,000				$80,000	$20,000		$100,000
GR0510								$0		$200,000	$200,000
GR0512	$143,000							$143,000		$115,000	$258,000
GR0602								$0		$2,500,000	$2,500,000
GR0603								$0	$2,788,000		$2,788,000
GR0604								$0	$726,000		$726,000
GR0605				$12,800				$12,800		$3,200	$16,000
GR0613		$215,200						$215,200	$53,800		$269,000
GR0614								$0	$959,000		$959,000
NX0403	$224,000							$224,000	$376,000	$400,000	$1,000,000
NX0602								$0		$100,000	$100,000
NX0603								$0		$30,000	$30,000
NX0604								$0		$100,000	$100,000
RP0601								$0		$24,700	$24,700
RP0602								$0		$4,900	$4,900
RP0603								$0		$23,000	$23,000
RP0604								$0		$27,000	$27,000
RP0605								$0		$21,000	$21,000
RP0606								$0		$11,900	$11,900
RP0607								$0		$16,000	$16,000
RP0608								$0	$100,000		$100,000
SP0402			$1,244,800					$1,244,800	$311,200		$1,556,000
SP0411	$74,000		$13,811,000					$13,885,000	$7,795,000		$21,680,000
SP0415								$0	$1,000,000	$318,000	$1,318,000
SP0418								$0		$1,000,000	$1,000,000
SP0420								$0		$1,470,000	$1,470,000
SP0424			$7,824,600			$173,500		$7,998,100	$1,956,000		$9,954,100
SP0427								$0		$750,000	$750,000
SP0505								$0		$750,000	$750,000
SP0506								$0		$450,000	$450,000
SP0512								$0		$125,000	$125,000
SP0513								$0		$147,000	$147,000
SP0514								$0		$350,000	$350,000
SP0516								$0	$428,000		$428,000
SP0517								$0	$637,000		$637,000
SP0518								$0	$1,005,000		$1,005,000
SP0519								$0	$253,000		$253,000
SP0601			$1,689,000					$1,689,000		$422,000	$2,111,000
SP0604								$0		$425,000	$425,000

SP0611								$0	$1,050,000	$260,000	$1,310,000
SP0612								$0	$1,476,000		$1,476,000
SP0613								$0	$775,000		$775,000
SP0614								$0	$841,000		$841,000
SP0615					$200,000			$200,000		$40,000	$240,000
SP0616								$0		$100,000	$100,000
SP0617								$0		$150,000	$150,000
SP0618								$0	$507,000		$507,000
SP0619							$596,862	$596,862	$116,201	$120,232	$833,295
SP0620							$892,700	$892,700	$103,650	$103,650	$1,100,000
SP0621							$285,600	$285,600	$57,200	$57,200	$400,000
SP0622							$1,438,100	$1,438,100	$237,500	$237,500	$1,913,100
SP0623								$0	$726,000		$726,000
SP0624								$0	$4,497,000		$4,497,000
SP0625			$2,235,200					$2,235,200	$558,800		$2,794,000
SP0626								$0		$300,000	$300,000
WI0601		$220,000						$220,000	$55,000		$275,000
TOTAL	**$441,000**	**$435,200**	**$26,804,600**	**$2,784,400**	**$200,000**	**$173,500**	**$3,213,262**	**$34,051,962**	**$29,997,151**	**$11,272,282**	**$75,321,395**

FINANCIAL SUMMARY

Highways/ Roads

2007

PROJECT	FEDERAL								MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENH	ITS	TOTAL			
CC0701	$200,000							$200,000		$50,000	$250,000
GR0507				$143,200				$143,200	$35,800		$179,000
GR0510								$0		$500,000	$500,000
GR0512	$2,385,284							$2,385,284	$2,045,178	$597,072	$5,027,534
GR0603				$218,400				$218,400		$66,600	$285,000
GR0614								$0	$26,070,000		$26,070,000
GR0701				$924,000				$924,000		$231,000	$1,155,000
NX0601								$0		$100,000	$100,000
NX0703								$0		$691,746	$691,746
SP0406	$2,226,400							$2,226,400	$2,500,000	$556,000	$5,282,400
SP0415	$1,400,000	$750,000						$2,150,000		$32,000	$2,182,000
SP0416								$0		$150,000	$150,000
SP0418								$0		$2,000,000	$2,000,000
SP0423								$0		$75,000	$75,000
SP0427								$0		$1,400,000	$1,400,000
SP0603								$0		$450,000	$450,000
SP0604								$0		$425,000	$425,000
SP0606								$0		$750,000	$750,000
SP0609								$0		$1,000,000	$1,000,000
SP0610								$0		$3,000,000	$3,000,000
SP0617								$0	$350,000		$350,000
SP0620								$0		$244,000	$244,000
SP0626								$0	$100,000		$100,000
SP0706								$0		$350,000	$350,000
SP0707								$0		$100,000	$100,000
SP0708								$0		$175,000	$175,000
SP0710								$0		$150,000	$150,000
SP0712							1,068,986	$1,068,986	$213,757	$213,757	$1,496,500
SP0716		$200,000						$200,000	$25,000	$25,000	$250,000
TOTAL	**$6,211,684**	**$950,000**	**$0**	**$1,285,600**		**$0**	**$1,068,986**	**$9,516,270**	**$31,339,735**	**$13,332,175**	**$54,188,180**

FINANCIAL SUMMARY

Highways/ Roads

2008

PROJECT	FEDERAL								MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE		ENH	ITS	TOTAL			
CC0801	$176,000							$176,000		$44,000	$220,000
GR0507				$2,094,000				$2,094,000	$524,000		$2,618,000
GR0603				$592,000				$592,000		$188,000	$780,000
NX0801								$0		$692,005	$692,005
SP0417								$0		$200,000	$200,000
SP0421								$0		$2,250,000	$2,250,000
SP0504				$300,000				$300,000		$60,000	$360,000
SP0508								$0		$100,000	$100,000
SP0620							$739,656	$739,656		$1,115,794	$1,855,450
SP0626								$0	$3,621,000		$3,621,000
SP0701								$0		$200,000	$200,000
SP0702	$1,400,000		$1,750,000					$3,150,000		$350,000	$3,500,000
SP0703	$1,200,000							$1,200,000	$3,000,000	$1,800,000	$6,000,000
SP0801								$0		$400,000	$400,000
SP0802							$2,000,000	$2,000,000	$400,000	$400,000	$2,800,000
SP0803		$1,120,000						$1,120,000		$280,000	$1,400,000
TOTAL	**$2,776,000**	**$1,120,000**	**$1,750,000**	**$2,986,000**		**$0**	**$2,739,656**	**$11,371,656**	**$7,545,000**	**$8,079,799**	**$26,996,455**

FINANCIAL SUMMARY

Highways/ Roads

FINANCIAL CONSTRAINTS

	FEDERAL								MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENC	ITS	TOTAL			
2006 Anticipated	$11,614,474	$435,200	$26,804,600	$2,784,400	$200,000	$173,500	$3,213,262	$45,225,436	$29,997,151	$11,272,282	$86,494,869
2006 Programmed	$441,000	$435,200	$26,804,600	$2,784,400	$200,000	$173,500	$3,213,262	$34,051,962	$29,997,151	$11,272,282	$75,321,395
Balance	$11,173,474	$0	$0	$0		$0	$0	$11,173,474	$0	$0	**$11,173,474**
2007 Anticipated*	$2,939,674	$950,000	$0	$1,285,600	$0	$0	$1,068,986	$6,244,260	$31,339,735	$13,332,175	$50,916,170
2007 Programmed	$6,211,684	$950,000	$0	$1,285,600	$0	$0	$1,068,986	$9,516,270	$31,339,735	$13,332,175	$54,188,180
Balance	-$3,272,010	$0	$0	$0	$0	$0	$0	-$3,272,010	$0	$0	**-$3,272,010**
2008 Anticipated*	$2,939,674	$1,120,000	$1,750,000	$2,986,000	$0	$0	$2,739,656	$11,535,330	$7,545,000	$8,079,799	$27,160,129
2008 Programmed	$2,776,000	$1,120,000	$1,750,000	$2,986,000	$0	$0	$2,739,656	$11,371,656	$7,545,000	$8,079,799	$26,996,455
Balance	$163,674	$0	$0	$0	$0	$0	$0	$163,674	$0	$0	**$163,674**

TOTAL BALANCE REMAINING 2006-2008 **$8,065,138**

TECHNICAL COMMITTEE AGENDA 01/06; ITEM II.C

MoDOT Taking Care of The System TIP Amendment Request

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: In 2003, MoDOT began a process to have all of their activities and programs focused around their vision and mission statements. Out of this process MoDOT funding categories were changed to reflect specific focus areas and used category titles that would help the public better understand what the funds in each category were being used for. One of the most important tasks facing MoDOT was, and continues to be, the ability to take care of the existing transportation network.

When Amendment 3 passed, MoDOT used a portion of the funds generated by Amendment 3 to conduct maintenance operations on a prioritized list of roadways in greatest need of being "taken care of." Based on traffic volumes and pavement condition, two roadways in the OTO Service Area were prioritized for repair. The first roadway is Interstate 44 from Strafford to Springfield. The other is Business Route 65 (Glenstone Avenue). Funding for these projects comes from a statewide source and are additional dollars above the OTO annual allocation. MoDOT is requesting these projects be added to the TIP so that the projects can move forward this spring.

STAFF RECOMMENDATION: The projects address important links in the regional roadway network and the funds used to make the repairs are additional dollars being spent within the MPO area that could have gone elsewhere in Missouri. Staff therefore recommends approval of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the MoDOT TIP amendment to the Board of Directors for approval or to form a special subcommittee to further study the issue. If recommended for approval include the following; that staff prepare a press release pursuant to the MPO's Public Involvement Process so that a 15 day public review period for TIP amendments can be conducted and comments received prior to the February Board of Directors meeting.

TOTAL FY 2006: $959,000

MoDOT (Amendment 3): $26,070,000
TOTAL FY 2007: $26,070,000

Project Total: $27,029,000

Interstate 44 **(Project #1D0690Q)** **TIP #GR0615**

Mill and resurface eastbound and westbound lanes from Business Loop 44 (Glenstone Avenue) to Route 125.

MoDOT Funding Category: Taking Care of the System
Work or Fund Category: Construction

MoDOT(Amendment 3): $1,667,000
TOTAL FY 2006: $1,667,000

This project is subject to the State Legislature approval for bonding.

FY 2007

Farm Road 170 (Republic Road) **TIP # SP0421**
Refer to Springfield Incorporated City Limits Section.

Farm Road 149 **TIP # GR0603**

Replace Bridge # 1490027

Federal Source Agency: FHWA
Federal Funding Category: Bridge
MoDOT Funding Category: Safety
Work or Fund Category: Construction

FHWA (BRO): $218,400
Local (Greene): $66,600
TOTAL FY 2007: $285,000

Farm Road 135 (Golden Avenue) **TIP #GR0510**

Widening to 3 lanes from Farm Road 170 (Republic Road) to Farm Road 182 (Plainview Road).

Work or Fund Category: Construction

Local (Greene County): $500,000
TOTAL FY 2007: $500,000

Farm Road 151 **TIP # GR0701**

Widening to 3 lanes from Springfield City Limit to Farm Road 96 including the replacement of bridge # 15101111.

Campbell Avenue Traffic Signals (Olive St., College St., McDaniel St.) **TIP #SP0626**

Design and construct a new traffic signal at the intersection of Campbell Avenue and McDaniel Street to serve traffic entering and exiting the College Station parking structure. Design and construct traffic signal improvements at the intersections of Campbell Avenue at Olive Street and Campbell Avenue at College Street to coincide with streetscape improvements.

Work or Fund Category: Design / Construction

Local (City of Springfield 1/4 cent sales tax): $300,000
TOTAL FY 2006: $300,000

Business Route 65 (Glenstone) (Project #1D0690P) **TIP #SP0627**

Mill and resurface southbound and northbound lanes from Berkeley Street to Independence Street.

MoDOT Funding Category: Taking Care of the System
Work or Fund Category: Construction

MoDOT(Amendment 3): $360,000
TOTAL FY 2006: $360,000

This project is subject to the State Legislature approval for bonding.

Interstate 44 (Project #1D0690Q) **TIP #GR0615**
Refer to Greene County Unincorporated Area Section Page D20

Strafford (Incorporated City Limits)

Interstate 44 **(Project #1D0690Q)** **TIP #GR0615**

Refer to Greene County Unincorporated Area Section Page D20

FINANCIAL SUMMARY

Highways/ Roads

YEARLY SUMMARY

2006

PROJECT	FEDERAL								MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENH	ITS	TOTAL			
GR0404				$2,355,200				$2,355,200	$588,800		$2,944,000
GR0504				$336,400				$336,400		$120,000	$456,400
GR0507				$80,000				$80,000	$20,000		$100,000
GR0510								$0		$200,000	$200,000
GR0512	$143,000							$143,000		$115,000	$258,000
GR0602								$0		$2,500,000	$2,500,000
GR0603								$0	$2,788,000		$2,788,000
GR0604								$0	$726,000		$726,000
GR0605				$12,800				$12,800		$3,200	$16,000
GR0613		$215,200						$215,200	$53,800		$269,000
GR0614								$0	$959,000		$959,000
GR0615								$0	$1,667,000		$1,667,000
NX0403	$224,000							$224,000	$376,000	$400,000	$1,000,000
NX0602								$0		$100,000	$100,000
NX0603								$0		$30,000	$30,000
NX0604								$0		$100,000	$100,000
RP0601								$0		$24,700	$24,700
RP0602								$0		$4,900	$4,900
RP0603								$0		$23,000	$23,000
RP0604								$0		$27,000	$27,000
RP0605								$0		$21,000	$21,000
RP0606								$0		$11,900	$11,900
RP0607								$0		$16,000	$16,000
RP0608								$0	$100,000		$100,000
SP0402			$1,244,800					$1,244,800	$311,200		$1,556,000
SP0411	$74,000		$13,811,000					$13,885,000	$7,795,000		$21,680,000
SP0415								$0	$1,000,000	$318,000	$1,318,000
SP0418								$0		$1,000,000	$1,000,000
SP0420								$0		$1,470,000	$1,470,000
SP0424			$7,824,600			$173,500		$7,998,100	$1,956,000		$9,954,100
SP0427								$0		$750,000	$750,000
SP0505								$0		$750,000	$750,000
SP0506								$0		$450,000	$450,000
SP0512								$0		$125,000	$125,000
SP0513								$0		$147,000	$147,000
SP0514								$0		$350,000	$350,000
SP0516								$0	$428,000		$428,000
SP0517								$0	$637,000		$637,000
SP0518								$0	$1,005,000		$1,005,000
SP0519								$0	$253,000		$253,000
SP0601			$1,689,000					$1,689,000		$422,000	$2,111,000

SP0604								$0		$425,000	$425,000
SP0611								$0	$1,050,000	$260,000	$1,310,000
SP0612								$0	$1,476,000		$1,476,000
SP0613								$0	$775,000		$775,000
SP0614								$0	$841,000		$841,000
SP0615					$200,000			$200,000		$40,000	$240,000
SP0616								$0		$100,000	$100,000
SP0617								$0		$150,000	$150,000
SP0618								$0	$507,000		$507,000
SP0619							$596,862	$596,862	$116,201	$120,232	$833,295
SP0620							$892,700	$892,700	$103,650	$103,650	$1,100,000
SP0621							$285,600	$285,600	$57,200	$57,200	$400,000
SP0622							$1,438,100	$1,438,100	$237,500	$237,500	$1,913,100
SP0623								$0	$726,000		$726,000
SP0624								$0	$4,497,000		$4,497,000
SP0625			$2,235,200					$2,235,200	$558,800		$2,794,000
SP0626								$0		$300,000	$300,000
SP0627								$0	$360,000		$360,000
WI0601		$220,000						$220,000	$55,000		$275,000
TOTAL	**$441,000**	**$435,200**	**$26,804,600**	**$2,784,400**	**$200,000**	**$173,500**	**$3,213,262**	**$34,051,962**	**$32,024,151**	**$11,272,282**	**$77,348,395**

FINANCIAL SUMMARY

Highways/ Roads

FINANCIAL CONSTRAINTS

	FEDERAL								MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENC	ITS	TOTAL			
2006 Anticipated	$11,614,474	$435,200	$26,804,600	$2,784,400	$200,000	$173,500	$3,213,262	$45,225,436	$32,024,151	$11,272,282	$88,521,869
2006 Programmed	$441,000	$435,200	$26,804,600	$2,784,400	$200,000	$173,500	$3,213,262	$34,051,962	$32,024,151	$11,272,282	$77,348,395
Balance	$11,173,474	$0	$0	$0		$0	$0	$11,173,474	$0	$0	**$11,173,474**
2007 Anticipated*	$2,939,674	$950,000	$0	$1,285,600	$0	$0	$1,068,986	$6,244,260	$31,339,735	$13,332,175	$50,916,170
2007 Programmed	$6,211,684	$950,000	$0	$1,285,600	$0	$0	$1,068,986	$9,516,270	$31,339,735	$13,332,175	$54,188,180
Balance	-$3,272,010	$0	$0	$0	$0	$0	$0	-$3,272,010	$0	$0	**-$3,272,010**
2008 Anticipated*	$2,939,674	$1,120,000	$1,750,000	$2,986,000	$0	$0	$2,739,656	$11,535,330	$7,545,000	$8,079,799	$27,160,129
2008 Programmed	$2,776,000	$1,120,000	$1,750,000	$2,986,000	$0	$0	$2,739,656	$11,371,656	$7,545,000	$8,079,799	$26,996,455
Balance	$163,674	$0	$0	$0	$0	$0	$0	$163,674	$0	$0	**$163,674**

TOTAL BALANCE REMAINING 2006-2008 **$8,065,138**

TECHNICAL COMMITTEE AGENDA 01/06; ITEM II.D

MoDOT I-44 and State Highway 13 Scoping Project TIP Amendment Request

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: Each year, MoDOT looks at key corridors and intersections/interchanges to determine if safety and efficiency requirements are being met. If certain corridors or intersections/interchanges are not meeting the requirements, MoDOT classifies the segment as a need and then prioritizes each project based on a variety of safety and efficiency measures. The interchange at I-44 and State Route 13 is one such high priority project.

Once the need has been established and prioritized, the project must move through several phases before construction can begin. The first phase of this process is termed scoping and essentially allows MoDOT to examine the problem and determine the most appropriate fix. Because of the high priority placed on the I-44 and State Route 13 interchange MoDOT has been able to accelerate the project and would like to begin the scoping process this spring. Since all scoping projects within the MPO Service Area must be included in the TIP, MoDOT has requested the TIP be amended to include this project.

STAFF RECOMMENDATION: This interchange has been identified as a high priority need within the MoDOT District Eight area, and MoDOT District Eight has received an additional statewide engineering allocation that allows them to move forward with additional scoping projects. Staff therefore recommends approval of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the MoDOT TIP amendment to the Board of Directors for approval or to form a special subcommittee to further study the issue. If recommended for approval include the following; that staff prepare a press release pursuant to the MPO's Public Involvement Process so that a 15 day public review period for TIP amendments can be conducted and comments received prior to the February Board of Directors meeting.

DESIGN AND SCOPING PROJECTS

The following projects appear on the Missouri Department of Transportation's Preliminary Engineering List:

Greene	RT D	*Coldmill and resurface with superpave on Sunshine from Glenstone to west of Route 65 in Springfield.*
Greene	RT H	*PE to develop preliminary plans to reconstruct bridge A0061 over I-44 in Springfield.*
Greene	New	*Scoping for needs of new access road to serve new Midfield terminal at Springfield/Branson Regional Airport.*
Greene	Var	*PE only for Advanced Transportation Management System at MoDOT's Traffic Management Center in Springfield.*
Greene	US 60	*Scoping for corridor preservation for US 60/J/NN interchange with corresponding outer roads from w/o Highland Springs Rd. to e/o Farm Road 213.*
Greene	US 60	*Upgrade to freeway and develop plans for corridor preservation from west of Route 65 in Springfield to east of Route 60 east of Rogersville.*
Greene	US 60	*Rebuild interchange and replace cloverleaf with directional ramps at Route 60/65 interchange in southeast Springfield.*
Greene	US 60	*Scoping for corridor preservation for interchange and outer roads at 60 and 125.*
Greene	US 60	*PE to determine intersection needs at James River Freeway and National in Springfield.*
Greene	US 60	*PE to determine intersection needs at James River Freeway and Route 160-13 in Springfield.*
Greene	BU 65	*PE to determine intersection needs at Glenstone and Primrose in Springfield.*
Greene	US 60	*Scoping for roadway improvements at the James River Freeway/Glenstone Avenue interchange in Springfield.*
Greene	MO 413	*Scoping to redeck bridge L0598 over Wilson Creek.*
Greene	MO 413	*Scoping to redeck northbound bridge L0598 over Wilson Creek east of Republic.*
Greene	MO 744	*PE to determine intersection needs at Kearney and National in Springfield.*
Greene	IS44	*Scoping to determine interchange improvement needs at Kansas Expressway.*

TECHNICAL COMMITTEE AGENDA 01/06; ITEM II.E

Consideration of the Enhancement Funding Handbook

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: When the Springfield Metropolitan Statistical Area passed the 200,000 population threshold as a result of the 2000 census, federal law required that MoDOT allow the MPO to decide how certain federal funds would be spent within the MPO area. One funding category that became the prevue of the MPO was the Enhancement funds. In January of 2005 a special Subcommittee of the Technical Committee was formed to decide how best to review project submissions for enhancement funds and how to decide which projects should be funded.

As a result of the work of the Subcommittee, the MPO Board of Directors adopted the "Enhancement Funding Handbook" in April of 2005. The handbook spelled out submission requirements and provided specific criteria that would be used to score each project to determine the priority each project had for the region. During the development of the FY 2006-2008 TIP, the enhancement projects were selected based on the scores each project received using the criteria identified in the handbook. Since this was the first time the handbook had been used, the subcommittee met again in late 2005 to determine if changes were necessary to the handbook. The subcommittee revised certain requirements in the submission process and changed the scoring parameters for some of the criteria.

SUBCOMMITTEE RECOMMENDATION: The special Subcommittee on Enhancement projects has unanimously recommended the changes contained in the revised "Enhancement Funding Handbook" and has forwarded the Handbook to the Technical Committee for recommendation to the Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the "Enhancement Funding Handbook" to the Board of Directors for approval or to return the Handbook to the special subcommittee to further study the issue. If recommended for approval include the following; that staff prepare a press release pursuant to the MPO's Public Involvement Process so that a 15 day public review period for the "Enhancement Funding Handbook" can be conducted and comments received prior to the February Board of Directors meeting.

Enhancement Funding Handbook

Ozarks Transportation Organization

PO BOX 8368 - 840 Boonville, Springfield MO, 65801

(417) 864-1453 fax (417) 864-1881

Draft
December 2005

Table of Contents

Introduction

The Transportation Enhancements Program was a component of the Transportation Equity Act for the 21st Century (TEA-21) and continues with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This law and its accompanying regulations guide project development practices, programming procedures, and funding mechanisms. The Transportation Enhancements Program is a set-aside of 10% of each state's Surface Transportation Program funding. The Missouri Transportation Enhancement Funds Program is administered by the Missouri Department of Transportation (MoDOT). In accordance with the Missouri Department of Transportation's, "A Guide to Transportation Enhancements" funds are distributed to Transportation Management Areas (TMAs) for use within the metropolitan planning area. The Ozarks Transportation Organization (OTO) is the designated TMA for parts of Greene and Christian Counties. Please see TMA Boundary Map for specific boundaries.

Using their own evaluation criteria, the Ozarks Transportation Organization selects projects for the metropolitan region in agreement with MoDOT. This handbook provides the evaluation criteria and the application to be used for enhancement funding. Additional information may be found in the Missouri Department of Transportation's Transportation Enhancement Funds Program booklet.

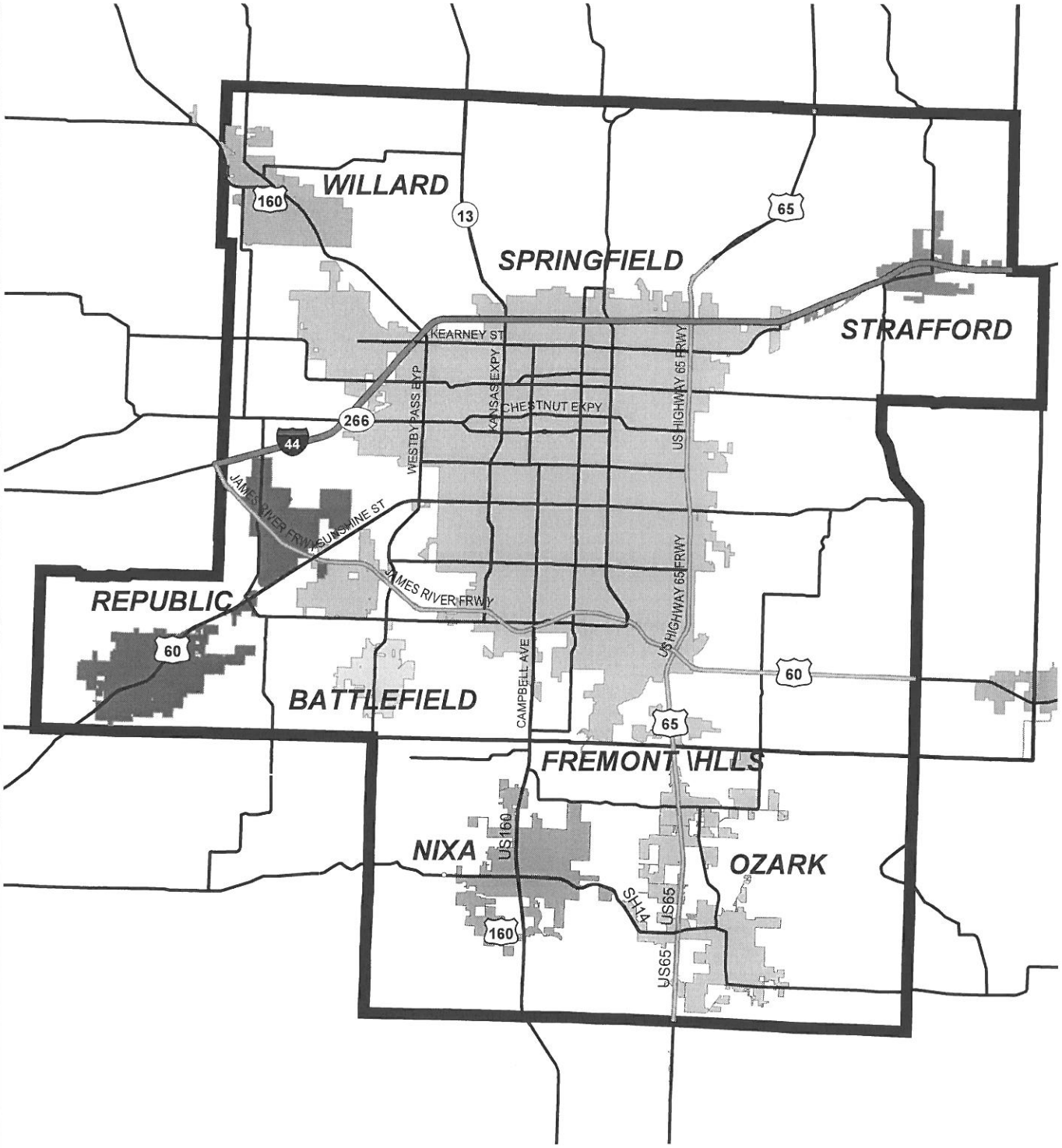
NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization. If you would like to apply for Missouri Statewide funds please use the Missouri Transportation Enhancement Funds Program booklet and application. All statewide enhancement projects must appear in the OTO Transportation Improvement Program, prior to application. Statewide funds are limited to funding for Missouri Welcome Centers and other high priority statewide significant projects.

Additional Information Available Through:

Sara Edwards
Ozarks Transportation Organization
PO Box 8368
840 Boonville
Springfield, MO 65801
(417) 864-1453
sedwards@ci.springfield.mo.us

Dawne Gardner
MoDOT District 8
PO Box 686
3025 E. Kearney
Springfield, MO 65801
(417) 895-7662
Dawne.Gardner@modot.mo.gov

TMA Boundary



Schedule

January	OTO Technical Committee reviews the Enhancement Fund Guidelines and Application for needed revisions or to change funding priorities.
February	OTO Board reviews any suggested changes to the Enhancement Fund Guidelines and Application.
Late February	Applications Solicited
June 1st	Application Deadline
Mid June	Applications Reviewed and Rated by the Enhancement Subcommittee of the Technical Committee
July	OTO Technical Committee reviews and recommends Transportation Improvement Program to the Board of Directors
August	OTO Board of Directors grant Transportation Improvement Program approval
September	Applicants notified of application status

Application Requirements

- Must meet at least one of the twelve enhancement categories. (See categories listed on page 17).
- Must have a direct relationship to the surface transportation system in terms of function, proximity, or impact.
- Involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance.
- Must be open for public access in perpetuity.
- Local match of at least 20% of the total project cost.
- The sponsor must be a local, state, or federal government or public agency.
- ~~Enhancement projects must be over and above what is considered routine construction or maintenance.~~
- The minimum federal funding request is $25,000. The maximum federal funding request is limited by the availability of funds. However, the intent of the Ozarks Transportation Organization is to do as many projects as possible.
- Photographs of the proposed project site are required.
- A project implementation schedule must be submitted with each application.
- An adopted local resolution of support is required from the sponsoring agency.
- ROW shall have already been acquired or able to be acquired within 12 months of project approval date.
- Project must be in accordance with the Ozarks Transportation Organization's Long Range Transportation Plan.

Important Information for Applicant

- This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- A very large or expensive project may be split into phases. Each phase must be applied for and approved individually. Each phase is subject to the annual allocation available to the Ozarks Transportation Organization.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the funding allocated to the project. Therefore, it is important to develop a good estimate for the project application.
- The majority of projects will go through a competitive bid process for construction. In some cases, volunteer or public forces may do construction.
- All projects (including right of way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right of Way published by MoDOT. These may be found at http://www.modot.mo.gov/business/manuals/localpublicagency.htm#LocalPublicAgencyManual http://www.modot.mo.gov/business/manuals/documents/LPA%20LAND%20ACQUISITION.pdf
- Once approved by the Ozarks Transportation Organization Board of Directors and placed on the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at http://www.modot.mo.gov/business/manuals/documents/Fig3-1-1.pdf
- No work may begin on the project until MoDOT and FHWA or FTA approves the project and a notice to proceed is issued.

- All projects must comply with MoDOT's Reasonable Progress Policy (See page 9). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- All projects are required to have a project maintenance plan for a minimum of 25 years.

Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization Enhancement Subcommittee will review and select projects in accordance with the evaluation criteria and funding guidelines.

Evaluation Criteria

The evaluation criteria used in rating enhancement-funding applications was based on several factors. In late 2003, the Ozarks Transportation Organization staff conducted a series of eight public meetings where the public was asked in the form of a survey what types of alternative transportation projects they considered to be the most important in the next 25 years. Approximately, **40% of respondents identified sidewalks and crosswalks to be the most important.** Of the 40% who felt sidewalks were the most important: 7% thought that sidewalks on school routes were the most important and 13% thought that sidewalks to transit stops were most important. Other survey results revealed, **29% thought the expansion of the trail system was most important.** With 13% of those identifying intercity trails. An additional, **15% felt the removal of bicycle and pedestrian barriers was most important.** Also, **10% felt that the provision of bicycle lanes was most important.**

Due to the identified need of additional bicycle and pedestrian facilities within the Ozarks Transportation Organization study area, the Ozarks Transportation Organization decided that bicycle and pedestrian improvements should be the primary use of enhancement funds. It is for that reason the evaluation criteria are weighted to give priority to projects which accommodate bicycles and pedestrians.

Other factors used in the evaluation criteria stem from federal and state requirements. The criteria are also weighted to reward partnerships and cost sharing between multiple public agencies as well as matching above the minimum 20% requirement.

The specific criteria that are used to evaluate projects may be found in on the Enhancement Funding Score Sheet at the end of this document.

Funding Guidelines

In the event that projects receive exactly the same rating, the project will be awarded to the jurisdiction that has not had a project in the past 2 years. Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the

Ozarks Transportation Organization's desire to spend all of the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent of the Ozarks Transportation Organization to fund bike and pedestrian improvements may not be funded.

The percentage of population served will be determined by plotting the project on a Geographic Information System (GIS) and obtaining total population within a 1/2 mile radius based on the 2000 census. A growth rate will be applied for each jurisdiction based on those rates as outlined in the OTO Long Range Transportation Plan. Those projects serving larger populations will receive more points. The projects will be divided into quartiles according to population served. Those, which fall into the top quartile, will receive 1 point. Those in the second quartile will receive 3/4 of a point. Those in the third will receive 1/2 of a point and those in the fourth will receive 1/4 of a point.

Selection Committee

The Enhancement Selection Committee shall be comprised of representatives from the following organizations/ agencies:

City of Nixa

City of Ozark

City of Republic

City of Springfield

City Utilities

Greene County

MoDOT

Missouri State University

Ozarks Greenways

City of Willard

Funding Levels

Current funding

Remaining Balance FY 06	$ 18,114
Projected Funding FY 07	$ 1,730,000
Projected Funding FY 08	$ 1,730,000

There is $18,114 in funds there were not allocated from FY 06. The projected amount that will be made available for programming in FY 07 is $1,730,000. This amount includes funding for two years of the current transportation bill. We expect the same amount to be available in FY 08, which will include two years of funding as well. In order for all funds to be spent by the expiration of the next transportation bill, MoDOT has decided to award two years worth of funding for the first several years of the bill. Therefore, we do not expect any enhancement funding to be programmed after FY 08. The Ozarks Transportation Organization's fiscal year begins in October. Fiscal year 2007 will begin October 1, 2006 with applications due June 1, 2006. Fiscal year 2008 begins in October 2007 with applications due June 1, 2007.

The annual funding limit is $1,730,000 plus any funds not used in prior years. Funding will be available for application until June 2007. There will not be any additional funding available after that time unless funds need to be re-appropriated due to failure to meet the reasonable progress policy.

All projected funding levels are subject to federal law and appropriations.

Reasonable Progress Requirements

This policy is to ensure the State of Missouri is getting the maximum benefit of its federal transportation funds. The policy has two objectives: (1) ensure that federal funds will be programmed for a project within one year of the funds being allocated by MoDOT; (2) ensure that once a project is programmed, it will reach construction.

The time of programming shall be when the entity's Programming Data Form is submitted and approved and assigned a federal project number. Failure to meet any of these requirements will result in funds being withdrawn and reprogrammed at the sole discretion of MoDOT.

The project will be considered programmed when it's approved for the Transportation Improvement Plan (TIP) and when the entity's Programming Data Form is submitted and approved and assigned a federal project number. The programming data form shall be submitted within 60 days of TIP approval. Failure to meet any of any of these requirements will result in funds being withdrawn and reprogrammed at the sole discretion of the OTO. The federal fiscal year ending balance will not be allowed to exceed a total of three years of allocation. Any funds over the three-year allocation may be reprogrammed in TMA area at the discretion of MoDOT and the OTO.

PROCEDURES

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

Project Development/Implementation Schedule:

	Phase	Maximum Time Frame	Funds Obligated
1.	Allocation of Funds	0 Months	No
2.	Project Programming*	12 Months	No
3.	Engineering Services Contract Approval	15 Months	Yes
4.	Preliminary Plans Submittal	24 Months	No
5.	Right-of-Way Plans Submittal	24 Months	Yes
6.	Plans, Specifications & Estimate (PS & E) Submittal	34 Months	No
7.	Plans, Specifications & Estimate (PS & E) Approval	36 Months	Yes
8.	Construction Contract Award	48 Months	Modified

* The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

1. Reasonable Progress

For all federal-aid funds, "reasonable progress" shall have been made if a project has been programmed within one year of funding allocation. Once programmed, a project must advance to the point of submitting preliminary plans within one year. Verifiable steps toward achieving reasonable progress shall include submittal of all required documents to the appropriate MoDOT district office, entering into an Engineering Services Contract (if retaining outside engineering services) and initiation of the development of preliminary plans.

The development of right-of-way plans, if required, should be concurrent with preliminary plan development. Once the preliminary design plans are approved, the right-of-way plans may be submitted for review and approval. Right-of-way negotiations should begin after MoDOT approves right-of-way plans. The award of the construction contract should occur no later than one year after the plans, specifications and estimate approval.

2. Policy Enforcement

If the allocated federal funds are not programmed for a specific project within one year, MoDOT will request information from the MPO or TMA or entity as to the planned use of the allocated funds. The MPO or TMA or entity will be required to provide a written explanation within 30 days of the notification as to the status of funds and a time line for their use. If adequate information is not received, MoDOT will pull the allocated funds from the entity and redistribute them at the department's discretion.

If a project falls six months behind schedule at any point in its development, without a written explanation provided by the entity and approved by MoDOT, the entity and/or the

OTO will be contacted by MoDOT requesting information as to the cause of the delays. A letter will notify the entity of the schedule lapse and the possible implications of further delays. The entity and/or OTO will be required to reply in writing within 30 days of the letter date as to the project status and provide a revised timeline for the project. The entity will be allowed to reschedule a project one time after MoDOT has programmed a project. Any shifts in subsequent phases of a project caused by that rescheduling (if identified at the time of the rescheduling) will not be considered a separate change.

If a project falls one year behind the Project Development/Implementation Schedule at any phase, MoDOT will notify the entity and/or OTO of the schedule lapse by letter. The notification will serve as a final notice, giving the entity an opportunity to respond to the situation before MoDOT takes action. The notification will include:

1. Project status,
2. Current phase of project implementation, and
3. Funds obligated and spent on the project.

The entity and/or OTO must make a valid response to MoDOT including reasoning for why the project has not complied with the project schedule. Information about the project will be submitted to MoDOT in writing within 30 days of the notification letter date.

Actions taken by MoDOT may include removal of the project, which, per federal requirements, would require the entity to repay any federal funds spent on the project. The MPO or TMA and MoDOT will make the ultimate decision regarding the disposition of each project.

It is not the responsibility of MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then only with the approval of MoDOT.

Application Instructions

Section A

It is important to accurately list the project sponsors contact information so that they may be contacted with questions relating to the project proposal.

Section B

Please list all of the project partners contributing to this project.

Please list all federal, state or nonprofit agencies contributing to this project.

Section C

Please list the information requested and answer all questions completely.

Section D

1. A general description of the project location is needed as well as a project map, which shows the projects location in reference to specific roads, water features and public buildings.
2. If a previous phase of the project was funded with federal enhancement funds, a STP number has been assigned. Basic right of way acquisition and utility relocation information is needed.

Section E

Please check all Enhancement Categories that apply. More information regarding Enhancement Categories may be found at the following websites:
http://www.fhwa.dot.gov/environment/te/guidance.htm
http://www.modot.state.mo.us/business/manuals/documents/Final%20Enhancement%20Guide.pdf

Section F Project Description

A project description should be attached to the project application with any supporting maps and photos. All projects are required to comply with the Americans with Disabilities Act of 1990.

Project Length, Width and Material Type. Provide Description.

Link to Surface Transportation. All projects funded through the Transportation Enhancements Program must have a link to the surface transportation system – highways and roads, railroads and bicycle or pedestrian facilities. A project must have a strong link

to surface transportation in order to adequately compete for this funding. The relationship that the project has to surface transportation may be a combination of function, proximity and/or impact.

• Function – The project will serve as a functional part of the transportation system, for example the construction of bicycle and pedestrian facilities.

• Proximity – The project is located within the immediate vicinity of the transportation system, and may be visible to the general public, such as the acquisition of scenic easements or landscaping. Proximity alone is not enough to establish the relationship to surface transportation. For example, a hotel located adjacent to a state highway would not automatically be eligible to receive enhancement funds just because it is located within the view of the highway.

• Impact – The project has a physical impact on the transportation system, such as retrofitting an existing highway by creating a wetland to filter runoff from the highway. In this example, the enhancement funds would be used to mitigate the pollution from the runoff.

Connection to other modes of transportation or Connectivity with other transportation facilities. Please describe how the project connects to other transportation modes or transportation facilities. For example a sidewalk might connect with a transit stop, a trail might connect with a commuter lot or a trail project might connect two existing trails.

Promotion of Urban Redevelopment. If applicable, please describe how the project will promote urban redevelopment. A project can promote redevelopment if it will foster further development or revitalization around it. The project must be in an urban area to receive points.

Addresses Potential or Existing Safety Problem. If applicable, please describe how this project will help an existing or potential safety problem. For example building a pedestrian overpass will help to correct the problems of car/pedestrian conflicts. ~~Additional points will be given fro correcting existing documented safety problems.~~

Addresses barriers to mobility. If applicable, please describe how this project will address a barrier to mobility. For example, the project might remove a barrier preventing people from getting across a river, major roadway, or railroad. Another type of barrier might be to connect underserved populations with an employment center via an alternative transportation project.

Enhances/ Improves the Natural Environment. Please describe how the project enhances or improves the natural environment. Points will be dependent upon the degree of improvements above federal requirements.

Section G
Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. This may include the project being listed in an approved plan, which included a public involvement component. Projects submitted without a public involvement component may be disqualified.

Section H
Please fill out as requested.

Section I Cost Estimates
In the cost estimate section of the application, several categories have been set up in which to enter information pertaining to the project. Most project costs will fall into these categories. Try to break down the project costs into the specific cost categories. For example, "$80,000 for landscaping" without stating how much is for materials, labor or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match) or a third party donation (as non-federal match). Attach one additional sheet that details the costs. Remember the transportation enhancement funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must sign in the space provided at the bottom of the page.

Section J
All applications must be signed to be considered.

IMPORTANT SUBMITTAL INSTRUCTIONS

12 copies of each application with all attachments must be submitted to:

Ozarks Transportation Organization
PO Box 8368
840 Boonville
Springfield, MO 65801
(417) 864-1453

Application Deadline JUNE 1st

TRANSPORTATION ENHANCEMENT FUNDS
PROGRAM APPLICATION

Project Name: _____
Application Date: _____

A. PROJECT SPONSOR INFORMATION

First Sponsor Name: _____

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

Second Sponsor Name: _____

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

B. PROJECT PARTNERS

Please list all local agency partners whom are contributing money to this project.

_____

_____

_____

Please list all federal, state or nonprofit agency whom are contributing to the funding of this project._____

_____

_____

C. BASIC PROJECT INFORMATION

MoDOT District # _____
County _____
Total Federal Funds Requested $_____

Will the project be open to the public for at least 25 years? Yes ☐ No ☐

Will a fee be charged for public access? If yes, how much? _____ Yes ☐ No ☐
If yes, explain how the fees charged will be used.

_____

_____

What governmental entity will be responsible for the short- and long-term project maintenance?

_____

_____

Identify all maintenance participation and the source of funds supporting long-term maintenance.

_____

_____

Has the right of way for the project been acquired in its entirety? Yes ☐ No ☐

Can the right of way be acquired within 12 months from the approval date of this application?

Yes ☐ No ☐

Attach supporting documentation to this application.

D. PROJECT LOCATION INFORMATION

1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.

_____

_____

2. Please check the appropriate box for each question.

- Is the project a component or extension of a previously awarded transportation enhancement project?
  If so, give the project number: STP-_____ Yes ☐ No ☐
- Does all right of way necessary for the project fall within public ownership or lease? Yes ☐ No ☐
- Does the project sponsor own the right of way? Yes ☐ No ☐
- If no, does the applicant have an option on the property executable within one year of application? Yes ☐ No ☐
- Have utilities been cleared or considered for the project? Yes ☐ No ☐
- If right of way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire? Yes ☐ No ☐

E. ENHANCEMENT CATEGORIES BY GROUP - 1 point for each activity met. A maximum of 3 points is available. Check all that apply. A project may overlap groups. A project may be awarded additional points if multiple categories apply, provided the applicant effectively demonstrates how the project will be successful and how the multiple categories will complement one another.

- ❑ Transportation facilities for pedestrians and bicycles
- ❑ Safety and educational activities for pedestrians and bicyclists
- ❑ Preservation of abandoned railway corridors, including conservation and use thereof for pedestrian and bicycle trails
- ❑ Scenic and/or historic highway programs, including the provision of tourist and welcome centers
- ❑ Acquisition of scenic easements and scenic or historic sites
- ❑ Landscaping and other scenic beautification
- ❑ Control and removal of outdoor advertising
- ❑ Mitigation of water pollution due to highway runoff, including projects that reduce vehicle-caused wildlife mortality, while maintaining habitat connectivity
- ❑ Historic preservation
- ❑ Rehabilitation and operation of historic transportation buildings, structures or facilities.
- ❑ Archaeological planning and research
- ❑ Establishment of transportation museums

F. PROJECT DESCRIPTION

Please provide a concise overview of the project. Include major components such as project width, length and material types. Describe the project's link to surface transportation, connection to other modes of transportation, connectivity with other transportation facilities, if and how the project promotes urban redevelopment, addresses an existing or potential safety problem, addresses barriers to mobility and enhances or improves the natural environment. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

G. PUBLIC OUTREACH AND INPUT

Please describe how the public has been involved and how the project sponsor has demonstrated public outreach and input.

H. DISTANCE FROM SCHOOL

If the project is within 1½ miles of a school, please fill out the following information.

Nearest School _____

Type of School (public, private, etc)_____

Project distance from school _____

I. GENERAL COST ESTIMATE

List the cost of the applicant's project components in the table provided below. Not all budget categories may apply to all projects. Transportation enhancement funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials or labor.

The minimum federal share request is $25,000. (Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid).

A project with a total cost of $100,000 and a federal-share request of $50,000 would score 3 points (50 percent federal share request). A project with a total cost of $100,000 and a federal share request of $75,000 would receive 2 point (75 percent federal share request). Please round to whole dollar amounts.

LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH		Other Funding	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation		
1. Right of Way Acquisition	$	$	$	$	$
2. Design/Preliminary Engineering (No more than 10% of items 3-5 below)	$	$	$	$	$
3. Utility Relocation	$	$	$	$	$
4. Materials	$	$	$	$	$
5. Labor/Construction	$	$	$	$	$
6. Construction Engineering (No more than 15% of items 3-5 above)	$	$	$	$	$
7. Construction Contingency (No more than 10% of items 3-5 above)	$	$	$	$	$
8. Value of any land already acquired	$	$	$	$	$
TOTALS	$	$	$	$	$

Note: Please attach an additional sheet detailing the costs described above. Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.

This project is phased _____YES _____NO
This project represents Phase _____.
Other phases include _____
_____
_____

Completed for the phase represented on this application only.

TOTAL FEDERAL SHARE: $_____ ___%
TOTAL LOCAL SHARE: $_____ ___%
TOTAL PROJECT COST: $_____ 100%

Completed for previous or future phases.

Phase _____
TOTAL FEDERAL SHARE: $_____ ___%
TOTAL LOCAL SHARE: $_____ ___%
TOTAL PROJECT COST: $_____ 100%

Phase_____
TOTAL FEDERAL SHARE: $_____ ___%
TOTAL LOCAL SHARE: $_____ ___%
TOTAL PROJECT COST: $_____ 100%

Phase _____
TOTAL FEDERAL SHARE: $_____ ___%
TOTAL LOCAL SHARE: $_____ ___%
TOTAL PROJECT COST: $_____ 100%

Phase _____
TOTAL FEDERAL SHARE: $_____ ___%
TOTAL LOCAL SHARE: $_____ ___%
TOTAL PROJECT COST: $_____ 100%

SECTION I

We, the Undersigned:

- *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- *Understand that the transportation enhancement funds program is not a grant program, and that enhancement funds are administered by MoDOT.*
- *Understand that enhancement funds payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- *Hereby assure OTO and MoDOT that the required match will be available for all enhancement funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in enhancement- funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- *By signing this application, your organization (local government, state agency or federal agency or department) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

_____ / _____ _____

Name **Title** **Date**

Enhancement Funding Score Sheet

Evaluation Criteria	Maximum Points Available	Points Received
Project has more than one local agency partner contributing to the match dollars (1 point for each local partner) **Section B**	3	
Diversity of Funding (project has more than one federal, state, or nonprofit agency contributing to funding) (1 point for each agency) **Section B**	3	
Right of Way for the project has already been acquired in its entirety. **Section C**	1	
Project meets one or more of the 12 transportation enhancement activities (1 point for each activity met) **Section E**	3	
Projects degree of linkage to transportation (directly linked 3 points, indirectly linked 1 point) **Section F**	3	
Projects is multimodal, connects other modes of transportation or provides connectivity with other transportation facilities (1-3 point) **Section F**	3	
Project promotes urban redevelopment (1 point) **Section F**	1	
Does the Project address an Existing or Potential Safety Problem (1-3 point) **Section F**	3	
Is the project helping to remove a barrier to mobility? (1 point) **Section F**	1	
Is the project enhancing or improving the natural environment? (1-3 point) **Section F**	3	
Project sponsor has demonstrated public outreach and input (1 point) **Section G**	1	
Does the project help promote safe routes to school? (Must be within 11/2 mile of a public or private educational institution or an educational program) (2 points if project is within 1/2 mile or is on a designated school walking route, 1 point if within 11/2 miles) **Section H**	2	
Project has more than the required 20% match. (21-29%= 1pt. 30%-49%=2pt, 50-74%= 3points, 75-95%= 4points) **Section I**	4	
Number of Users Served. **(See Guidelines Page 7)**	1	
Project provides a Transportation facility or safety or educational activity for pedestrians or bicycles (2 points) **Section E**	2	
TOTAL	34	

INFORMATION ITEMS

Attached for Technical Committee member review are various information items regarding transportation in our region, state, and nation. These information items are typically drawn from newspapers, special reports, and mailings received by MPO staff. They are provided for the sole purpose of keeping MPO Technical Committee members apprised of transportation issues currently under review by MPO staff and/or other transportation organizations. The focus is on information that may have a direct impact on the Ozarks Transportation Organization study area.

Future Highway and Public Transportation Financing -- Study Release Event

(Download Document In Adobe PDF Format)

prepared for National Chamber Foundation by Cambridge Systematics, Inc.
with Mercator Advisors, LLC Alan E. Pisarski

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Executive Summary

Statement of Purpose
A new study by the National Chamber Foundation (NCF) of the U.S. Chamber of Commerce calculates the funding shortfall that immediately threatens national mobility and identifies and quantifies specific strategies to address this deficit.

This study is the first to provide a detailed blueprint for policymakers containing long-, medium-, and short-term strategies for closing the funding gap and transitioning to a new financing mechanism.

The implementation of these strategies will require policymakers at all levels of government to make difficult decisions, but their leadership and the successful implementation of these strategies will help fuel U.S. economic productivity and competitiveness. Specifically, the federal government should provide incentives for the states to employ new financing mechanisms that will help fully fund transportation.

This study is the second phase of a two-part study researched by Cambridge Systematics and sponsored by NCF. Phase I found that the federal funding share falls short of what is needed to maintain and improve our nation's transportation infrastructure. Phase II lays out long-term options to fully fund our transportation system and quantifies specific strategies that can guide the transition to a new financing mechanism.

This study was initiated in response to the gridlock, the decaying roads and bridges, and the inadequate transportation infrastructure that are costing the U.S. economy billions in productivity.

All levels of government -- federal, state, and local -- are responsible for maintaining, building, and upgrading transportation systems to meet the needs of industry and the public. Current revenues, however, fall far short of what is needed to maintain or improve existing infrastructure.

Maintaining existing infrastructure means that pavement and bridge conditions and travel levels of service will remain the same. Below this level, conditions will deteriorate and congestion will grow. Improving transportation infrastructure means that all additional highway and transit spending will have a positive benefit/cost ratio and will improve U.S. economic productivity.

The implementation of these strategies will require policymakers at all levels of government to make difficult decisions, but their leadership and the successful implementation of these strategies will help fuel U.S. economic productivity and competitiveness.

- To maintain our current transportation system, all levels of government must invest $235 billion in 2006, $304 billion in 2015, and $472 billion in 2030. Current revenue streams will fall far short of these levels—the cumulative shortfall through 2015 is $0.5 trillion. "Maintain" means that pavement and bridge conditions and traffic levels of service remain the same, on average. Below this level, conditions will deteriorate, and congestion will grow.

- To improve our transportation system to a level that benefits the nation's economic productivity, all levels of government must invest $288 billion in 2006, $368 billion in 2015, and $561 billion in 2030. Current revenue streams will fall far short of these levels— the cumulative shortfall through 2015 is $1.1 trillion. "Improve" means that all additional spending on highway and transit systems will have a positive benefit/cost ratio and will improve United States economic productivity.

The major reason for the shortfall in federal revenues is that federal motor fuel tax rates are not indexed to inflation and have lost one-third of their purchasing power since the last adjustment in 1993. This problem was not addressed by the recent transportation legislation, SAFETEA-LU. Of the approximately 60 cents per mile that automobile drivers now pay to operate their car, only one cent of this is paid in federal fuel taxes into the HTF. Paying an additional half cent per mile into the HTF would currently fully fund the federal share of needs to maintain the nation's highway and transit systems.

While fuel tax indexing would alleviate short-term funding concerns, it is insufficient for addressing long-term funding shortfalls. Phase II of this study identifies medium- and long-term strategies for investing in our nation's highway and transit systems.

Of the approximately 60 cents per mile that automobile drivers now pay to operate their car, only one cent of this is paid in federal fuel taxes into the HTF.

Short-Term Strategies

The study finds that indexing federal motor fuel taxes would have the most immediate impact. The motor fuel tax is the only major existing tax that is not indexed to inflation. Other strategies include:

- Closing exemptions to the Highway Trust Fund (HTF) so that revenues dedicated to transportation are spent on transportation.
- Recrediting interest to the HTF so that the HTF can reap the full benefit of the revenue paid into the fund by users.
- Dedicating 10% of U.S. Customs import revenues to transportation to account for transportation's contribution to the facilitation of international commerce.
- Giving states and local governments more revenue and investment options by authorizing expanded use of tolling and by encouraging states to index their motor fuel taxes to account for inflation.
- Stimulating greater use of innovative finance tools so that states can make transformative investments into their transportation infrastructure. These tools include federal loan guarantees, private activity bonds, tax-credit bond financing, and investment tax credits.

Midterm Strategies

A new approach to transportation user fees should help meet our nation's transportation needs from 2010 to 2015. These strategies include:

- Broadening the base of user payments to the HTF by collecting a vehicle fee to capture fair payments from hybrid and other alternative fuel vehicles.
- Ensuring that any subsidies for the purchase of hybrid and nonpetroleum-powered vehicles come from the general fund as was done for ethanol fuel subsidies -- not from the HTF.
- Recommending that the recently authorized National Surface Transportation Infrastructure Financing Commission oversee a new cost allocation study, setting principles and guidelines for the efficient and equitable allocation of HTF fees.

In particular, the federal government should

provide incentives for the states to develop and test new mileage-based revenue systems.

Long-Term Strategies

The federal government should provide leadership for state and local governments to implement new systems of financing transportation funding that reduce reliance on the motor fuels tax.

These strategies include:

- Implementing a mileage-based transportation revenue system to help address long-term revenue shortfalls.
- Adopting two vehicle miles of travel (VMT) fees: a state VMT fee as well as a local-option VMT fee to help ease metropolitan congestion.
- Indexing VMT fees to inflation to help close the annual gap between transportation needs and revenues.
- To consider varying the VMT by vehicle weight, fuel type and consumption, environmental impact, road system, and/or geography to account for different levels of use and impact and to ensure that all users of the system pay their fair share of infrastructure costs.

The federal government should provide strong leadership through all three strategic time frames. In particular, the federal government should provide incentives for the states to develop and test new mileage-based revenue systems. This process could lead to the eventual phasing out of the federal motor fuel tax and replacing it with a federal VMT tax.

Background

The objective of this Future Highway and Public Transportation Finance Study is to identify funding mechanisms to meet our nation's highway and transit needs. The study examines funding options for the period 2006 to 2030, focusing specifically on medium- and long-term funding needs and federal actions that could stimulate greater investment by all levels of government and the private sector.

Challenges

Current revenues provided by all levels of government -- federal, state, and local -- are neither sufficient to maintain the condition and performance of the nation's highway and transit systems nor to improve the condition and performance of these systems to levels that best serve the nation's economy.

Current revenues provided by all levels of government -- federal, state, and local -- are neither sufficient to maintain the condition and performance of the nation's highway and transit

systems nor to improve the condition and performance of these systems to levels that best serve the nation's economy.

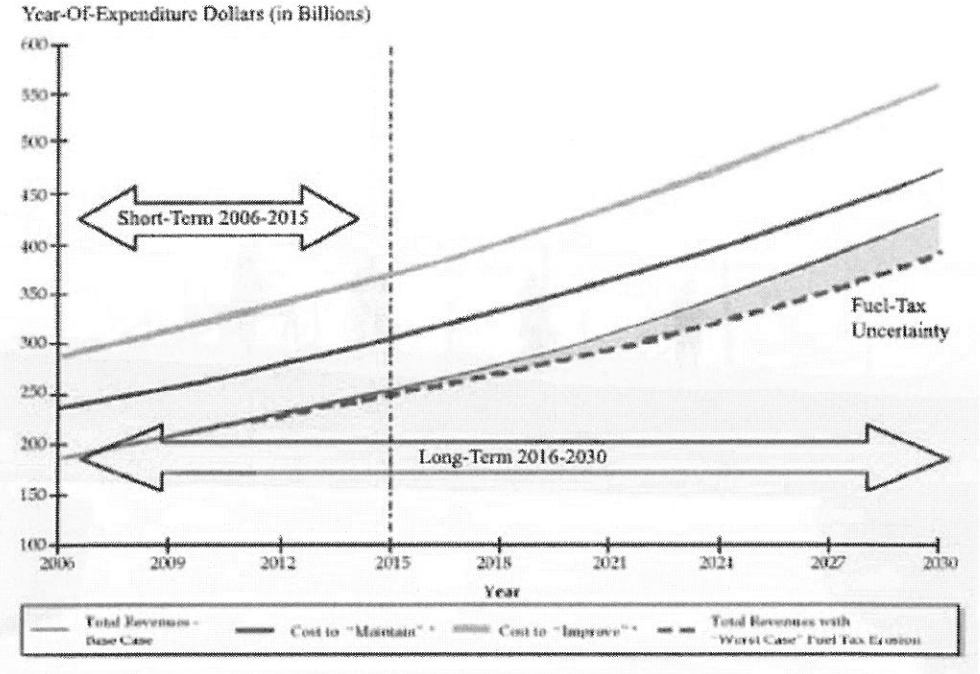
- To **maintain** our current transportation system, all levels of government must invest $235 billion in 2006, $304 billion in 2015, and $472 billion in 2030. (*1) ***Current revenue streams will fall far short of these levels -- there will be a cumulative shortfall through 2015 is $0.5 trillion.*** (*2) " Maintain" means that pavement and bridge conditions and traffic levels of service remain the same, on average. Below this level, conditions will deteriorate, and congestion will grow.

- To **improve** our transportation system to a level that benefits the nation's economic productivity, all levels of government must invest $288 billion in 2006, $368 billion in 2015, and $561 billion in 2030. Current revenue streams will fall far short of these levels -- the cumulative shortfall through 2015 is $1.1 trillion. "Improve" means that all additional spending on highway and transit systems will have a positive benefit/cost ratio and will improve United States economic productivity.

1 The needs identified here include capital as well as noncapital costs (e.g., operations, maintenance, administration, debt service). The FHWA Conditions and Performance Report to Congress and the AASHTO Bottom Line reports include only capital needs.

2 Estimates are reported in current or year-of-expenditure (YOE) dollars. Needs estimates were made in constant dollars and were adjusted to YOE dollars using Bureau of Labor Statistics Producer Price indices through 2005 and the Consumer
Price Index (CPI) projections for future years (2006 to 2030) from the Congressional Budget Office, January 2005.

Figure ES1. Projected Annual National Highway and Transit Needs and Revenues 2006-2030



*Notes: Cost to "Maintain" and "Improve" represent updates of AASHTO Bottom Line Capital Needs to 2006 with addition of annual state and local costs of administration, maintenance, and operations (O&M).

Between 2006 and 2015, annual Highway Trust Fund (HTF) revenues will fall $23 billion short of maintaining highway and transit systems and $48 billion short of the federal share needed to improve the systems.

Federal Responsibilities

The federal government provides funds to states and cities for capital improvements for highway and transit systems. The states and cities cover most of the cost of operating the highway and transit systems. Over the past 10 years, the federal share of annual capital investment by all levels of government in highways has averaged 42%. The federal share of public transit capital investment by all levels of government has averaged 47%. Most federal highway funds are spent on interstate highways and on other roads in the National Highway System (NHS), which carry 42% of all traffic and 75% of truck traffic. The NHS is critical to the nation's economic well-being. The federal transit investment provides an important mobility option, particularly in congested metropolitan areas.

If these federal shares are to be sustained, the federal government must provide $58 billion of the $135 billion in capital investment needed in 2006 to maintain the condition and performance of the nation's highway and transit systems and $80 billion of the $187 billion needed to improve the systems. By 2015, the federal share of the average annual capital investment needed to maintain the highway and transit systems is $64 billion and the federal share to improve is $89 billion. These needs are $23 billion and $48 billion more, respectively, than the average annual federal revenue of $41 billion.

Under the current federal revenue structure and motor fuel tax rates, these revenue shortfalls will continue through 2030.

The major reason for the shortfall in federal revenues is that federal motor fuel tax rates are not indexed to inflation and have not been adjusted recently. Congress has periodically increased motor fuel taxes to keep pace with the nation's transportation needs, but the last increase was in 1993. Federal motor fuel taxes have lost about one-third of their purchasing power to inflation since then.

Congress has periodically increased motor fuel taxes to keep pace with the nation's transportation needs, but the last increase was in 1993. Federal motor fuel taxes have lost about one-third of their purchasing power to inflation since then.

The Highway Account of the HTF

The recently enacted Safe, Accountable, Flexible, and Efficient Transportation Equity Act -- A Legacy for Users (SAFETEA-LU) legislation provides guaranteed federal funding for highway and transit capital improvements to a cumulative total of $286.4 billion for the 2004 to 2009 period. However, the estimated revenues coming into the HTF during this period total only about $231 billion. (*3) Together, the projected expenditure and revenue patterns result in a complete drawdown of the Highway Account of the HTF to a zero cash balance in 2008 -- well before the end of the SAFETEA-LU authorization period.

3 Based on estimates contained in the Mid-Session Review of the President's 2006 Budget released in July 2005 adjusted to reflect revenue enhancements in SAFETEA-LU.

Strategies

The following strategies address the critical revenue shortfalls facing the federal HTF as well as state and local governments.

The short-term package would keep the HTF solvent while allowing modest growth in the federal program. To close the gap further, motor fuel taxes and other existing fees must be increased at all levels of government.

Short-Term Strategies: 2006 to 2015

The federal government should take action now to narrow the revenue gap and to prevent the HTF from going into deficit. Indexing federal motor fuel taxes would have the most immediate and substantial impact. Closing the remaining exemptions to the HTF, recrediting interest to the HTF, and dedicating 10% of U.S. Customs revenues to transportation would help close the revenue gap and help keep the HTF solvent.

The federal government should also give state and local governments more revenue and investment options by authorizing expanded use of

tolling, stimulating greater use of innovative financing tools, and encouraging states to index their motor fuel taxes to keep pace with inflation.

These short-term strategies must be implemented while long-term solutions are being developed.

These actions could significantly narrow the revenue gap in the period 2006 to 2015. Implementing a full package of short-term revenue strategies could meet 63% of the identified gap in total national expenditures needed to maintain the highway and transit systems and 29% of the identified gap in the total needed to improve the systems. These actions would also meet 99% of the federal share of the gap in capital investments needed to maintain highway and transit systems and 47% of the federal share of the gap in the capital needed to improve them. The short-term package would keep the HTF solvent while allowing modest growth in the federal program. To close the gap further, motor fuel taxes and other existing fees must be increased at all levels of government.

Indexing and increasing federal and state motor fuel taxes will effectively meet immediate needs and respond to public concern about transportation congestion and delay. The motor fuel tax is the only major existing tax that is not indexed structurally to inflation. A number of states have successfully indexed or have periodically increased rates in recent years. Paired with expanded use of tolling and short-term, innovative finance supports such as federal loan guarantees, private activity bonds, tax-credit bond financing, and investment tax credits, indexing of motor fuel tax revenues will ensure critically needed revenues through 2015 and beyond.

Additional funding is needed immediately. The HTF shortfall must be addressed well before the next reauthorization in 2010. Action cannot be postponed until a new revenue system has been developed and proven. Deferring investment in highway and transit systems today will aggravate congestion and mortgage the future to higher transportation system repair and replacement costs.

Although the recommended actions will provide significant short-term relief, they will not solve the long-term problem. Congestion will continue to grow despite implementation of these measures, and the yield from motor fuel taxes could decline, especially after 2020, as the market for alternative fuels grows.

If the federal government wishes to subsidize the purchase of hybrid and nonpetroleum-powered vehicles to reduce fuel consumption and emissions, the subsidies should be provided from the general fund, as was done for ethanol fuel subsidies, and not from the HTF.

Midterm Strategies: 2010 to 2015

By 2010, the federal government can begin to broaden the base of user payments to the HTF by collecting a vehicle fee to capture fair

payments from auto and truck users regardless of the type of fuel used.

To ensure adequate federal transportation revenues beyond 2015, the federal government can supplement current federal motor fuel taxes with an annual federal vehicle tax on hybrid and nonpetroleum-powered vehicles so that all passenger vehicles pay their fair share of highway use costs. If the federal government wishes to subsidize the purchase of hybrid and nonpetroleum-powered vehicles to reduce fuel consumption and emissions, the subsidies should be provided from the general fund, as was done for ethanol fuel subsidies, and not from the HTF.

The tax rates for hybrid and nonpetroleum-powered vehicles should be determined by a new federal highway and transit cost allocation study. Cost allocation studies have been used since the 1956 Highway Act to determine the appropriate allocation of federal fees, whether based on fuel consumption, vehicle type, or mileage. This was the approach used to set federal vehicle taxes for heavy trucks. Diesel fuel taxes alone do not cover the highway costs occasioned by heavy trucks. To ensure that trucks pay a fair share of the costs of building and maintaining highways, diesel fuel taxes are supplemented with the Heavy Vehicle If the federal government Use Tax (HVUT), an excise sales tax on heavy vehicles, and tire taxes paid into the HTF.

The recently authorized National Surface Transportation Infrastructure Financing Commission can oversee the new cost allocation study, setting principles and guidelines for the efficient and equitable allocation of HTF fees.

Long-Term Strategies: 2015 to 2030

States and local areas can implement mileage-based transportation revenue systems to address long-term revenue shortfalls. State and local governments can consider adoption of two vehicle miles of travel (VMT) fees: a state VMT fee and a local-option VMT fee. All users would be charged a state VMT fee as a supplement to and perhaps eventual replacement for state motor fuel taxes. The local option VMT fee could be implemented at state and local discretion to address urban congestion and local transit needs.

The state VMT fee should reflect the average cost of providing the basic unit of highway service -- a vehicle mile of travel -- and should be applied to the total annual VMT accrued by each vehicle operated in the state. States could vary the fee by vehicle weight, fuel type and consumption, environmental impact, road system, or geography. If drivers are to use roadway capacity efficiently, states and metropolitan areas should also consider VMT fees that reflect the marginal economic cost of highway use -- the additional cost of adding a car or truck to a congested and overburdened highway. To do this, a second VMT fee -- a local-option VMT fee -- should be assessed for use of specific congested roadways, especially during peak travel periods. The additional fee would cause some users to divert their trips to less congested routes, less congested times, or different modes of transit, moderating the need for additional highway capacity.

For this study, it was assumed that local-option VMT fees would be implemented gradually and only on congested urban roadways in the 38 largest and most congested metropolitan areas. The revenues from localoption VMT fees would accrue to state or local jurisdictions and would be invested in highway or transit improvements determined locally. If state VMT and local-option VMT fees are indexed to inflation, they could generate enough new revenue between 2025 and 2030 to close the annual gap between transportation needs and revenues.

The state VMT fee should reflect the average cost of providing the basic unit of highway service -- a vehicle mile of travel -- and should be applied to the total annual VMT accrued by each vehicle operated in the state.

As the states implement VMT revenue systems, the federal government should prepare to establish a federal VMT fee and, once such a fee is implemented, phase out federal motor fuel and vehicle taxes.

Adopting mileage-based transportation revenue systems will:

- Provide a sustainable source of revenue that grows apace with population and the economy;
- Enable states and local governments to manage congestion and more closely match investments to highway and transit system needs;
- Ensure that all drivers pay their fair share of the cost of maintaining and operating highways regardless of the type of fuel and vehicle; and
- Separate highway use fees from fuel use and taxation, thus removing potential conflicts with national and state energy and air quality policies.

Transition

The federal and state governments should begin planning and developing a new mileage-based transportation revenue system now. The states should lead the initiative. The federal government should provide strong support for state development and testing of new mileage-based revenue systems.

Between 2015 and 2020, the growth in fuel tax revenues will slow, and revenue yield will erode as alternative fuels and nonpetroleum-powered vehicles capture a larger share of the market. The federal and state governments should begin planning for a new mileage-based revenue system to offset the decline in gallonage-based fuel tax revenues. It will take at least 10 to 15 years of significant experimentation to develop mileage-based revenue systems that can be tailored technically and politically to the needs of the states and cities.

Key factors that will influence the development and acceptance of state, and eventually federal, mileage-based fees are as follows:

- **Equity** -- The transition from a gallonage-based to a mileage-based revenue system will require careful examination and consideration of who benefits and who pays. The federal and state governments must take the lead in establishing the principles and methodologies for analyzing and allocating highway user costs.

- **Privacy** -- The technologies that enable mileage-based revenue systems may record information about the travel patterns of individual drivers. Technology and regulation must be in place to protect the privacy of drivers.

- **Legal and administrative frameworks and enforcement strategies** -- Collecting mileage-based fees from all motorists will be much more complex than collecting fuel taxes from a limited number of wholesale fuel distributors. The states and the federal government will need time to develop and test efficient, costeffective, and enforceable approaches.

- **Political and public acceptance** -- The current motor fuel tax system has been in place for more than 60 years. It will take time and a broad public education effort to explain the need for a new revenue system and to gain political and public acceptance.

The development work should be led by the states because it will not be cost-effective for the federal government to administer a VMT-based revenue system alone. Federal motor fuel taxes are collected today from a relatively small number of motor fuel wholesalers. Mileage based or VMT fees must be collected from individual automobile drivers; this is best done at the state and local levels.

Although the development and testing will be done at the state and local levels, the federal government should provide strong leadership by supporting state development and testing of new mileage-based revenue systems; supporting development of a system architecture; establishing national standards for new vehicle technology that will facilitate implementation of VMT fees; and ensuring interoperability across the nation.

A new federal program should be established for this purpose. The program might be modeled after the Commercial Vehicle Information Systems and Networks (CVISN) program, a component of the national Intelligent Transportation Systems (ITS) program. Under the CVISN program, the federal government supports work by the states and the motor carrier industry to streamline revenue collection and to improve safety regulation. The federal government supports planning and standards development and funds both pilot programs and initial deployment of the new state CVISN systems. Finally, the federal government, the states, and highway users should initiate a broad discussion of the future of the nation's surface transportation system, its financing, and the assignment of roles and responsibilities among

federal, state, and local governments and the private sector.

The current motor fuel tax system has been in place for more than 60 years. It will take time and a broad public education effort to explain the need for a new revenue system and to gain political and public acceptance.

In 1995, Congress adopted the National Highway System (NHS) with its interstate backbone and its intermodal connections as a primary area of national interest. This helped focus federal government resources on initiatives that achieve the nation's mobility, safety, defense, security, and productivity goals. But global trade is stressing the NHS, and as a recent ENO Transportation Foundation report states: "There appears to be a broad consensus that economic development, population growth, [and] increased globalization of trade ... create traffic needs that are not being well served by current interregional networks." This trend would argue for a strong federal role to ensure that, at a minimum, the national goals related to interstate commerce, trade and competitiveness; interstate and international connectivity; safety; and national security continue to be addressed. The National Surface Transportation Infrastructure Financing Commission and the National Surface Transportation Policy and Revenue Study Commission should initiate this discussion.

There are no easy solutions to the nation's transportation challenges. This study provides information for decision-makers and the public on the extent of the transportation revenue and investment shortfalls and recommends strategies to fund the nation's highway and transit systems. Implementing the recommendations and meeting the nation's transportation needs requires leadership and political will to build a broad consensus for action.

The federal government, the states, and highway users should initiate a broad discussion of the future of the nation's surface transportation system, its financing, and the assignment of roles and responsibilities among federal, state, and local governments and the private sector.

National Chamber Foundation®
U.S. Chamber of Commerce
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Teens to lose cell privileges while driving
by
JAKE WEYER
Duluth News Tribune
December 31, 2005

For teenagers distracted by phone conversations while driving, flashing lights could become a common

Starting Sunday, it will be illegal for drivers younger than 18 who have learning permits or provisional talk on a cell phone while operating a moving motor vehicle. Offenders could be fined up to $100 and f full license delayed.

"We want more teenagers to live through the process of learning to drive," said Kathy Swanson, directc Office of Traffic Safety, part of the Minnesota Department of Public Safety.

The new law will turn back the clock for young drivers caught chatting on cell phones, requiring them t day one of their permit or provisional license, no matter how far they are in the process.

Once a driver turns 18, the law does not apply and past cell phone offenses will not prevent granting of license. Drivers who will be affected most are 15- and 16-year-olds in the late months of their permits c months of their provisional licenses.

Chad Martin, 16, of Duluth, has his permit and a cell phone, but his mother discourages him from talkı driving. He said the new law is fair because cell phone use causes many accidents.

He tries to stay off his phone in the car.

"I usually try to call someone back after driving," Martin said.

Abby Kneeland, 17, of Duluth, has her provisional license and said the law makes sense, but it might b obey.

"Especially for young people," she said. "That's how you communicate."

Kneeland turns 18 in February, so not getting her full license isn't much of a concern, but the fine is. Ev doesn't plan to put away her phone completely when she gets in the car.

"If I see a cop I'll put my cell phone down," she said. "I'm definitely going to be more aware of it."

Law enforcement officials said inexperienced drivers need to give their full attention to the road and pr cell phone use is a good way to make that happen. But teens aren't the only ones getting distracted.

"I think cell phone use with all people is a problem, and it's growing," St. Louis County Sheriff Ross Li "I wish there was a law that would cover all people."

Though officers can pull over drivers who are on the phone and look young, most offenses will probabl discovered among erratic drivers, speeders or at accident scenes, Litman said.

Capt. Kent Matthews of the Minnesota State Patrol in Duluth said he doesn't think officers will patrol s for cell phone use. Though cell phones can cause problems with older drivers as well, Matthews said th is a step in the right direction.

"I'm in favor of laws that protect the most vulnerable," he said.

There are about 400,000 drivers with learning permits or provisional licenses in the state, according to t Minnesota Department of Public Safety.

In 2004, drivers ages 16-18 made up less than 5 percent of all those licensed in Minnesota, and inattent distraction were top reasons for accidents involving young people.

The Department of Public Safety estimates that more than 14,000 people are on cell phones at any give the state, something Swanson said should concern everyone.

"Nobody's driving improves when they put a cell phone to their ear," she said.

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Fit for Fat City: A "Lite" Menu of European Policies to Improve Our Urban Form

by Pietro S. Nivola
January 1999

ABSTRACT

Urban sprawl in the United States reflects distinctive geographic, demographic, and economic circumstances, but also results from a unique combination of public policies. American and European cityscapes are shaped in part by fundamental differences in how societies have organized everything from national tax and transportation systems, to housing strategies, agricultural subventions, energy conservation efforts, protection of small businesses, and local fiscal responsibilities. While most of the public agenda abroad cannot, and should not, be mimicked here, some general aspects are decidedly worth contemplating. They suggest ways that U.S. cities could benefit from selective revisions of our tax structure, transportation budget, public housing program, and federal regulatory framework.

POLICY BRIEF #44

Urban settlements grow in three directions: *up* into high-rise buildings, *in* by crowding, or *out* into the suburbs. Although cities everywhere have developed in each of these ways at various times, nowhere in Europe has the outward dispersal of people and jobs matched the scope of suburbanization in the metropolitan areas of the United States. In 1950 less than a quarter of the U.S. population lived in suburbia. Now well over half does. Why have most European cities remained compact compared with the sprawling American metropolis? And what lessons, if any, might be worth learning from abroad?

Misconceptions

At first glance, the answer seems elementary. The urban centers of Europe are older, and the populations of their countries did not increase as rapidly in the postwar period. In addition, stringent national land use laws slowed suburban development, whereas the disjointed jurisdictions in U.S. metropolitan regions encouraged it.

But on closer inspection, this conventional wisdom does not suffice. Although the contours of most major urban areas in the United States were formed to a great extent by economic and demographic expansion after the Second World War, the same was true in much of Europe, where entire cities were reduced to rubble by the war and had to be rebuilt from the ground up. Consider Germany, whose cities were carpet bombed. Many today are old in name only, and though the country's population as a whole grew much less quickly than America's after 1950, metropolitan areas of West Germany experienced formidable economic

growth and in-migrations. Yet the metropolitan population density of the United States is still about *one-fourth* that of Germany. New York, our densest city, has approximately one-third the number of inhabitants per square mile that Frankfurt has.

Moreover, the dispersed pattern of development in the United States has continued apace even in places where population has increased little or not at all. From 1970 to 1990, the Chicago area's population rose by only 4%, but the region's built-up land increased 46%. Metropolitan Cleveland's population actually declined by 8%, yet 33% more of the area's territory was developed.

Nor can our extreme degree of decentralization necessarily be imputed to the fragmented jurisdictional structure of U.S. metropolitan areas, wherein every suburban town or county presumably has autonomous control over the use of land. Actually, a number of urban regions in the United States are less fragmented than are those in much of Europe. Since 1950 about half of America's central cities at least doubled their territory by annexing new suburbs. Houston covered 160 square miles in 1950. By 1980, exercising broad powers to annex its environs, it incorporated 556 square miles. In the same 30-year period, Jacksonville went from being a town of 30 square miles to a regional government enveloping 841 square miles, making it two-thirds the size of Rhode Island. True, the tristate region of New York contains 780 separate localities, some with zoning ordinances that permit only low-density subdivisions. But the urban region of Paris—Ile de France—comprises 1,300 municipalities, all of which also have considerable discretion in the consignment of land for development.

The fact that central agencies in countries like France exert influence on these local decisions through national land use statutes is not always a telling distinction, either. The relationship of U.S. state governments to their local communities is roughly analogous to that of Europe's unitary regimes to their respective local entities. Not only are the governments of some of our states behemoths (New York State's annual expenditures, for example, approximate Sweden's entire national budget), but a significant number have enacted territorial planning legislation reminiscent of European guidelines. Indeed, from a legal standpoint, local governments in this country are mere creatures of the states, which can direct, modify, or even abolish their localities at will. Many European municipalities, with their ancient independent charters, are less subordinated.

Different Courses

The more interesting contrasts between the formative influences on urban spatial structures in America and Europe lie elsewhere. With 3½ million square miles of territory, the United States has had much more space over which to spread its settlements. And on this vast expanse, the diffusion of decentralizing technologies—motor vehicles, for example—began decades earlier than in other industrial countries. (In 1921, 1 in 12 Americans owned an automobile; Germany did not reach that ratio until 1960.) But beside such fundamentals, the public agendas here and in key European countries have been miles apart. The important distinctions, moreover, have less to do with differing urban programs and land use controls than with other national policies, the

consequences of which are less understood.

Copious agricultural subsidies in Europe, for example, keep more farmers in business and help dissuade them from selling their land to developers. Thanks to scant taxation of gasoline, the price of automotive fuel in the United States is almost a quarter of what it is in Italy. Is it surprising that Italians live closer to their urban centers, where they can more easily walk to work or rely on public transportation? (On a per capita basis, residents of Milan make an average of 350 trips a year on public transportation; people in, say, San Diego make an average of 17.) Gasoline is not the only form of energy that is much cheaper in the United States than in Europe. Rates for electric power and furnace fuels are too. The expense of heating the equivalent of an average detached U.S. suburban home and of operating the gigantic home appliances (such as refrigerators and freezers) that substitute for neighborhood stores in many American residential communities would be daunting to most households in large parts of Europe.

Systems of taxation make a profound difference. European tax structures bear down on consumption. Why don't most Dutch people and Danes vacate their tight towns and cities, where many commuters prefer to ride bicycles, rather than sport-utility vehicles, to work? The sales tax on a new, medium-sized car in The Netherlands is approximately 9 times higher than in the United States; in Denmark, 37 times higher. The U.S. tax code, by contrast, favors spending over saving (the latter is effectively taxed twice) and then provides inducements to purchase particular goods—most notably houses. The effect of such provisions is to lead most American families into the suburbs, where spacious dwellings are available and absorb much of the nation's personal savings pool.

Suburban homeownership has been promoted in the United States by more than tax policy. Federal Housing Administration and Veterans Administration mortgage guarantees are estimated to have financed more than a quarter of all single-family homes built in the postwar period. Meanwhile, the housing stocks of many countries in Europe were decimated by the war. Governments responded to the emergency by erecting apartment buildings and extending rental subsidies to large segments of the population. America also built a good deal of publicly subsidized rental housing in the postwar years, but chiefly to accommodate the most impoverished city-dwellers. Unlike the mixed-income housing complexes scattered around London or Paris, U.S. public housing projects further concentrated the urban poor in the inner cities, turning the likes of Chicago's South Side into breeding grounds of social degradation and violence. The effect was to accelerate the flight of urban middle-class families from the vicinity of these places to safer locations on the metropolitan fringe.

Few forces are more consequential for the shape of cities than are a society's investments in transportation infrastructure. Government at all levels in the United States has committed hundreds of billions to the construction and maintenance of highways, passenger railroads, and transit systems. What counts, however, is not just the magnitude of the commitment, but the distribution of the public expenditures among modes of transportation. In the United States, the share claimed by roads has dwarfed that of alternatives by almost 6 to 1. An unrelenting

increase in automobile travel and a steady decline in transit usage, however heavily subsidized, was inevitable.

Dense cities dissipate without relatively intensive use of mass transit. In 1945 transit accounted for approximately 35% of urban passenger miles traveled in the United States. By 1994 the figure had dwindled to less than 3%—or roughly one-fifth the average in Western Europe. If, early on, American transportation planners had followed the British or French budgetary practice of allocating between 40% and 60% of their transport outlays to passenger railroads and mass transit systems, instead of reserving 83% for highways, many U.S. cities would without doubt be more compressed today.

Dense cities also require a vibrant economy of neighborhood shops and services. (Why live in town if performing life's simplest everyday functions, like picking up fresh groceries for supper, requires driving to distant vendors?) But the local shopkeepers cannot compete with regional mega-stores proliferating in America's metropolitan shopping centers and strip malls. Multiple restrictions on the penetration and pricing practices of large retailers in various European countries protect small urban businesses. The costs to consumers are high, but the convenience and intimacy of London's high streets or of the corner markets in virtually every Parisian *arrondissement* are preserved.

For Richer or for Poorer?

To conclude that a wide range of public policies in Europe has helped curb suburban sprawl there is not to say, of course, that all those policies have enhanced the welfare of the Europeans—and hence that the United States ought to emulate them. Most households are not better off when farmers are heavily subsidized, or when anticompetitive practices protect microbusinesses at the expense of larger, more efficient firms. Nor would most consumers get greater satisfaction from housing strategies that assist renter-occupancy but not homeownership, or from maximalist tax and transportation policies that force people out of their cars and onto buses, trains, or bicycles. Arguably, the economies of some nations in Western Europe have faltered in recent years amid these sorts of public biases, while the United States has prospered in part because it has successfully resisted them.

Still, if we wonder why the cityscapes of America and Europe typically look so different, we would do well to get beyond clichés (about underfunded U.S. urban programs, inadequate U.S. land use planning, or balkanized U.S. metropolitan governments), and to recognize the full breadth of hard policy choices that make for international differences. We should also recognize that not all of the policy mix in this country compares favorably with the alternatives overseas. Among other corrections, urban America would stand to gain from some judicious adjustments of national tax policy, the highway trust, the public housing program, and the federal regulatory regime.

Remedies

Tax Reform.

Shifting the target of taxation modestly toward consumption merits serious consideration. The current system takes dead aim at earnings and savings, while interposing preferences for selected economic activities such as the purchases of homes or the bond issues that finance new sports stadiums, industrial parks, and malls. This blend of incentives frequently overstimulates the exodus of population and jobs from central cities to suburbs. Here's how the Jones family will reckon with the U.S. tax code: Why should we bother to save very much if our savings are taxed twice, first on our income then on the interest from that income? Why not pour all of what we do save into as large a dwelling as possible, the mortgage interest of which is deductible? And why should we search anywhere but in suburbia? After all, that's where our mortgage will buy more house, as well as where the latest commercial and recreational conveniences are being built. Life in the suburbs will mean owning several vehicles and driving them more, but this luxury is so lightly taxed it scarcely gives pause.

A tax structure that influences consumer decisions in this fashion is steering capital into particular sectors by, perhaps inordinately, diverting it from others. The Jones family need not be asked to live as their counterparts in Germany do, with no tax deduction for home mortgage interest, or to swallow an impost of $3 per gallon on gasoline, as in France or Italy. But if the Joneses—and most other investors—were slightly less tempted by preferential tax treatment to sink the economy's savings into suburban real estate, more could be borrowed for alternative forms of urban investment, including businesses in the inner cities, where loans are often notoriously hard to obtain.

Transportation.

Some American communities wish they could pull in their girth and shape themselves in ways that are somewhat less dependent on the automobile. These aspirations do not stand a chance as long as Congress persists in sponsoring highway spending sprees that eviscerate metropolitan centers and pull new waves of development to their outer reaches. This is not to say that leveling the playing field for a more nuanced transportation strategy calls for lavishing more subsidies on inefficient rail transit, nor does it mean allowing the nation's interstate system to fall apart. It may, however, require breaking the long-standing habit of hypothecating vast revenues for new highway construction. This fiscal device was useful to ensure completion of the interstates, but now it mostly distorts the terms of public discourse about urban transportation projects. The highway trust fund's formidable vested interests too easily characterize diversions of earmarked receipts to social needs other than roads as contravening a contract—or, literally, as breaching a trust.

Few other advanced nations have hitched the financing of their surface transportation systems to a cash cow like this one. Proponents of highway expenditures in most countries are forced to rummage amid general revenues for road-building dollars. Without a claim to an exclusive account, the highway lobby in this country, too, would have to vie with other interests for public resources, including those who suspect that throwing hundreds of billions of dollars at the nation's traffic problems by robotically building additional freeways (as contemplated by much of last spring's legislative authorization) is a

waste of money. In short, a less formulaic means of funding the nation's transportation requirements might allow other priorities to compete and perhaps would even give precedence to innovations such as greater experimentation with efficient price-rationing of the existing infrastructure.

Public Housing.

Of the past half-century's urban policy blunders in the United States, few have left a more distinctive, and deadly, mark than the decision to condense a critical mass of impoverished residents into isolated inner-city housing complexes. Many (though not all) of these became pits of blight, crime, and social decay that have abetted the exurban flight of the American middle class. The postwar crime wave in Washington, D.C., for example, can be traced in no small part to the relocation of thousands of poor families from old neighborhoods surrounding the Capitol into new housing projects further north and east, across the Anacostia River.

It should be a high priority to close down failed settings like these, and to disperse their occupants either into scattered, mixed-income projects (as in many European cities) or, with rent vouchers, directly into private housing. A bold effort along these lines is currently under way in Chicago. Most other major cities ought to heed the Chicago Housing Authority's example, as should policymakers in Washington.

Regulatory Overhaul.

America's central cities will continue to expel merchants and middle-class households as long as the municipal authorities continue to levy harsh taxes to deliver unsatisfactory public services. In their quest for fiscal relief, however, urbanists cannot just clamor for more generous grants-in-aid from the federal and state governments. These governments ought to abolish, or else fully compensate, more of the unfunded commandments they impose. With respect to lifting controls that raise direct costs for private enterprise, the national governments of Germany, France, or Italy are by and large laggards compared with that of the United States. But when it comes to relieving the local *public* sector from uncompensated decrees, we Americans might take a page from some models abroad. What Edward I. Koch, a former mayor of New York City, once called the "millstone" of unfunded mandates may actually be heavier for municipalities in this country than it is in quite a few others. The trouble seems to be that U.S. policymakers are trying to have it both ways: through most of the 1990s they have sought less discretionary spending in the federal budget, but also no letup in the nation's activist social agenda. At the same time, they have wanted the cities, even fiscally feeble ones, to be self-supporting.

Consider the debacle of America's urban public schools. Few, if any, other nations devote so large a share of total school spending to *nonteaching* personnel. There may be several excuses for this lopsided administrative overhead, but one explanation almost certainly is the growth of government mandates and the armies of academic administrators needed to handle the red tape. The problem, according to a 1996 report by the U.S. Advisory Commission on Intergovernmental Relations, can be illustrated by the requirements of the Individuals with

Disabilities Education Act. Local authorities are compelled to spend some $30 billion to meet the special needs of pupils with disabilities, while the federal government reimburses a paltry 8% of the added expense. Compliance costs for urban school districts, where the concentrations of handicapped students are high and the fiscal means to support them low, are sometimes staggering. In Washington, D.C., the city has found itself administering special ed at a cost of almost $65 million a year.

Or look at urban mass transit in America. Its empty seats and sorry finances are no secret. Less openly acknowledged, however, is the fact that Section 504 of the Rehabilitation Act, and more recently the Americans with Disabilities Act, have added major financial obligations to our teetering transit systems. (Never mind, for instance, that the Washington Metro, the nation's most modern and well-designed subway system, is increasingly hard pressed to cover its mounting maintenance bills, estimated at $200 million a year. The system will be required to tear up 45 stations and install bumpy tiles along platform edges, at an estimated cost of more than $15 million.) Special accommodations for handicapped persons are desirable and just. But if federal courts, agencies, and Congress insist on the most expensive means of providing this service, at a minimum they ought not resort to what local officials call "shift and shaft federalism"—blithely passing the costs on to local taxpayers.

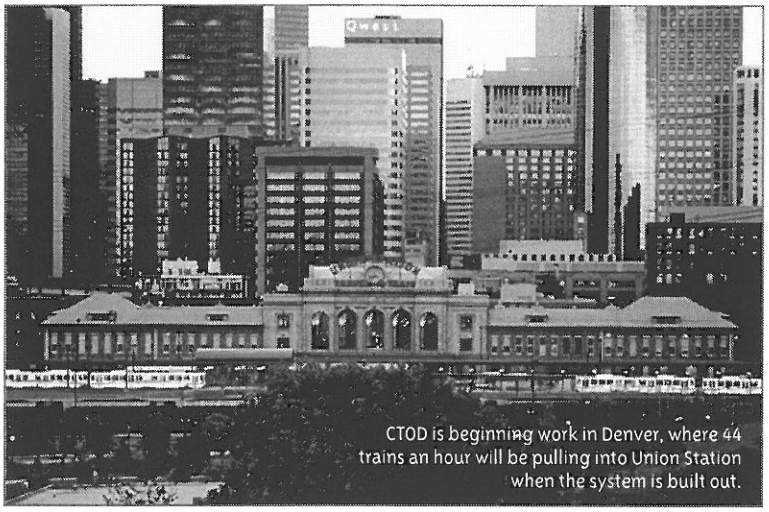
Deregulation, in the form of fewer top-down directives, would ease the burden on many cities and, indirectly, their overtaxed neighborhood businesses. An unrelenting accretion of state and federal dictations will only force cities, already stretched for revenues, to raise their rate of taxation, driving away the firms and people they desperately need. The proper precept to follow is simply this: if the national government or the statehouses deem their mandatory social wish list to be important, they should pay for it. In this respect, the welfare states of Europe are sometimes more honest. Top-heavy and extravagant as they can be, at least some accept a greater share of direct responsibility for the fiscal obligations they create.

Pietro S. Nivola is a Senior Fellow in the Governmental Studies program of the Brookings Institution. He is the author of Laws of the Landscape: How Policies Shape Cities in Europe and America (Brookings, 1999).

Platform
Building the New Transit Town
Autumn 2005

Thinking Strategically About TOD

By Reconnecting America CEO Shelley Poticha



CTOD is beginning work in Denver, where 44 trains an hour will be pulling into Union Station when the system is built out.

Photo: Denver Regional Transportation District

When we started the Center for Transit-Oriented Development, the general reaction was: Why focus on a small, untested part of the market? Two years later, and TOD is hot! Sites near transit are the No. 1 choice of developers and real estate investors according to *Emerging Trends in Real Estate 2005*. "People just want out of traffic . . . They want proximity to 24-hour centers and convenience . . . Lifestyles are changing."

Hidden in Plain Sight: Capturing the Demand for Housing Near Transit, the national TOD market study we released late last year, shows a doubling of demand for transit-oriented housing by 2025 – conservatively, that's about a third of the housing market in regions with fixed transit systems. We've generated market reports for specific regions – Dallas, Minneapolis, Seattle, Denver, Miami, Washington D.C. – and we're seeing how powerful this data is. Business groups, public agencies, developers and citizens are startled to learn who's living near transit now and who will want to live near transit in the future. Indeed, the TOD market is the key community revitalization market of our time. Empty nesters and echo boomer singles are the largest demographic groups and their numbers are growing, and they want smaller, low-maintenance housing choices, retail, recreation and civic uses within a short walk, and access to the region without having to get stuck in traffic.

How can we take advantage of these market dynamics and the tremendous public investment in transit? What can we do, specifically, to set the table for TOD? How can we cut through red tape and get more sites ready for investors and community-builders? Here are some of the lessons we've learned working in regions throughout the U.S.:

- **Know What You Want From TOD:** Not all TOD is alike, nor should it be. But it's important to know if your goals are being achieved. Set measurable benchmarks for success.
- **Don't Get Ahead of the Market:** Successful TOD requires demand for the types of uses envisioned at stations. If that market isn't ripe or if the transit isn't there, create a flexible framework that prevents the most egregious uses and preserves opportunities for TOD.
- **Devise an Implementation Strategy That Provides Small, Early Wins:** Community leaders need to see visible progress. A successful TOD strategy will have short- and long-term goals.
- **Focus on Sites With Land and Property Owner Interest:** TOD is a complex partnership among cities, transit agencies, developers, property owners and citizens. But all the good intentions in the world won't move without support from property owners and interested developers.
- **Look at the Whole Corridor:** A transit system is a network of corridors linking job sites, cultural and educational centers and residential neighborhoods. While the places along this "necklace" should each glimmer and entice, they only work as TOD if they connect to the region. A corridor working group, made up of stakeholders along the necklace, should facilitate decisions executed at one station, but affecting others.
- **Ridership and Value are Linked:** Though achieving the ingredients of TOD seems enormously difficult, high quality pedestrian environments have proven to build value, help make projects pencil and deliver transit riders. Don't set the bar too low.
- **Capture Value to Deliver High Performing TOD:** The cutting edge of TOD is the development of tools and methods for capturing some of the increase in real estate value to help pay for the elements that help create high performing places: pedestrian infrastructure, local destinations, mixed-income housing, and greater access to the transit network.
- **Build Leadership Early and Renew Often:** TOD is a new way of doing business. Corporate leaders, elected officials, development and investment interests, and community activists need to be equipped with the tools and messages that will help build support for this new way of growing our regions.

Our mission at Reconnecting America is to help unlock the market for TOD and ensure that everyone benefits from development. Successful implementation increases the benefits. ❖

What's Inside:

RECONNECTINGAMERICA

Subscribe to the Center for TOD and get our best practices manual, national TOD market study, new book on L.A. and upcoming streetcar book! (see page 11)

NEWS *From The Frontlines*

By Cali Gorewitz

SAN FRANCISCO – The days of BART extensions down freeway medians, commuter rail depots surrounded by warehouses, and ferry terminals on desolate waterfronts are over. Metropolitan Transportation Commission officials have adopted a groundbreaking policy requiring cities and counties to zone areas surrounding new transit stations and extensions for dense housing development in order to collect transportation funding. The policy also rewards cities for including affordable housing near transit centers and provides funding to help cities pay for the necessary planning. The goal is to get more people on transit and reduce the subsidies that are paid to transit operators. Research in California has shown that those who live in TODs are five times as likely to use transit as other residents . . . (*San Francisco Chronicle* 7/10/05)

LOS ANGELES – Amid all the pain inflicted by skyrocketing oil prices, there is a silver lining for Los Angeles. The agony of paying from $40 to $60 for a tank of gas is prompting more people to take public transportation. For the fiscal year ending in June, ridership on Metropolitan Transportation Authority buses was up nearly 23 percent to more than 361 million boardings. Ridership on the Red Line subway was up nearly 30 percent, and even the troubled Gold Line to Pasadena saw a 28 percent jump . . . (*L.A. Times* 8/13/05)

SALT LAKE CITY – The Church of Jesus Christ of Latter-day Saints and Mayor Rocky Anderson are working toward agreement on a strategy to revitalize downtown, aspiring to the kind of renaissance that Portland, San Diego and Denver have achieved in recent years. Convention business is booming here, more office space is occupied downtown then ever before, light rail has been an instant hit, and a commuter-rail line from the northern suburbs is underway. Several downtown housing projects have been built, including a 117-unit condo complex that nearly sold out before groundbreaking. And the church is moving its business college and establishing a Brigham Young University satellite campus nearby. The city has also banned strip malls because asphalt parking lots discourage walking. The Surface Transportation Policy Project found Salt Lake City improved pedestrian safety more than any other metro area in the U.S., and *Outside* magazine rated Salt Lake City the No. 1 "new American dream town" . . . (*USA Today*, 8/19/05)

MINNEAPOLIS – A survey of Hiawatha light rail line riders shows that 39 percent are new to public transit, and would be driving alone if there were no train. The survey of more than 2,000 riders late last year found 80 percent of rail patrons own cars and 44 percent take the bus to the train. The Hiawatha Line ended its first half year of service at the end of 2004 with a positive operating balance of about $1 million . . . (*Minneapolis Star Tribune* 3/25/05) . . . Advocates report weekday ridership on the Hiawatha Line has already surpassed the 2020 forecast of 24,600 daily riders, providing more than 10 percent of all Metro Transit trips for 7.84 percent of the agency's total operating costs . . . (*www.lightrailnow.org*)

CONTRA COSTA COUNTY, CA - State Senator Tom Torlakson's "TIF for TOD" bill is intended to produce more housing units in transit villages and originated at BART, where staff is encouraging cities and counties to intensify development around stations. The bill makes it possible to call property within a quarter mile of transit "blighted" if it doesn't have high-density housing, thereby enabling redevelopment agencies to spend their tax increment funds on redeveloping station areas. Torlakson said the bill is "about providing cities a tool to help them meet the housing demand while reducing traffic congestion and making public transit, which is struggling, more economically viable" . . . (*Contra Costa Times* 7/24/05)

HOBOKEN, NJ - Developers building new apartment buildings in the highly competitive condo market in Hoboken and Jersey City are relying on name designers and special amenities to impress prospective condo buyers. The Monroe Center, an art-oriented "mini-village" adjacent to the new Ninth Street light rail station will feature retail shops, large benches, fountains and a plaza with trees hung with hammocks. The Montgomery Greene condo tower in Jersey City has a rooftop garden featuring a 23-foot bar under a vine-covered pergola, with a barbecue and picnic area . . . (*New York Times* 8/7/05)

OREGON - Governor Kulongoski recently expanded Oregon's enterprise zone program, which gives businesses located within enterprise zones three to five years of property tax exemptions of $50,000 on buildings or major equipment investments. The Governor also signed Senate Bill 71, known as ConnectOregon, which dedicates $100 million for non-highway transportation projects . . . (*Oregon Daily Emerald* 8/11/05)

LOS ANGELES – Recent Latino immigrants use public transportation at seven times the rate of other Californians and are more than twice as likely to carpool than whites and other Latinos, according to a new UCLA study. Based on census data, the statewide study suggests Latino immigration has put pressure on public transportation, but has not aggravated congestion on roads . . . (*L.A. Daily News* 7/20/05)

MINNEAPOLIS - Residential is booming and retail is sliding in Minneapolis. At 30,000 and growing, downtown's residential population is now equal to or larger than the downtown population in Seattle, Portland and Denver. But retail vacancies are approaching 16 percent partly because the new downtowners have kept their suburban shopping habits. Most downtown streets lack the pedestrian-oriented atmosphere needed for successful retail . . . (*Minneapolis Star Tribune* 8/7/05)

BOSTON – Any history student understands whether you are talking about the Erie Canal and development in upstate New York, or the Transcontinental Railroad and the development of the West, there is a direct relationship between access and real estate value. The MBTA has made extraordinary strides expanding commuter rail to the south and west, providing a boost to towns south of Boston, which will soon be served by three commuter rail lines, and to Worcester, where the MBTA is increasing service. In Boston the Silver Line will assist in the revitalization of the South Boston waterfront. The state Legislature has helped out by passing two measures that provide incentives for transit-oriented housing . . . (*Boston Business Journal* 5/20/05)

CHARLOTTE, NC - Charlotteans are waiting for construction to begin on their 9.5-mile light rail line in 2007. City government is already initiating regulations and policies to encourage transit-oriented development, and is using smart-growth funds to buy land that could be used for affordable and working-class housing . . . (*Charlotte Business Journal* 8/5/05) . . . Meantime, the city intends to support transit-oriented development by developing a tax-increment financing policy, purchasing land, and aligning city programs to support small businesses along transit corridors . . . (*Charlotte Business Journal* 5/13/05)

DALLAS – Mockingbird Station, one of the best of the first generation of transit-oriented development projects in the U.S., has been sold to the New York-based Real Estate Capital Partners for an undisclosed amount. The 10-acre mixed-use complex was developed in 2001 for about $105 million by Dallas-based UC Urban developer Ken Hughes in partnership with Denver-based Simpson Housing Group, which was the outright owner and seller. Mockingbird includes 211 loft-style apartments, 180,000 feet of retail, and 140,000 square feet of office. The sale price was not disclosed . . . (*Dallas Business Journal* 6/2/05)

BUFFALO - Homebuyers in Buffalo can now qualify for a Smart Commute mortgage if they choose to buy a home within a half-mile of a transit stop, thereby qualifying for a low down payment of just 3 percent of the purchase price. Participants in the program receive two free Metro passes, good

for either bus or rail service, for six months. The rationale behind the national initiative, introduced by Fannie Mae in 2001 and now offered in 33 municipalities, is that you'll have more money to spend on your mortgage if you ride transit . . . (*Buffalo Business First* 7/25/05)

MINNEAPOLIS - A report released by the Builders Association of the Twin Cities indicates that urban infill development in Minneapolis is strong, and the Hennepin County Board of Commissioners recently approved $2 million in funding for 11 transit-oriented development projects. The City of Mound will receive $1 million for pedestrian and infrastructure improvements, pedestrian lighting, and a park-and-ride facility for a major development within a five-minute walk of the Mound Transit Hub. The development will include 350 housing units and 200,000 square feet of commercial space . . . (*Finance and Commerce* 7/14/05)

CHARLOTTE, NC – David Furman, the developer who first brought affordable loft-style living to young professionals in Charlotte, is convinced that uptown's population is going to triple in size in roughly a decade. The percent of childless residents in Charlotte — the demographic most likely to live in downtown settings — is expected to grow to 80 percent by 2020. Other developers, retailers and real estate analysts are taking note and there are already seven high-rises proposed for the downtown neighborhood. Furman believes downtown will soon see more mid-rises and second homes with no street-level parking lots in the downtown, and older residents . . . (*Charlotte Observer* 8/17/05)

PHILADELPHIA – Things are looking up in downtown Philadelphia, where residential construction has taken off and the downtown population has risen 8 percent even as the city as a whole continues to lose population. But while downtown has gained residents faster than the region as a whole, it hasn't gained more workers. Office employment, which makes up the single greatest share of the downtown job market, fell nearly 15 percent from 1990 to 2003. . . (*Philadelphia Inquirer* 6/8/05)

UNITED STATES – The national real-estate boom is starting to transform some neighborhoods long resistant to government or philanthropic recovery programs. Baltimore, Philadelphia and Oakland have turned into hot real-estate markets largely because their housing prices still seem like relative bargains, and excellent public transit connects them to more glamorous cities nearby. Philadelphia offers property tax breaks to people who build new houses or rehabilitate old ones. The City of Oakland has lured residents from San Francisco with ads touting lower prices. The City of Baltimore tore down high-rise public-housing projects and redeveloped these sites as mixed-income housing . . . (*Wall Street Journal* 5/26/05)

CINCINNATI –Ohio and Hamilton County officials are proposing using revenues from federally funded parking garages to build a new 18-mile light rail line. The plan hinges on the success of the Banks, a planned 1.4 million-square-foot mixed-use riverfront development, which would provide a major destination on the waterfront. Transportation planners are optimistic and are discussing possible station sties with developers . . . (*Business Courier* 8/5/05)

DESTIN, FL – In a state with a population that's growing by about 1,000 people a day, many cities are struggling with congestion and sprawling development. Destin is the first to apply for a new state program aimed at luring people out of their cars and onto public transportation and sidewalks. Funding from this program combined with funding from new smart growth legislation will be used to transform the town into a pedestrian's paradise. City officials say improved sidewalks, crosswalks, trolley routes and subsidized apartments could be in place within a decade . . . (*Associated Press* 7/16/05)

What SAFETEA-LU *Means for TOD*

By Mariia V. Zimmerman

Transportation is a world full of acronyms and now there's another: the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" or SAFETEA-LU, signed into law by President Bush August 10. The mere length of the name reflects the nature of the overall bill, which contains something for everyone — funding for highways, transit, bikes and pedestrians, bridges, transportation safety programs — and an extraordinary 6,400 Congressional earmarks for projects with a combined cost of at least $24.3 billion.

The bill retains much of the original policy structure of the two previous surface transportation authorizations, ISTEA and TEA-21, and authorizes approximately $286.5 billion for programs — 38 percent more than the overall spending in TEA-21. Of the total guaranteed funding approved, $52.6 billion will support transit, a 46 percent increase over TEA-21. The bill guarantees all states will receive at least 92 cents back on every dollar they pay into the highway trust fund by FY 2008.

SAFETEA-LU creates several new transit programs, and includes policy changes that may enhance opportunities for TOD. The New Starts program (Section 5309 of the Transit Title), for example, which is the means for funding major capital investment projects, was altered in several important ways. In the new bill, New Start projects are authorized with General Fund money, not Highway Trust Fund money, and are therefore subject to future annual appropriations. Previously Congress has honored federal funding agreements for these projects, but there is no guarantee how future funding will be allocated.

Some view this change positively, however, believing the increased demand for New Starts funding will result in Congressional pressure to increase overall funding, which will create tremendous opportunities to develop housing and mixed use sites near transit. However, there is also concern that transit may suffer if it has to compete for funding with education, health care, housing and other concerns.

SAFETEA-LU also establishes a new "Small Starts" program for capital projects, creating three different funding categories and separate review processes. The three Section 5309 categories are:

- Projects seeking more than $75 million in section 5309 funds
- Projects with a total capital cost of no more than $250 million and seeking less than $75 million in section 5309 funds (referred to as "Small Starts")
- Projects seeking less than $25 million in section 5309 funds

The impact of the transit investment on economic development and the existence of land use policies that support public transit is elevated in the review process for both New Starts and Small Starts.

Several other new transit programs were created as well, including an "Alternatives Analysis Program" that will provide $25 million each fiscal year for New Starts projects. AA can be a critical point in the project planning process for determining the mode of transit and corridor, with important implications for economic development and land use within the study area.

A "New Freedom Program" will provide formula funding for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act to assist persons with disabilities. Improved integration of transportation services with other federal human service programs is a key aspect of this new program. Reconnecting America's national TOD market study found that senior households make up a significant percentage of the demand for housing near transit (roughly 35 percent). TOD has the potential to help coordinate these services through mixed use and housing development that can assist in providing increased accessibility through design. There may be opportunity to work with the FTA and local transit agencies to explore the possibility of making TOD an eligible activity for funding under this program.

With reauthorization finally enacted, attention now turns to both the rule making process and implementation at the state and local level. New rules will be forthcoming from FTA over the next six months and public comment will be sought during this period as changes are made to existing programs and new programs are defined and implemented. This is a particularly important opportunity for those involved with transit oriented development to weigh in, as the rules established will guide transit policy for years to come. See these websites for more information on SAFETEA-LU:

- American Public Transportation Association *www.apta.com*
- U.S. House of Representative Committee on Transportation and Infrastructure *www.house.gov/transportation*
- Surface Transportation Policy Project *www.tea3.org* ❖

Rethinking Affordability: *The Inherent Value of TOD*

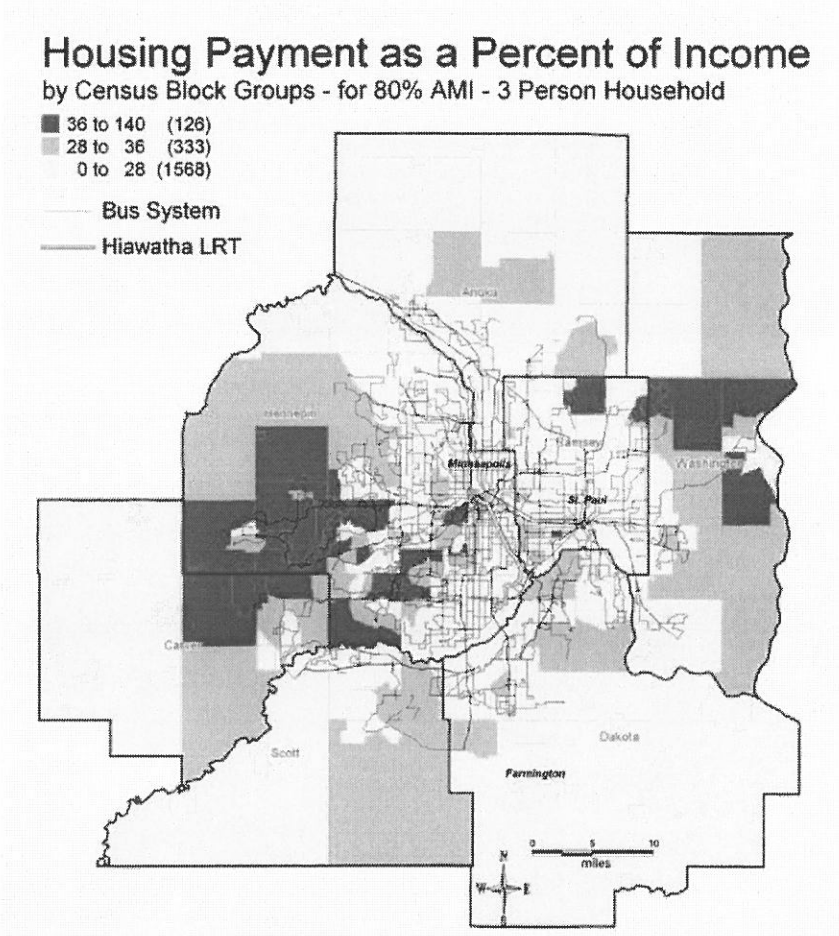
By Scott Bernstein and Carrie Makarewicz of the Center For Neighborhood Technology

Affordability has never been just about housing costs. Researchers have long known it's the interaction between housing and transportation costs that provides a more meaningful measure of affordability. But while housing costs are well-understood, transportation costs are often dramatically underestimated — and now, with gasoline prices rising dramatically, these costs are escalating. Transportation is the second largest household expenditure after housing, ranging from 15 percent to almost a quarter of the average household's expenditures. These costs, like housing costs, vary widely within metro areas, though generally speaking housing is cheaper the further one lives from the Central Business District, while transportation becomes more expensive.

A growing body of research has shown a strong relationship between increased density, transit access and pedestrian friendliness on the one hand, and reduced vehicle miles traveled and automobile ownership on the other. With the cost of driving now pegged at 50 cents per mile and the annual cost of auto ownership averaging about $10,000 a year, the transportation savings that can result from living in a dense transit-friendly community can be considerable. The industry standard of allowing no more than 30 percent of household income to be directed to housing expenditures could have wildly different results for families that are auto-dependent versus those that have more transportation options.

But the combined costs aren't considered in the housing affordability standards used to allocate low-income housing tax credits or vouchers for other affordable housing programs. Neither are they considered – except with the Location Efficient Mortgage – when lenders score individual home loan applications. Reframing nationally accepted affordability measures to combine both housing and transportation costs at a typical rate of 45 percent could allow low income households to more easily qualify for homeownership and provide a substantial incentive to the private sector to invest in transit-oriented locations.

Because of this, the Center for Transit Oriented Development is developing a single measure of affordability that integrates housing and transportation costs into an "affordability index." This new tool will take into account the tradeoffs that households make between housing and transportation costs and the savings that come from living in "location efficient" communities. The intent is to provide policy-makers, lenders and investors with the data needed to make better decisions about which neighborhoods are truly affordable, and illuminate the implications of their policy and investment choices.



The map above shows those areas of the Twin Cities that are affordable (light yellow) when one considers housing costs only. (Those earning 80 percent of area median income would spend 0-28 percent of income in light yellow areas, 28-36 percent in orange areas, etc.) The map on the right shows areas that are affordable when one considers the costs of housing and transportation combined.

Promoting Affordable Neighborhoods

The affordability of a house should be considered in the context of the affordability of the neighborhood in which it is located. An affordable neighborhood is "location efficient" – convenient to shopping, services, jobs, and with transportation alternatives besides the auto. We consider convenience, or location efficiency, as a measure of affordability because the level of convenience is directly tied to a household's transportation costs. Currently, the average U.S. household spends 19 percent of its budget on transportation, nearly one in five dollars, but this average varies a great deal by place: Among metropolitan areas in the 2003 Consumer Expenditure Survey, average household transportation expenditures in Houston topped the list at 21 percent, while those in Baltimore ranked lowest at 14 percent, a difference that equates to $4,286 annually.

Cost comparisons among metro areas bring to light the importance

of thinking more broadly about transportation, particularly in terms of the impact on household budgets and regions. But because these comparisons are at a large geography they don't show why costs vary by location or how they vary within a metropolitan area. Therefore, it's difficult for a household to know which neighborhoods in a region are more affordable in the broadest sense, or for a policymaker to know where resources should be focused to enhance affordability.

Household income and household size are the primary determinants of transportation demand. Larger and wealthier households tend to own more vehicles and drive more miles — the two factors that have the biggest impact on transportation costs. Yet even among wealthy households neighborhood characteristics influence how much is spent on transportation, since the characteristics of place also shape transportation demand. Factors including density, walkability, the availability and quality of transit service, the accessibility of amenities like grocery stores, dry cleaners, daycare and movie theaters, and the number of accessible jobs shape how residents get around and where they go.

The affordability index calculates the sum of the average housing costs plus the average transportation costs for a neighborhood (or census block group). The simplified formula for the index is shown in the next column, where total housing costs include current housing sales prices and rents, and total transportation costs equal the sum of the costs for auto ownership, auto use, and transit. The index can be used to calculate an average for a neighborhood, or it can be adjusted for an individual household to reflect household income and the price they intend to pay for a new home.

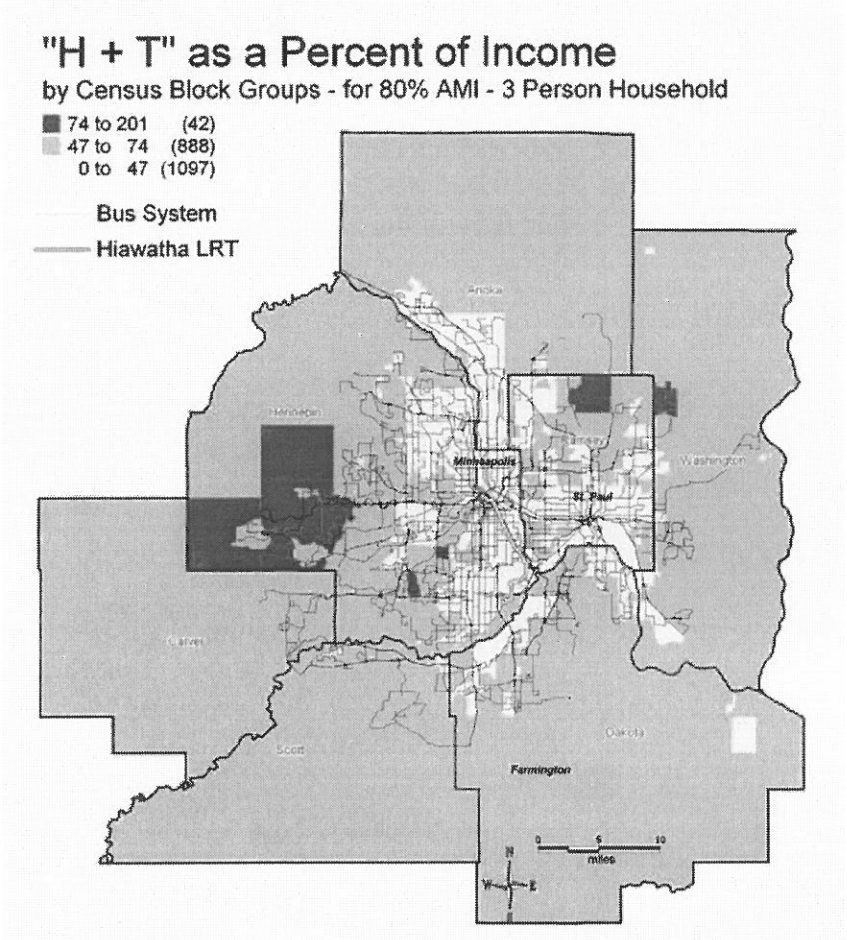
$$\text{Affordability Index} = \frac{\text{Housing Costs} + \text{Transportation Costs}}{\text{Income}}$$

CTOD is utilizing the work done to develop the Location Efficient Mortgage, which is backed by Fannie Mae. This work was completed by a group of researchers including members of the CTOD team who analyzed the travel behavior and transportation costs of millions of households in the San Francisco Bay Area, Southern California, Seattle and Chicago, and generated models that predict auto ownership and vehicle miles traveled based on the residential density, transit availability and pedestrian friendliness of the neighborhoods where they lived.

CTOD is developing a new model that can be applied to regions with fixed-guideway transit systems using several datasets — including CTOD's database with information about the demographic, land use and transportation characteristics of neighborhoods located within a half mile radius of 4,000 existing and planned transit stations across the U.S. — to create a calculator that combines the housing and transportation costs of any geographic location in these metropolitan regions. At the scale of the neighborhood one will be able to look up a combined measure of median housing costs (rental and for-sale) and transportation costs, and compare the measure with measures in other locations in the region and in other regions.

We are testing the affordability index in the Minneapolis-St.Paul region to refine the methodology and determine the ways in which it can be used to affect regional housing location and financing decisions. We are working with the McKnight Foundation and the Brookings Institution to use the index to help bring TOD to scale in the region and to direct affordable housing and transit initiatives to truly affordable neighborhoods. The goal is to help inform policy and funding decisions as the Minneapolis-St. Paul area invests in new transit lines, creates new jobs and addresses affordability issues. The index can be used to help make the case that truly affordable housing should be located in affordable places, and that places where transportation costs are high need more transportation options.

If all the participants in the housing market – developers, renters and buyers, regulators, elected officials, planners — started thinking more about the affordability of neighborhoods than about the affordability of housing units, we might see less sprawl and more transit-supportive infill development. We might see more investment in transit, and bike- and pedestrian-friendly environments. It might be easier for planners to justify higher densities and lower parking requirements, and for government to make decisions about policy and investment in a wholistic context that takes into account more of the factors that influence affordability.



Applying the Index in the Twin Cities

Twenty-five miles south of Minneapolis is the small but growing town of Farmington, population 12,365, where 81 percent of the housing has been constructed just since 1990. In the 2000 U.S. Census, the reported median housing value

was $146,000 and the median household income was $61,864, both slightly higher than in the region as a whole ($141,000 and $54,304, respectively). In 2000, households region-wide were paying about 18 percent of before-tax income toward their mortgages; in Farmington they were paying 22 percent.

Farmington's housing appears moderately affordable for a household earning the median income or slightly higher. However, when we applied the affordability index, we got a clearer idea of what it might actually cost to live in a town where the average household owns two cars, there is no metro bus service, and the nearest large employment centers are located in the two counties to the north. The table below shows what the housing, transportation, and combined housing-plus-transportation costs would be for two households — one in Farmington and the other in a centrally located Minneapolis neighborhood — earning 80 percent of the area median income, $43,443.

While housing costs in these two communities vary only 5 percent, transportation costs vary a whopping 24 percent, which adds up to a 19 percent difference in the total housing-plus-transportation cost equation — a significant difference in affordability. Of course the type of housing and availability of neighborhood amenities should also be considered. But application of the affordability index to the entire Minneapolis-St. Paul region reveals that there are many other places where housing seems affordably priced until transportation costs are added in, and suddenly other neighborhoods, where housing is more expensive, turn out to be more affordable.

The maps on the preceding pages illustrate the difference in affordability when one considers only housing costs and when one considers the combined cost of housing and transportation. Both maps depict the cost for households earning 80 percent of the area median income. The map on the left shows the monthly mortgage cost as a percentage of income. The yellow areas are those that would traditionally be deemed affordable — they are in accord with the lending guideline that require households spend no more than 28 percent of their income on housing. Except for the areas directly west and east of Minneapolis and St. Paul, the majority of the region's housing appears affordable for this income group.

Using the affordability index, we categorize as affordable any place where the combined costs of housing and transportation are less than or equal to 47 percent of income. We arrived at this figure by adding the average U.S. household transportation cost — 19 percent of the household budget — to the lending guideline of 28 percent. The map on the right uses the affordability index to add transportation costs to housing costs. Note that the area considered affordable has been reduced substantially.

The presence or absence of transit helps explain the difference in affordability. The bus system, shown on the map on the right, is extensive, offers frequent service, and is well-used in the core of the region. Even without fixed-rail transit (the 2000 Census preceded the opening of the region's Hiawatha light rail line), 8 percent of the workers in the Minneapolis-St. Paul region commuted by something other than an auto — by bus or bicycle or on foot. And non-auto commute rates were much higher in the cities of Minneapolis and St. Paul, 23 percent and 15.4 percent, respectively. The combined costs of housing and transportation are most affordable in areas well-served by public transit. ❖

Table 1. Affordability Measures for a Household Earning 80 Percent of the Area Median Income

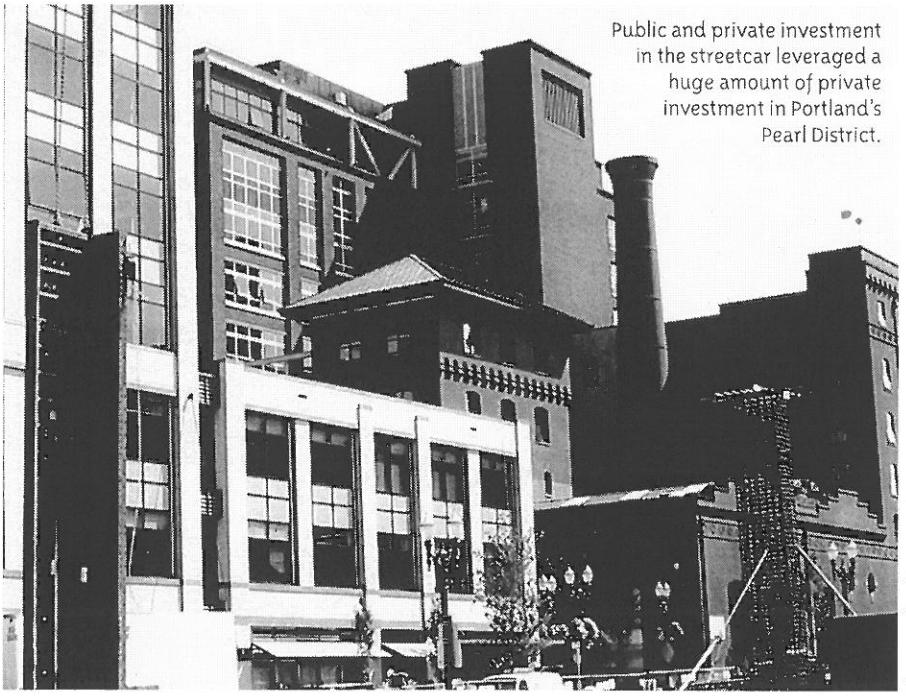
	Farmington	Central - Minneapolis
Annual Household Income (2000 Cenus)	$43,443	$43,443
Average 1999 Monthy Morgage Payment (HDMA)	$811	$970
Monthly Auto Ownership Costs (AI Model for 2000)	$941	$187
Monthly Auto Use Costs (AI Model for 2000)	$241	$47
Monthly Transit Costs (AI Model for 2000)	$0	$65
Total Transportation Costs (AI Model for 2000)	$1155	$299
Transportation Cost as Percentage of Income	32%	8%
Housing Cost as Percentage of Income	22%	27%
Combined Housing/Tranportation Costs as Percentage of Income	54%	35%

This building in a walkable transit-rich Chicago neighborhood was rehabbed with low-income housing tax credits in 1990 but went market-rate when the credits expired. Increased demand for housing like this drives up prices. The index can be used to argue affordability should be preserved.

Thinking Outside the Box *to Finance Transit and TOD*

By Gloria Ohland

In this era of insufficient transportation infrastructure funding and expansive demand, transit agencies and cities are having to get truly creative in order to pay for both capital and operating costs. Streetcar systems in particular – because there has been no dedicated source of federal funding until this year — have brought about interesting collaborations between the public and private sectors. But both light and heavy rail lines and station projects are increasingly being paid for with unusual and diverse funding sources including the sale of bonds backed by parking revenues, and revenues from assessment districts, the sale of naming rights to systems, stations and cars, even the prepayment of ground lease revenues for transit-oriented development. Public sector partnerships and cost-sharing arrangements are also being used to enhance affordability.



Public and private investment in the streetcar leveraged a huge amount of private investment in Portland's Pearl District.

Photo: Portland Streetcar Inc

The Portland Streetcar is a model public-private partnership that serves as a textbook example of how the investment in transportation infrastructure can leverage large-scale redevelopment – thereby capturing the enormous value that is conferred upon the land. The streetcar was built to connect two large and vacant parcels north and south of downtown after the city struck a pact with a risk-taker named Homer Williams: The city would build the streetcar if Williams would agree to up-zone his 40-acre property from 15 dwelling units per acre to 125 dua. The Pearl District, home to only a handful of residents in 1990, is now the city's densest neighborhood and has completely transformed and extended the boundaries of Portland's downtown. At build-out there will be 10,000 residents, 21,000 jobs and 1 million square feet of commercial and office space.

The $57 million 3-mile streetcar system, which opened in 2001, was financed with many and diverse funding sources including $228.5 million from the sale of bonds backed by revenues from city-owned parking garages citywide, as well as $2 million in revenues from those garages, $9.6 million from a local improvement district that provided one-time payments from property owners along the route, and $7.5 million in tax increment financing monies from an urban renewal district served by the streetcar. Tri-Met, the regional transit agency, provides operating funding in lieu of the bus service that would otherwise be required to serve the huge amount of development in the Pearl. Parking meter revenues (which were increased to support the streetcar) and sponsorships also augment operating revenues.

The city is extending the streetcar and has entered into another agreement with Williams to the south in the 140-acre North Macadam District along the Willamette River from the Oregon Health and Science University to Portland State University. Tri-Met has agreed to pick up two-thirds of the operating cost because the streetcar has had such a beneficial effect on Tri-Met's ridership. The remainder of the funding will come from parking revenues, fares and sponsorships. Parking revenues have proven to be an important funding source because there are no restrictions on how these revenues can be used. The rates on short-term parking, which hadn't been raised in many years, were increased from 75 cents an hour to 95 cents, providing an important stream of revenue for the city's transportation department.

But other cities and transit agencies and business and property owners are also experimenting with using value capture to help pay for construction and operation of new systems and expensive TOD components like structured parking. Below are a few other examples from around the country. The Center for Transit Oriented Development can research and help identify the financing strategies most suitable for the particular needs of proposed projects in your region:

Dulles Light Rail Line, Fairfax County, VA — The Virginia DOT is extending Metrorail from the West Falls Church Orange Line station to Dulles International Airport and the growing suburbs of Tysons Corner, Reston and Herndon. The $3.38 million extension will run in an exclusive right of way along the Dulles Toll Road, and anticipates receipt of New Starts funds with a matching ratio of 50 percent federal, 25 percent state and 25 percent local. The $850 million local match will be funded through a toll increase for drivers and an elongated tax district that runs alongside the line. Phase 2 is to be funded with another tax district, revenues from passenger facility charges at Dulles Airport, and Loudoun County Business and Professional Occupational License fees.

BART West Dublin Station, Alameda County, CA – The $60-$70 million West Dublin BART station will be built along the existing extension of the Richmond/Fremont line in part with $15 million generated by the prepayment of lease revenues on development planned for 18 acres around the station. Alameda County will issue bonds to pay for the rest, which will be repaid with a combination of farebox revenues, revenues from parking garages at the station, and property tax revenues from all development that occurs on BART-owned property until debt is repaid (12-17 years), at which time it will revert to the adjacent cities of Dublin and Pleasanton.

WMATA New York Avenue Station, Washington DC – The cost of building Metrorail's first infill station will be shared by the federal government, District of Columbia and local property owners, who will contribute via a special assessment district around the station. The eight property owners who agreed to this plan control more than 15 million square feet of developable property around the station and say it will make a huge difference in attracting tenants to the corridor. The assessment is set so that it generates enough revenue to support a $25 million bond issue and expires once the bonds are paid off.

Tampa Streetcar, Tampa, FL – Much of the streetcar's $1.3 million operating budget is funded with proceeds from a special assessment district

Tampa Streetcar operations are funded with proceeds from an endowment and special assessment district.

Photo: Hillsborough Area Regional Transit Authority

and revenues from an endowment created when the owners of an failing monorail system bought their way out of a 17-year contract for $5 million. The nonprofit Tampa Historic Streetcar bought the system, demolished it for $1 million, and put $4 million in the endowment; the sale of naming rights to cars and stations stops has added another $2.3 million to the endowment. The nonprofit organization manages the streetcar system, which is owned by the city and the Hillsborough Area Regional Transit Authority, which operates and maintains it. Properties along the streetcar route are assessed $.33 per $1,000 of assessed value; owner-occupied residential properties are not assessed. There's been tremendous economic growth in the district, increasing assessments and generating $500,000 over the first two years. Tampa streetcar is also considering video advertising on vehicles and in stations and the joint development of city-owned vacant land along the right of way.

CO DOT/Denver RTD T-REX Highway/Light Rail Project, Denver – The $1.67 billion T-REX project is replacing two aging highways with a new highway and light rail system. The Colorado Department of Transportation and the Denver Regional Transportation District agreed in 1999 to enter into a single design-build contract for both systems in order to realize efficiencies and cost-savings as well as minimize public inconvenience. The project is insured and run by the same management team. Project partners share one office – thus improving communication and coordination – and split costs 50/50, an arrangement estimated to have saved $300-$500 million in construction costs. Further cost savings are achieved because both projects share one right of way; utilities have to be moved only once, and existing structures have to be modified only once. The RTD was unable to pay for its share of the project up front because of cash flow constraints, so CDOT paid a higher percentage in the first three years and RTD is paying a higher percentage in the last three years.

Las Vegas Monorail, Las Vegas – The monorail, which connects eight major resort properties and a convention center, has been hugely successful in garnering private sector financial support through the sale of advertising. Deals for the naming rights to the seven stations and nine cars have been signed with Nextel, Coca-Cola, Bacardi, Hansen's Beverage, Paramount Studios, Motorola, General Motors and BankWest and others. The monorail company has refused to disclose the value of the contracts, but has sought $1 million annually for each of nine trains, $2 million annually for each of six stations, and $4 million annually for the station at the Las Vegas Convention Center, one of the busiest in the U.S. Contracts with advertisers are estimated to bring the transit system about $23 million a year in revenues, which combined with the projected $50 million in farebox revenues would pay for both operating costs and debt service. The Nextel deal for rights to name the convention center station and one train was estimated at $50 million over $12 years and included $16 million for station construction. The monorail system is owned and operated by the nonprofit Las Vegas Monorail Company, whose board is appointed by the governor. The four-mile system was built with $650 million in tax-exempt bonds as well as contributions by casinos and the monorail contractors. No public money was used. ❖

It's estimated the Las Vegas monorail brings in $23 million a year in ad revenues.

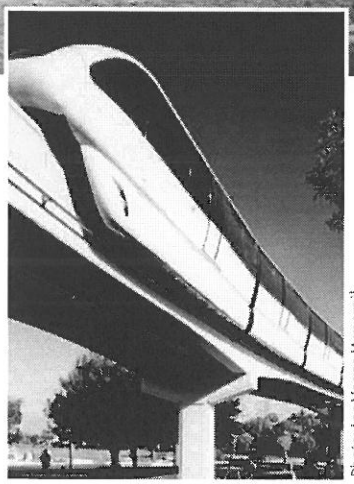


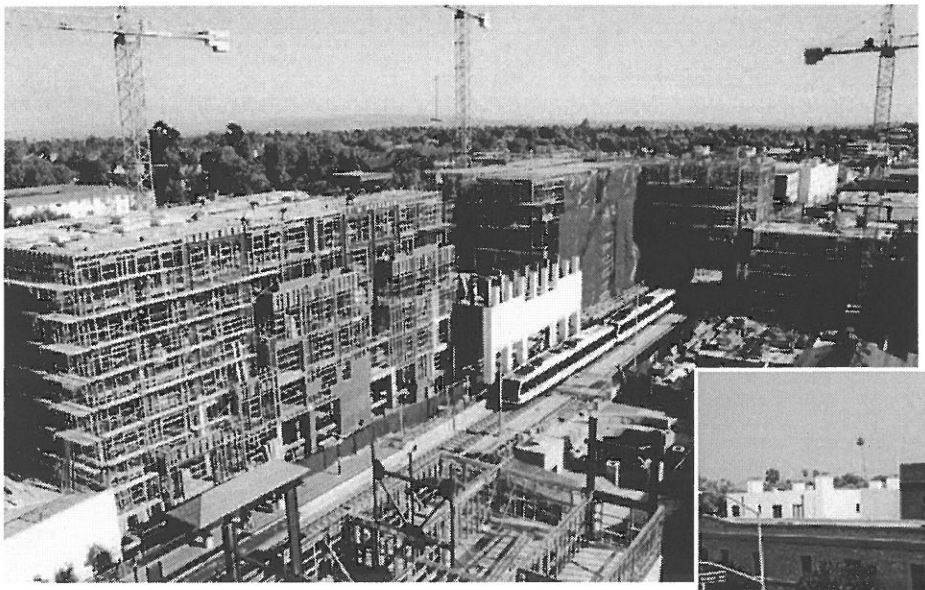
Photo: Las Vegas Monorail

What Reconnecting America *is Doing, With Whom, Now*

By Mariia V. Zimmerman

After surveying 500 developers, real estate professionals, lenders and investors, **ULI/Pricewaterhousecoopers** reports in "2005 Emerging Trends in Real Estate" that **transit-oriented locations rank the No. 1 choice** for all development types – residential, commercial and office. Our CTOD team has been working to exploit this window of opportunity to create more and better TOD – and to speed up the development process – in regions around the country (including the **San Francisco Bay Area, the Twin Cities, Denver and Seattle**) – engagements that are providing us with an in-depth understanding of the challenges to building TOD at the scale of the region, corridor and project.

Key successes include a new **TOD real estate policy** for **BART** (Bay Area Rapid Transit) that provides substantially more flexibility in terms of replacement parking and partnerships with surrounding property owners; a new **TOD policy** for the San Francisco Bay Area **Metropolitan Transportation Commission** that conditions the allocation of capital funds for transit projects on supportive land use by local governments; **a financing strategy** for the South Lake Union Streetcar in **Seattle; passage of the ballot measure** to fund the Capitol Corridor in **Austin**; an **implementation strategy for a key station area development** in **Minneapolis**, Minnesota; and a new partnership with the **City of Denver** and the **Regional Transportation District** to help **strategize for TOD** following passage last year of the **Fastracks ballot initiative** to build out Denver's transit system.



Photos: Art Cueto

Reconnecting America's new publication about Los Angeles, *Building the Polycentric City*, discusses two of this country's best second-generation TOD projects – Del Mar (left) and Mission-Meridian.

We've also launched a series of activities to address issues of affordability and TOD. **CTOD's affordability index** is a new mapping tool that will combine household expenditures for housing and transportation into one measure to help illuminate the inherent value of urban markets and the fact that dense, walkable, transit-rich neighborhoods are more affordable. The index, funded by the **Brookings Institution** and the **McKnight Foundation**, is the next iteration of the **Location Efficient Mortgage (LEM)** and is intended to help inform policy-makers, developers, investors, homebuyers and renters. Additionally, we are midway through an effort to identify the barriers to and tools for delivering mixed-income housing in transit-oriented locations. This project, which will build on the affordability index and is funded jointly by the **Surdna** and **Ford Foundations**, will result in a toolbook and set of activities to bring together transit and housing stakeholders.

We're expanding the investigation into **TOD performance measures** begun in our book, ***The New Transit Town: Best Practices in Transit-Oriented Development***. We are currently writing two **case studies** for the **Environmental Protection Agency** that will document the general characteristics and performance measures of transit-oriented development underway in **Evanston, Illinois** and along the **Hudson Bergen light rail line** in **New Jersey**, which has stimulated tremendous redevelopment in places like **Hoboken** and **Jersey City**. The case studies compare the performance of these two TOD corridors and show how the trajectory of policy, planning and zoning helped bring about investment in transit and concentrated development. An analysis of these two corridors will help to benchmark the performance of TOD and calibrate community expectations based on the planning process.

CTOD is also partnering with the **American Public Transportation Association** to facilitate improved communication between the design community and transportation planners. The goal is to arrive at a common understanding and to create a shared vocabulary that enables planners to choose the transportation technology that will maximize development potential – and enable designers to create high-performing projects that maximize ridership. The ultimate goal is to bridge the gap between the disciplines of transportation planning and urban design so as to create clearly defined terminology and methodology that enables professionals in both fields to work better together. As part of this effort, CTOD and APTA will work with the **Congress for the New Urbanism** and other organizations to host **a transportation and urban design summit in early 2006** to begin developing a shared set of guidelines and principles.

Toward the same end of better integrating transportation and land use, Gloria Ohland recently co-edited and co-wrote ***The Polycentric City***, a book about New Urbanism in Los Angeles published for the **13th annual Congress for the New Urbanism** held this year in Pasadena. The book details projects at all scales, from the **Calthorpe-Fregonese regional vision** that channels growth into city centers and along transportation corridors to the **City of L.A.'s new townhouse ordinance and density bonuses** for housing projects that include affordable units near bus stops and rail stations. The book takes a wholistic view of city-building. CTOD is also looking for financial support for a publication on streetcars,

tentatively entitled, ***Streetcars Named Desire: How to Build Systems That Promote Development***. With the growing number of cities interested in streetcars, and the new "Small Starts" program in SAFETEA-LU, this book will be an extremely valuable resource.

Meantime, Reconnecting America's Transportation Networks (RATN) project is working toward integrating our separate aviation, rail and intercity bus systems into an interconnected network for long-distance travel – with goals that are similar to our CTOD work but on a larger scale: Imagine transforming airports and downtown train stations into travelports, where travelers can make convenient connections to air, higher-speed rail or high-quality bus service to complete their journeys.

This fall we are releasing our annual report, "**Missed Connections III**," which documents the industry trends that are

Photo: BART

CTOD helped formulate a TOD policy in the Bay Area making transportation funding contingent on supportive land use. Fourteen transit villages are underway, including this one in Hayward.

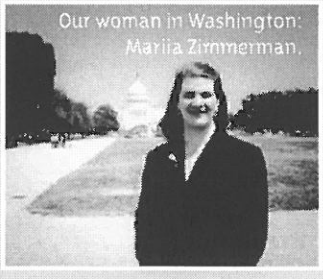
resulting in fewer flights and fewer seats at most of the nation's airports, the shift from wide-body jets to regional jets — which generate lower revenues for airports but do not lower their aircraft handling expenses. While 9/11 had seemed to be the reason for these trends at the outset, it is becoming increasingly clear that these are actually longer-term trends resulting from a major restructuring of the air travel industry.

Major hub airports such as **Los Angeles, Boston and Newark** have lost from 15 percent to nearly 25 percent of their flight service since 2001. Regional jets have grown from 7.6 percent of weekly flights in 2001 to 17.2 percent in 2004. These changes have not gone unnoticed by the industry or the public sector. Recent testimonies by the **U.S. Government Accountability Office** and the **Air Transport Association of America** to the **Senate Commerce, Science, and Transportation's Subcommittee** corroborate our findings that the industry has fundamentally changed, and that these changes differentiate this down cycle from all prior cycles.

RATN is now focused on current efforts in **Congress** to reauthorize national passenger rail, and is working with partner organizations to promote policies that will create **strong partnerships with states, ensure adequate funding, and provide the needed flexibility to enhance intercity transportation across modes.** This debate presents a real opportunity to truly "**Reconnect America.**" ❖

Reconnecting America Hires U.S. Rep. Earl Blumenauer's Chief of Staff as VP for Policy

By Cali Gorewitz



Our woman in Washington: Marilia Zimmerman.

Marilia Zimmerman, an avid poker player, gardener and self-proclaimed "transportation geek" joined Reconnecting America in May to head our Washington D.C. office as vice president for policy. She holds masters degrees in geography from Penn State and in urban planning from the University of Minnesota.

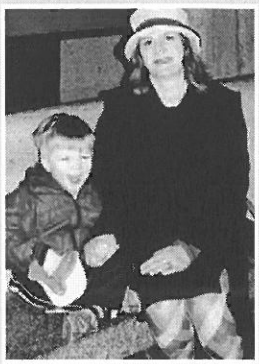
How did you first get interested in transportation?
More than transportation, I have always been interested in cities, which is strange since I grew up on a farm in Minnesota. Transportation is the bones of a city. I find it fascinating.

How did you end up working for Congressman Blumenauer?
I was working in D.C. at the Federal Transit Administration and kept hearing about Congressman Blumenauer. We met at a reception for the American Public Transportation Association and soon after I started working for him on transportation and livable communities as his legislative director and then as chief of staff of his Washington, D.C office.

What were some of your legislative victories?
I helped write legislation that was introduced two years before 9/11 to protect transportation from terrorist attacks. After 9/11 the bill in its entirety was included in the Patriot Act. Other victories include writing and introducing the "Small Starts" streetcar legislation that was just passed as part of the federal transportation bill. This was a real accomplishment.

Was it a tough decision to leave your work on Capital Hill and move on to Reconnecting America?
My boss was awesome and so was the staff. Despite many frustrations, Capital Hill is a very exciting and dynamic place to work. But I was excited to join Reconnecting America and work with Shelley Poticha, Gloria Ohland, Dena Belzer and Scott Bernstein. I'm a transportation policy wonk and missed working on the substance of transportation. I feel like it is important for transportation investments to build better places, which is where transit-oriented development comes in.

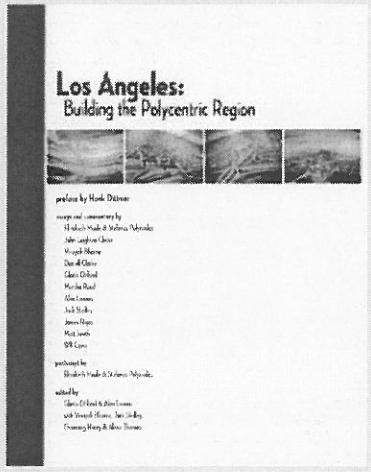
How does transportation impact your daily life?
I live in a transit-oriented development and it is fabulous. We walk to the park, subway, daycare and grocery store. In fact my son spoke his first sentence while we were waiting for the subway after a reception for the Congress for the New Urbanism. He said, "Where is the choo-choo?" And just the other day he corrected my husband, explaining that the wooden bus he was playing with was not a train, it was "bus rapid transit."



Marilia and son Henry, already a bus rapid transit expert.

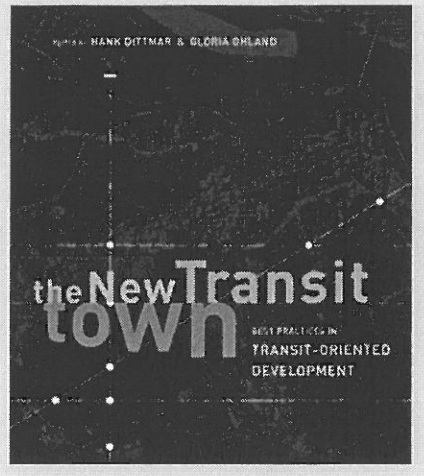
How do you think transportation policy should be improved?
We are currently so dependent on public funding for transportation infrastructure. I am hopeful that in the future we can leverage private investment to help improve transit with additional resources. The federal government is a fickle partner. We need to think creatively on how to capture the value we are creating and put it back into our community and transportation. ❖

New Publications from Reconnecting America



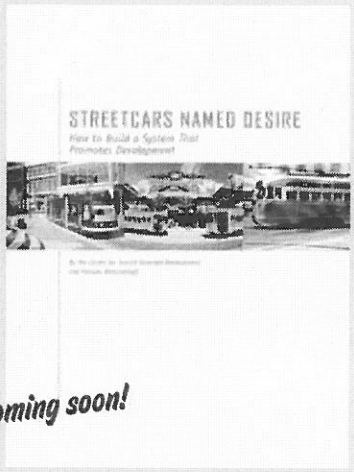
Los Angeles: Building the Polycentric Region

Read about how transit and New Urbanism are transforming L.A.



The New Transit Town: Best Practices in Transit-Oriented Development

A primer on how to design, zone, finance, build and market TOD. (Island Press, 2004)



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