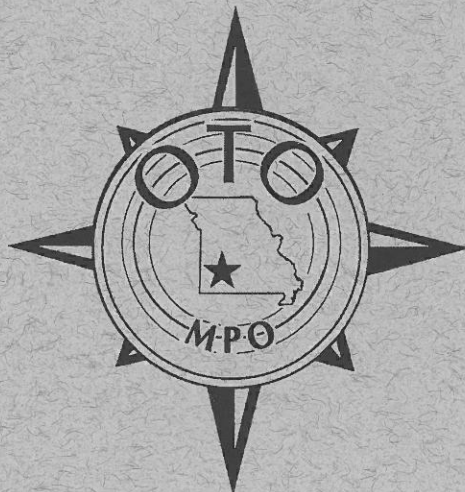


Ozarks Transportation Organization



November 15, 2006

Technical Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

Dan Rudge
Executive Director
Ozarks Transportation Organization



Ozarks Transportation Organization

Technical Committee Meeting Agenda, November 15, 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 September 20, 2006 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 Metropolitan Planning Organization (MPO) staff activities since the July Technical Committee meeting.

II. Old Business

A. Functional Classification Map Process Update

(5 minutes/Miller)

The region's Functional Classification map has not been updated since 2000. MPO staff, in association with local jurisdictions and MoDOT District Eight staff, met on several occasions to prepare a revised map that accurately portrays the existing functional classification for each roadway in the OTO service area. As a result of this update, several roads will become eligible for STP-Urban and other federal and state funding categories. Because the functional classification map update process under federal law is a MoDOT requirement, with consent and adoption by MPOs as part of that process, MoDOT staff has the lead in updating the functional classification map. While MoDOT District Eight staff and the OTO staff and member jurisdictions have completed their portion of the update, the revised map is still being reviewed by MoDOT staff in Jefferson City. Frank Miller has been tracking the process and will provide an update on the status of the OTO Functional Classification Map.

III. New Business

A. Route 14 in Downtown Ozark TIP Amendment Request Tab 2 (10 minutes/Edwards)

The City of Ozark is undertaking a downtown revitalization program for the area east of the Finley River. As part of their program, the City has decided that improvements to Route 14 between the Finley River Bridge and Oak Street are necessary. The City of Ozark is requesting a TIP amendment to spend their Urban STP funds on the design of an improved Route 14 corridor that would include the addition of median controls and protected turn lanes. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO PROGRAM FY07 URBAN STP FUNDS FOR THE DESIGN OF ROUTE 14 IN DOWNTOWN OZARK. 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 TIP AMENDMENT CAN BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE DECEMBER BOARD OF DIRECTORS MEETING.

B. MoDOT Support Letter Request Tab 3 (5 minutes/Rudge and Miller)

Recently, MPO staff received a letter from the MoDOT Central Office requesting a letter of support from the OTO to seek federal grant funds to establish a pilot program to convert the existing I-44 Weigh Scale locations into areas for parking for Commercial Motor Vehicle carriers. The USDOT has identified addressing long-term parking shortages along the National Highway System for Commercial Motor Vehicles as a priority to improve the efficient movement of goods across America. If MoDOT is successful in obtaining these grant funds additional transportation funds would be brought into the OTO study area and no existing funds designated for the OTO area would be used on this project. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON WHETHER THE OTO SHOULD SEND A LETTER OF SUPPORT TO MODOT FOR THE CONVERSION OF WEIGH SCALES ON I-44 TO LONG-TERM PARKING FOR COMMERCIAL MOTOR VEHICLES.

C. Update on the North-South Corridor Study (10 minutes/Olsson Associates)

Olsson Associates staff will provide an overview on the status of the North-South Corridor Study.

IV. 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 4
(Articles attached.)

V. Adjournment

Targeted for 2:00 P.M. Next Technical Committee meeting scheduled for Wednesday, January 17, 2007 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
Terry Campbell, Senator Talent's Office
Steve McIntosh, Congressmen Blunt's Office
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
September 20, 2006**

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. Dan Smith, Greene Co. Highway Dept. (Chair Elect)	
Mr. Earl Newman, City of Springfield	Mr. Frank Miller, MoDOT
Mr. Gary Snavely, Missouri State University	Mr. Duffy Mooney, Greene Co. Highway Department
Mr. Fred Gress, City of Willard	Mr. Wally Schrock, City of Republic
Mr. Ralph Rognstad, City of Springfield	Mr. Dan Watts, SMOG
Mr. Carol Cruise, City Utilities	Mr. David Hutchison, City of Springfield
Mr. Steve Childers, City of Ozark	Mr. Marc Thornberry, City of Springfield
Mr. Terry Whaley, Ozark Greenways	Mr. Eric Bernskoetter, MoDOT
Mr. Jim Dow, Springfield R-12 Schools	Mr. Roger Howard, Burlington Northern Railroad
Mr. Bob Atchley, Christian Co. Planning & Zoning	

The following members were not present:

Mr. John Vicat, City of Strafford	Mr. Gary Cyr, Airport
Mr. Kent Morris, Greene County	Mr. Brad McMahon, FHWA
Mr. Brian Bingle, City of Nixa (Chair)	Mr. Kevin Lambeth, City of Battlefield
Mr. Mokhtee Ahmad, FTA	Mr. Mark Schenkelberg, FAA
Mr. Ryan Mooney, Chamber of Commerce	Mr. Andy Mueller, MoDOT
Mr. Mike Tettamble, Jr., Trucking Rep.	Mr. Bill Robinett, MoDOT
Mr. Joel Keller, Greene Co. Planning Department	

Others present were: Carl Carlson, Scott Consulting Engineers; King Coltrin, Great River Engineering; Steve McIntosh, Congressman Roy Blunt's office; Stacy Burks, Senator Kit Bond's office; Terry Campbell, Senator Jim Talent's office; Jim McClure, MSU; Mr. Harry Price, City of Springfield (a); Dan Rudge, Sara Edwards, Natasha Longpine and Kim Cook, Ozarks Transportation Organization.

Mr. Smith called the September 20, 2006 Technical Planning Committee Meeting to order at 1:33 p.m.

I. Administration

A. Approval of Technical Committee Meeting Agenda

Mr. Smith asked if there were any additions or revisions to the agenda. Mr. Childers asked if a new item could be added to the agenda regarding the formation of an Exception Subcommittee for the US 65 and Route 14 interchange project. Mr. Smith said that if approved the item would be Item II. G under New Business. Mr. Gress motioned to approve the agenda as amended. Mr. Childers seconded, and the motion was carried unanimously.

B. Approval of July 19, 2006 Meeting Minutes

Mr. Howard motioned to approve the July meeting minutes as amended. Mr. Cruise seconded and the motion was carried unanimously.

C. Public Comment Period

Mr. Dan Watts, SMCOG announced that he would be taking the place of Natasha Longpine as SMCOG representative.

D. Executive Director's Report

Mr. Rudge provided an overview of staff activities since the July, 2006 Technical Committee meeting. Highlights included the completion of City Utilities Transit Title VI submission that closed out the transit agencies FTA Triennial Review, the kick-off of the Transit Coordination Plan, the Ozarks Transportation Plan, and progress on the Regional Rideshare Program development phase.

II. New Business

A. Functional Classification Map

Mr. Rudge stated that the region's Functional Classification map has not been updated since 2000. As part of the MPO's Triennial Review, it was recommended that the functional classification map be updated to reflect changes to roadway classifications throughout the region. The Functional Classification map differs from the Major Thoroughfare Plan in that the Functional Classification Map represents how the roadway functions today. The Major Thoroughfare Plan map represents how the roadway is anticipated to function at the end of the Long-Range Transportation Plan cycle. MPO staff, in association with local jurisdictions, met on several occasions to prepare a revised map that accurately portrays the existing functional classification for each roadway in the OTO service area. As a result of this update, several roads will become eligible for STP-Urban and other federal and state funding categories.

Mr. Miller stated that he had forwarded the proposed revisions to MoDOT headquarters in Jefferson City for their review and comment. The MoDOT headquarters had informed Mr. Miller that MoDOT management had determined that only 600 road miles within the state of Missouri could be reclassified to a major arterial and that the Ozarks Transportation Organization's revisions would have to be considered in that light. Since there are a number of MPOs and MoDOT districts considering revisions to their functional classification maps, MoDOT Central Office requested that the OTO wait on adopting a revised Major Thoroughfare Plan until all of the revisions being made statewide could be collected and analyzed.

Mr. Rognstad moved to table the adoption of the Functional Classification Map until MoDOT headquarters has provided feedback on the OTO revisions. Mr. Howard seconded and the agenda item was tabled until the November meeting.

B. Establishment of MPO Priority Roadways

Mr. Rudge stated that at the last Technical Committee meeting, a subcommittee was formed to recommend an additional set of priority projects to provide direction for the Board of Directors and MoDOT in determining what projects should be next in line for scoping and preliminary design. This would allow the MPO to select projects based on regional priorities rather than having the Board react to individual requests from citizen-based or business groups.

After some debate, the subcommittee agreed that instead of establishing a list of priority projects, the MPO should establish a list of priority corridors. These corridors would be selected based on what corridors were most important in facilitating regional movement and connecting the region to other parts of the state and nation. Because the corridors are set as priorities, long-range

planning studies could also be targeted at improving the movement of people and goods over the long-range plan horizon. The list identifies five existing priority corridors including known locations where spot improvements could improve regional traffic flow. In addition, the route for the new North-South corridor is included on the list. By adopting a series of priority corridors, the MPO can better direct where regional funds should be directed when the Board of Directors is not the lead in establishing funding priorities. Mr. Rudge stated that the subcommittee unanimously recommends these corridors to the full technical committee.

Mr. Rognstad made a motion to recommend the Priority Roadways to the Board of Directors for adoption. Mr. Whaley seconded and the motion was carried unanimously.

C. US 60/65 Interchange TIP Amendment Request

Ms. Edwards stated that each year, the MPO receives an apportionment for repair projects for bridges on the MoDOT roadway system. The FY04-FY06 on-system bridge funds have yet to be programmed for projects and the unencumbered balance exceeds \$650,000. While there are a number of bridges that qualify for these funds, staff believes that on-system bridge funds should be used on MPO priority projects that have a Condition Three bridge included in the project area. The other alternative is to handle the on-system bridge funds like the enhancement funds, with a competitive process in which a subcommittee of the Technical Committee would review and score submissions based on some pre-determined selection criteria.

Ms. Edwards added that the US60/US65 Interchange Project contains two Condition Three bridges. In order to complete the project, MoDOT has phased the project and is exploring funding options for future phases. Currently, renovation for one of the Condition Three bridges is in a later phase of the project and funding is contingent on how low the construction bids are for earlier phases. Staff therefore recommends that the on-system bridge funds that have not been obligated be used on the US60/US65 Interchange project and that the TIP be amended to include the use of on-system bridge funds for that project.

Mr. Schrock made a motion to recommend the amendment to the Board of Directors for adoption. Mr. Gress seconded and the motion was carried unanimously.

D. Unspent Urban STP Balances

Mr. Rudge said that Recently, MPO staff received e-mail communication from the Federal Highway Administration (FHWA) regarding the need to program unused Urban STP funds or risk having those funds be redistributed to other metropolitan areas. The correspondence suggests that unobligated Urban STP balances must be explained so that FHWA can complete its due diligence regarding STP balances as required under SAFETEA-LU. Since many of the MPO jurisdiction have large unspent Urban STP balances staff was concerned that a great deal of time and effort would have to be spent on justifying why these funds had not been obligated.

Mr. Miller stated that although the FHWA provided information shows that no Urban STP funds had been obligated by jurisdictions in the OTO study area, the information shown on the FHWA spreadsheet was incorrect. In fact, there are numerous projects contained in the Transportation Improvement Program that are utilizing Urban STP funds. Mr. Miller added that he had contacted MoDOT headquarters in Jefferson City to find out why the FHWA information was not showing any Urban STP obligations for the OTO region. The explanation was that both MoDOT and FHWA have different accounting practices for determining how Urban STP funds are being obligated. As a result, there was miscommunication between MoDOT headquarters and FHWA regarding the Urban STP funds. These issues should be resolved in the coming months and there

is no action required by any of the jurisdictions or MPO staff to rectify the situation. Therefore, Mr. Miller suggested that the Board be informed of the accounting issues and be assured that there is no threat to the OTO's Urban STP funds.

E. Update on North-South Corridor Study

Ms. Edwards said that the study has progressed to the 67% complete stage with the consultants submitting the second section of the report that explored the viability of each of the corridors and some initial rough cost estimates. The subcommittee will be meeting in the next few weeks to review the draft and provide feedback. It is anticipated by MPO staff that the subcommittee will want to provide some additional direction to the consultants regarding factors used to prioritize the corridors.

F. US 65 and Route 14 Interchange Exception Subcommittee

Mr. Smith asked for volunteers and those members that volunteered were: Mr. Steve Childers, Mr. Bob Atchley, Mr. Frank Miller, Mr. Wally Schrock, and Mr. Chad Wockenfuss, the MoDOT Project Manager for the project. Mr. Smith stated that Greene County would appoint a representative to the subcommittee and Mr. Thornsberry added that a representative from the City of Springfield Public Works Department would also be appointed.

III. Other Business

A. Technical Committee Member Announcements

None.

B. Transportation Issues for Technical Committee Member Review

None.

C. Information Items

Mr. Rudge referred the Technical Committee to the information and news media articles available behind Tab Five of their agenda package.

IV. Adjournment

Mr. Dow made a motion to adjourn the meeting. Mr. Childers seconded the motion. The meeting was adjourned at 2:15 p.m.

The next scheduled meeting of the Technical Committee has been scheduled for Wednesday, November 15, 2006, from 1:30 – 3:30 p.m., at the Plaster Student Union, Missouri State University.

TECHNICAL COMMITTEE AGENDA 11/06; ITEM III.A

Rt. 14 in Downtown Ozark TIP Amendment Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: The City of Ozark is undertaking a downtown revitalization program for the area east of the Finley River. As part of their program, the City has decided that improvements to Route 14 between the Finley River Bridge and Oak Street are necessary. The City of Ozark is requesting a TIP amendment to spend their Urban STP funds on the design of an improved Route 14 corridor that would include the addition of median controls and protected turn lanes.

The redesign of Route 14 through Ozark is listed in the Long-Range Transportation Plan as a high priority project. This redesign will be especially difficult as there is a limited amount of right-of-way to work with, numerous curb cuts, and an existing continuous center turn lane. Staff has met with the City of Ozark and believes that this project will be vital not just for economic development but will also provide an opportunity to improve highway safety and efficiency on one of the recently designated top five priority corridors.

STAFF RECOMMENDATION: Since the request is using unencumbered funds and the Urban STP funds being used have already been apportioned to Ozark for projects of their choosing and because the request is for improvements one of the MPOs top five priority corridors, staff recommends approval of the TIP amendment request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the Route 14 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.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF OZARK

FY2007

State Highway 14 (MoDOT #8P0588E) TIP #OK0701

Cost share with Ozarks Technical Community College turn lane and intersection improvements.
(See Christian County map for location)

Federal Source Agency: FHWA
Federal Funding Category: STP
MoDOT Funding Category: Cost Share
Work or Fund Category: Construction

FHWA: \$575,192
MoDOT: \$242,028
OTC: \$43,920
TOTAL FY2007: \$861,140

Highway 14 Improvements (Design) TIP #OK0702

From Finley River Bridge to Oak Street

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

FHWA (STP Urban City of Ozark): \$89,600
Local (City of Ozark): \$22,400
Total FY 2007: \$112,000

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL					MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS			
CC0701	\$200,000							\$200,000
CC0702		\$231,200					\$50,000	\$281,200
GR0507		\$56,800				\$57,800		\$114,600
GR0512						\$14,200		\$14,200
GR0614							\$1,108,000	\$1,108,000
GR0701				\$924,000		\$23,990,000		\$23,990,000
GR0702				\$471,200			\$231,000	\$702,200
GR0703			\$669,600			\$117,800		\$787,400
GR0704				\$218,400		\$167,400		\$385,800
NX0403	\$224,000						\$66,600	\$290,600
NX0601						\$376,000	\$400,000	\$776,000
NX0602						\$0	\$1,109,750	\$1,109,750
NX0604							\$427,800	\$427,800
NX0701							\$241,500	\$241,500
OK0701		\$575,192					\$254,500	\$829,692
OK0702	\$89,600					\$242,028	\$43,920	\$321,528
RP0701							\$22,400	\$22,400
RP0702							\$20,000	\$20,000
RP0703							\$45,600	\$45,600
SP0406	\$2,226,400						\$4,560	\$2,230,960
SP0415	\$1,400,000	\$750,000	\$2,000,000			\$266,000	\$556,000	\$4,612,000
SP0416							\$32,000	\$32,000
SP0418							\$150,000	\$150,000
SP0423							\$2,000,000	\$2,000,000
SP0427							\$75,000	\$75,000
SP0603							\$1,400,000	\$1,400,000
SP0604							\$450,000	\$450,000
SP0606							\$425,000	\$425,000
SP0609							\$750,000	\$750,000
SP0610							\$1,000,000	\$1,000,000
SP0617							\$3,000,000	\$3,000,000
SP0620		\$857,000					\$450,000	\$1,307,000
SP0626						\$96,500	\$96,500	\$1,403,500
SP0706						\$100,000		\$110,000
SP0707							\$350,000	\$350,000
SP0708							\$100,000	\$100,000
SP0710							\$175,000	\$175,000
SP0712		\$1,471,102					\$150,000	\$1,621,102
SP0716		\$200,000				\$243,961	\$243,961	\$443,961
SP0717							\$50,000	\$50,000
SP0718							\$700,000	\$700,000
SP0719							\$310,000	\$310,000
SP0720							\$940,000	\$940,000
SP0721		\$800,000					\$200,000	\$1,000,000
						\$335,000		\$335,000

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL					MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL		
SP0803		\$1,120,000				\$1,120,000		\$1,400,000
MO0701		\$205,600				\$205,600	\$280,000	\$1,148,362
MO0702		\$2,176,000				\$2,176,000	\$514,000	\$2,720,000
MO0703		\$824,000				\$824,000	\$544,000	\$1,030,000
TOTAL	\$4,140,000	\$9,266,894	\$12,183,200	\$1,613,600	\$596,862	\$27,800,556	\$32,066,890	\$80,307,331

FINANCIAL SUMMARY

--Highways/ Roads--

FINANCIAL CONSTRAINTS

	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
2007									
Anticipated	\$14,893,603	\$9,266,894	\$12,183,200	\$1,613,600	\$596,862	\$38,554,159	\$32,066,890	\$20,345,885	\$90,966,934
2007									
Programmed	\$4,140,000	\$9,266,894	\$12,183,200	\$1,613,600	\$596,862	\$27,800,556	\$32,066,890	\$20,345,885	\$80,213,331
Balance	\$10,753,603	\$0	\$0	\$0	\$0	\$10,753,603	\$0	\$0	\$10,753,603
2008									
Anticipated*	\$2,853,954	\$4,095,886	\$4,750,000	\$2,151,200	\$739,656	\$14,590,696	\$7,439,685	\$13,588,597	\$35,618,978
2008									
Programmed	\$6,661,284	\$4,095,886	\$4,750,000	\$2,151,200	\$739,656	\$18,398,026	\$7,439,685	\$13,588,597	\$39,426,308
Balance	-\$3,807,330	\$0	\$0	\$0	\$0	-\$3,807,330	\$0	\$0	-\$3,807,330
2009									
Anticipated*	\$2,853,954	\$9,141,600	\$0	\$0	\$0	\$11,995,554	\$47,332,200	\$5,448,673	\$64,776,427
2009									
Programmed	\$0	\$9,141,600	\$0	\$0	\$0	\$9,141,600	\$47,332,200	\$5,448,673	\$61,922,473
Balance	\$2,853,954	\$0	\$0	\$0	\$0	\$2,853,954	\$0	\$0	\$2,853,954
2010									
Anticipated*	\$2,853,954	\$2,199,200	\$0	\$0	\$0	\$5,053,154	\$549,800	\$9,439,769	\$15,042,723
2010									
Programmed	\$0	\$2,199,200	\$0	\$0	\$0	\$2,199,200	\$549,800	\$9,439,769	\$12,188,769
Balance	\$2,853,954	\$0	\$0	\$0	\$0	\$2,853,954	\$0	\$0	\$2,853,954
TOTAL BALANCE REMAINING 2007-2010							\$12,654,180		

TECHNICAL COMMITTEE AGENDA 11/06; ITEM IIL.B

MoDOT Support Letter Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: The Missouri Department of Transportation will be submitting a grant proposal to the Federal Highway Administration in response to one of the priorities listed in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The grant proposal will focus on establishing a pilot program to address the long-term parking shortages along the National Highway System for Commercial Motor Vehicle Carriers.

As part of this pilot program, MoDOT proposes to convert the existing Truck Weigh Scale locations along I-44 in Strafford to areas for long-term parking for Commercial Motor Vehicle Carriers. Since these scales are located within the Ozarks Transportation Organization Study Area, MoDOT has requested that the MPO send a letter of support for their grant proposal application.

STAFF RECOMMENDATION: Since the request would help alleviate the identified problem of lack of space for long-term parking of Commercial Motor Vehicle Carriers and because if MoDOT were successful in obtaining these grant funds, additional funds would be brought into the OTO study area and no existing apportionment in the OTO area would be affected, staff recommends approval of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend to the Board of Directors that the MPO Executive Director draft a letter of support for MoDOT for the pilot program that can be signed by an officer of the Board or to form a special subcommittee to further study the issue.

Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

October 18, 2006

Ozarks Transportation Organization
P.O. Box 8368
840 Boonville
Springfield, MO 65801

Dear Sirs:

The Missouri Department of Transportation will be submitting a grant proposal application to the Federal Highway Administration in reference to Section 1305 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). In Section 1305 of SAFETEA-LU, the Secretary of Transportation was directed to establish a Pilot program to address the long-term parking shortages along the National Highway System (NHS) for Commercial Motor Vehicles.

The department has been collecting data since May 2005 between 4 a.m. and 6 a.m. on a monthly basis to determine the number of Commercial Motor Vehicles (CMV) parking at MoDOT rest areas, parking on the entrance ramps to the rest areas, and parking on the interchange ramps within 15 miles of the rest areas in an effort to identify areas where additional CMV parking may be needed. The data for the Interstate 44 Corridor indicates a significant shortage in available long-term truck parking spots.

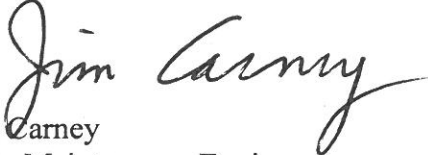
The department is proposing to apply for grant funds to convert the existing Strafford Weigh Scale locations into areas available for parking by CMV. The department has been successful in converting abandoned weigh scale locations to truck parking facilities on Interstate 70 near the town of Odessa. No services would be provided at the Strafford sites. The facilities would be only for parking of CMV. The idea is to provide additional truck parking spaces along the I-44 corridor. CMV operators would still utilize the Truck Plazas in the Springfield/Strafford area for their fuel, telephone, and other trucking needs. While the weigh scale areas are not large in size, we feel that any additional truck parking spots that are provided will help with the overall truck parking shortage.

Roadway geometric changes will be needed at the eastbound facilities to maximize the space available for truck parking.

We are requesting a letter of support from the Ozarks Transportation Organization for the concept of trying to utilize the weigh scale facilities for truck parking. We are also contacting the Missouri Motor Carriers Association and the Missouri State Highway Patrol to request a letter of support from them for the grant proposal.

If there are any questions concerning this request, please contact Mr. Tim Jackson of my staff at 573-526-1884.

Sincerely,

A handwritten signature in cursive script that reads "Jim Carney". The signature is written in black ink and is positioned above the printed name and title.

Jim Carney
State Maintenance Engineer

Copies: Dale Ricks-8
Frank Miller-8
Michelle Teel-mc

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.

MPO Progress Report November 2006

Current Projects

- ◆ North-South Corridor Study (Project Manager Sara)
 - Second section draft, exploring alternatives, received
 - Subcommittee met on November 1st to help prioritize selection criteria
 - Subcommittee to meet following Technical Committee meeting to discuss how the prioritization of selection criteria affects recommendations on corridors
- ◆ City Utilities Transit Development Plan (Project Manager Dan)
 - Draft of Chapters 1-3 nearing completion
 - Peer analysis suggests higher fares and system expansion
 - Public input suggests system expansion, increased frequency, and extended hours
 - Now that elections are over, staff can proceed with elected official interviews regarding controversial recommendations
- ◆ Coordinated Human Service Transit Plan (Project Manager Natasha)
 - Mission statement for study adopted
 - Data collection underway with emphasis on each agencies:
 - +Types of service provided
 - +Types of vehicles used
 - +Typical client profile
 - Next meeting scheduled for late November
- ◆ Ozark Transportation Plan (Project Manager Sara)
 - City of Ozark has provided some requested data items
 - Ozark staff has begun process of moving roadway development ordinance through approval process
 - Ozark is considering right-of-way acquisition guidelines and access management ordinance
 - MPO staff is assisting in establishing transportation priorities
- ◆ Regional Rideshare Program (Project Manager Natasha)
 - Marketing plan completed, ready to begin development of promotional materials
 - Chamber and MPO staff are introducing concept to Cox Health South Campus
 - Business benefits fact sheet under development
 - Branson Bus Service from Ozark still on hold
- ◆ US 60 East Corridor Study (Project Manager Sara)
 - Review of 1997 study complete and no major discrepancies found
 - Review of MoDOT preliminary design completed and no fatal flaws found
 - Meeting to be scheduled in early December to review staff work and provide recommended direction for next steps

- ◆ Functional Class and Urban Area Boundary Mapping (Project Manager Sara)
 - Draft map has been completed and submitted to Jefferson City for comment
 - MoDOT Central Office is collecting all functional classification modifications to determine what overall impact on state system will be
 - Urban boundary smoothing map is completed
 - Awaiting comments from FHWA on proposed urban area boundary smoothing

- ◆ Transportation and Land Use Study (Project Manager Ann)
 - Scope of work is complete
 - Staff meeting kick-off was this week
 - Timeline and deliverables will be established by Ann during mid-November
 - Meeting set-up with UM Columbia to kick off modeling effort

- ◆ Visualization Techniques for MPO Public Participation (Project Manager Dan)
 - Federal requirements have been reviewed
 - Best practices literature review complete
 - Draft survey on visualization techniques is in draft form and will be sent to MPOs found in best practices literature review
 - Meeting in early December with Metroplan to discuss their process

Upcoming Projects

- ◆ Update Congestion Management Phase II
- ◆ Begin Congestion Management Phase III
- ◆ RFP for Model Maintenance
- ◆ Urban Roadway Standards
- ◆ Develop Condition Three Bridge Competitive Application
- ◆ Reasonable Progress Policy
- ◆ UPWP
- ◆ TIP

THE URBAN TRANSPORTATION MONITOR

© 2006 Lawley Publications. All Rights Reserved.

VOL 20, NO 17

SEPTEMBER 29, 2006

Cities Use Free/Discount Parking To Promote Hybrid Vehicles

Vehicle Must Be Registered and Have Permit or Sticker

Free parking is a lure people can't resist. That's what lawmakers in the cities of Ferndale, MI; Albuquerque, NM; San José, CA; San Antonio, TX; and Salt Lake City, UT, are hoping. These city governments are offering free parking as an incentive for people to drive "clean fuel" vehicles. Other cities, such as Baltimore, MD, are using parking discounts to increase hybrid vehicle ownership within their borders.

Most of the free parking programs are fairly similar. The hybrid vehicle must be registered with the City's parking office, which will then issue a permit or sticker to be placed on the car. The cost of registration varies from no charge (San José, CA; Albuquerque, NM; and Salt Lake City, UT) to \$8 for residents and \$25 for non-residents (Ferndale, MI). The vehicle is then allowed to park free of charge at a city meter or garage space for the duration of the space or meter's time limit. In other words, if a hybrid is parked at a city meter with a time limit of 2 hours, it cannot stay beyond the 2-hour time limit.

There are some differences, however.

San José, CA, has offered free parking to alternative fuel vehicles since April 2001. The program was extended to hybrids in April 2003 through a City Council-approved change in the rate resolution for parking charges, but the program's rules were modified to restrict free parking to hybrid vehicles purchased only at San José dealerships. In this way, the program benefits the environment and stimulates

the San José economy by attracting customers to downtown and by increasing sales of hybrid vehicles at San José auto

dealerships. The City also benefits through sales tax revenues from its hybrid vehicle

Please turn to Page 6

Illinois Tollway Finalizes Conversion of Mainline Barrier Tolls to "Open Road" System

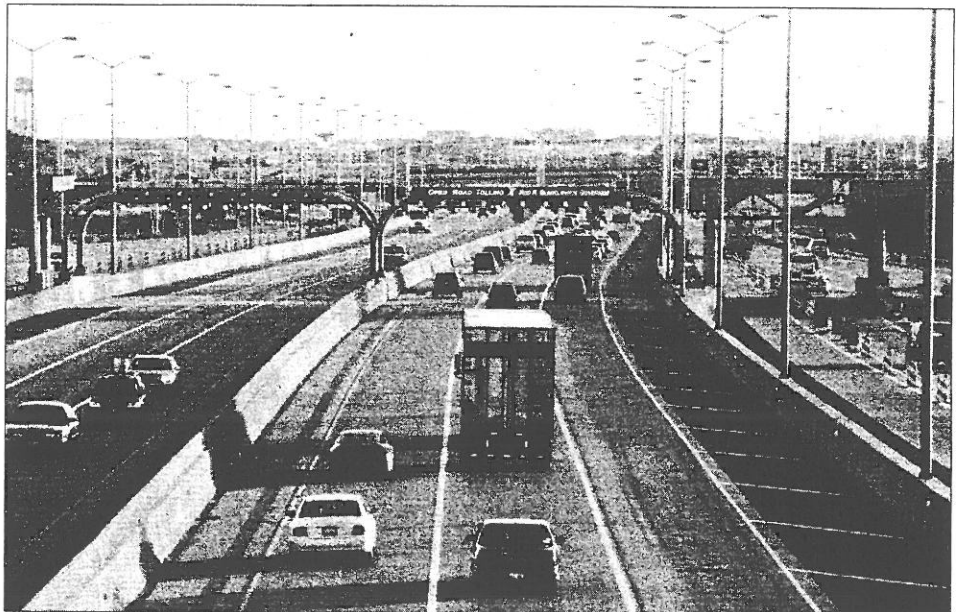
Most Drivers Find Trip Reduction and Overall Improvement with Barrier-Free Tolling

Since the summer of 2005, the Illinois Tollway has been converting all of its 20 mainline toll plazas along the 274-mile system in Northern Illinois to Open Road Tolling (ORT). The ORT system allows vehicles equipped with I-PASS prepaid transponders (a tolling option first offered to Illinois Tollway travelers in 1993) to travel at highway speeds while their tolls are collected electronically by overhead

equipment, reducing congestion and travel times.

In 2005, ORT lanes debuted at nine toll plazas; so far in 2006, ORT lanes have been delivered at eight more plazas, with the remaining three plazas scheduled for conversion by fall this year. The project is part of Governor Rod Blagojevich's \$5.3 billion Congestion-Relief Program to

Please turn to Page 8



An Illinois tollway with open road tolling. (Photo: Courtesy of Illinois Tollway)

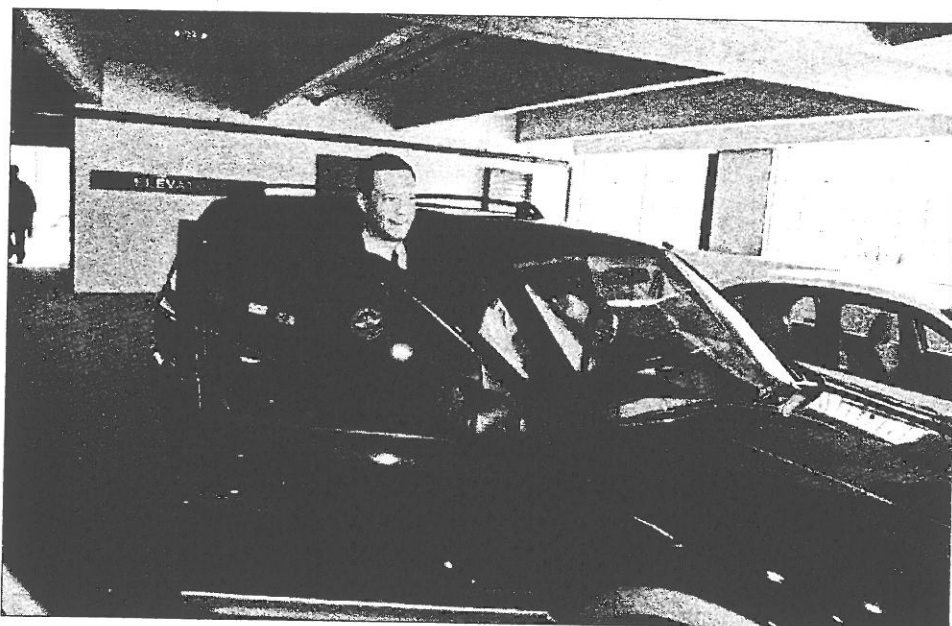
Inside

Editorial	Page 10
Conferences	Page 16
New Publications	Page 19
Requests for Proposals	Page 20

Continued from Page 1

Cities Use Free/Discount Parking to Promote Hybrid Vehicles

dealerships. With 1,200 participants, this pilot program has had the highest participation rate in the nation. Linda Craybill, San José's Community Relations Manager, says that the city measures this program's success by participation, hybrid vehicle sales by city dealers, and hybrid vehicle sales tax revenues. San José's Clean-Fuel Vehicle Purchase Incentive Program is scheduled to "sunset" on June 30, 2007. At that time, the City Council



Baltimore Mayor Martin O'Malley arrives in a hybrid vehicle at a city parking garage where parking is free for this kind of vehicle. (Photo: Courtesy of Baltimore City Parking Authority)



"Less Gas... Less Cash"



Please call: 443-573-2800 ext. 886
parkingauthority@baltimorecity.gov
www.baltimorecity.gov/government/parking

Ad for Baltimore's hybrid car incentive program. (Photo: Courtesy of Baltimore City Parking Authority)

will decide whether to continue the program.

San Antonio, TX, limits free parking to hybrid vehicles only, while San José, CA, and Albuquerque, NM, permit hybrids and "clean fuel vehicles." Ferndale, MI, defines its program as applying to "hybrids and cars that get at least 30 miles per gallon," and Salt Lake City, UT, (<http://www.slcgreen.com/>) says that eligible vehicles are those "which can be powered solely by an alternative fuel (i.e.,

propane, compressed natural gas, or electricity) or are 'top performers' in regards to city fuel economy or emissions."

While most cities cite clean air and a healthier economy as the primary benefits of their parking programs, Ferndale, MI, enacted its Clean Vehicle Parking Program on September 1 of this year to send a message to the nation. City Council member Craig Covey says that the parking program is intended to get the region and the nation

Please turn to Page 7

Characteristics of Programs to Promote Hybrid Vehicles Through Free or Discount Parking

Location	San José, CA	Ferndale, MI	Baltimore, MD
Year Program Started	2001 (for alternative fuels vehicles) and extended to hybrid vehicles in 2003.	2006	2005
Cost to Register	Free	\$8 for residents, \$25 for non-residents.	\$25
Limitations on Participation	Clean fuel vehicles and hybrid vehicles purchased in San José.	Hybrid vehicles, at least 30 mpg.	The following hybrid vehicles: Honda Civic, Honda Insight, Toyota Prius
Parking Benefit	Free parking at metered parking spaces for duration of parking time limit. Free parking at city parking garage spaces, no time limit.	Free parking at metered and city parking garage spaces, no time limit.	Discount of 50% at city parking garages.
Number of Vehicles Registered in Program	1,200	N/A	31
Web Address	http://www.sanjoseca.gov/transportation/whatsnew/hybrid/index.htm .	N/A	http://www.baltimorecity.gov/neighborhoods/nmf/051028.html .
Contact	Linda Craybill, City of San José, tel. (408) 975-3238.	Craig Covey, City Council, tel. (248) 545-1435, ext. 109; e-mail: cscovey@aol.com .	Peter Little, Executive Director, Baltimore City Parking Authority, tel. (443) 573-2800, e-mail: Peter.little@baltimorecity.gov .

Source: Individual cities

Continued from Page 6

Cities Use Free/Discount Parking to Promote Hybrid Vehicles

to think differently about how to conserve oil. This is critical to everyone's survival because U.S. policymakers have neglected oil conservation, thereby putting America at risk through dependence on Middle East oil. "The war in Iraq," he says, "is directly related to our oil addiction. We wish our national leadership would lead by example." Instead, tiny Ferndale, with its population of 22,000 and 4-square-mile footprint, has stepped up to the plate. Covey said that Ferndale policymakers hope that their ordinance will help to create a national trend toward better fuel efficiency.

In Ferndale, cleaner air is seen as a side benefit, and the make of the car is less important than its fuel efficiency. Revenues from parking meters also are of lesser importance, so there is no limit on the time a resident's or visitor's fuel-efficient vehicle can park at the meter as long as the vehicle is registered in the program and the permit is visible. The cost of a permit is \$8 for residents and \$25 for non-residents. Covey says he'd love to see a time when the program has to be discontinued because every vehicle on the road is a clean fuel vehicle, but until that time, the City plans to continue the program indefinitely. They will measure success by monitoring the number of people who register for the free parking permit. Other measures of success include the number of other cities that enact similar parking programs and increased sales of fuel-efficient vehicles.

Instead of offering free parking, Baltimore, MD, offers parking discounts to hybrid vehicle owners. The City's goal is to encourage people to drive hybrids so that everyone can enjoy a cleaner, greener Baltimore. The City offers a 50% discount on monthly contract parking rates at all City parking facilities for drivers of the Honda Civic hybrid, the Honda Insight, and the Toyota Prius. This discount, which can amount to up to \$85 in savings per month, is only available for hybrid vehicle parking. To get the discount, hybrid owners must apply at the parking authority office and provide documentation that they own the hybrid vehicle, that they have paid all applicable taxes on the vehicle, and that they have no outstanding parking tickets. They must also pay a \$25 application fee.

In the future, Baltimore City staff will

consider reformulating the program to extend the discount to other "green" vehicles. City officials also plan to expand the program to provide discounts at on-street metered parking spaces. Peter Little, executive director of the Baltimore City Parking Authority, says this will be more difficult to implement since "offering half off at a parking meter is a little more complicated than offering a discount on a monthly parking contract."

Mr. Little says that the biggest challenge in implementing this program has been getting the word out. The City publicized the program by distributing press releases, by advertising the program on the City's web site, and by posting program flyers at the entrances of City Public Parking Garages. Since an average of 9,000 people use the City's Public Parking Garages each day, posting the flyers was a very effective way of insuring that the news of the program reached its target audience. Word-of-mouth and promotions by car dealers also helped publicize the program.

Another challenge is that people occasionally try to use their access card to park a car other than the one they've registered—"They try to sneak in their gas-guzzler in place of their hybrid." For this reason, contract holders also receive a Hybrid Program decal for their back window and parking department staff check the stickers each day.

Mr. Little says he measures success by the three P's: Participation, Positive Feedback, and Profits:

Participation: When the program began in October 2005, seven hybrids regularly parked in the City's public parking garages. Today, 31 hybrids regularly park in the City's public parking garages. Mr. Little says the number of hybrids in the program grows by 3 or 4 vehicles each month.

Positive Responses (from program participants and the general public): Mr. Little has found that the program is instrumental in getting people to commit to buying a hybrid vehicle. "This is helping them to make a decision." Many prospective hybrid owners factor the discounted parking rate into their purchasing decisions. Mr. Little says that the City's announcement that the program will not be discontinued at any time in the foreseeable future has been the deciding factor in many people's decision making.

Profits: Mr. Little says, "This program has been a win for us in a number of respects. It enhances people's willingness to buy hybrids and thereby creates a cleaner, healthier Baltimore. It also is profitable. Additional revenue has come to our garages as a result of the program. People who weren't parking in our garages were attracted by the program. From a purely business perspective, it's been a win for us."

Continued from Page 3

Product and Industry News (cont.)

ciency of a complete route.

Fleet Management: PTC2's advanced fleet management functionality enables vehicles to be accurately tracked and located, ensures costs are controlled more efficiently, and provides robust communication between dispatch and administration. PTC2 also provides advanced diagnostics and preventive maintenance to ensure ongoing vehicle, operator, and rider safety.

Schedule Optimization: PTC2's advanced schedule optimizer analyzes historical route data for input into the scheduler and emits the ideal schedule for a set

of points along a route.

Telargo's all-inclusive pricing model covers monthly service, wireless data communication, vehicle equipment rental, service, and support, giving customers full visibility into total cost of ownership. The company offers a simple, flat-rate monthly pricing structure that eliminates the burden of up-front hardware investments and costly technology upgrades.

For more information, visit www.telargo.com or contact Courtney Moore, Affect Strategies Inc., tel. (212) 398-9680 ext. 146, e-mail: moore@affectstrategies.com.

Extensive Study Finds Designated Bicycle Lanes Perform Better Than Unmarked Lanes

Thousands of Passing Events Studied

Transportation engineers at the Center for Transportation Research (CTR), University of Texas conducted a study to determine how motorists and bicyclists interact when sharing 2- and 4-lane roadways. The researchers found that when roads are unmarked, both drivers and riders display uneasiness about their positions and are likely to overcompensate by swerving or hugging the edges of the road. Even when adequate space exists, both parties tend to react with uncertainty. By contrast, designated cycling lanes help both motorists and bikers maintain more central positions, thereby enhancing the safety of both.

Federal requirements of the Clean Air Act have prompted cities to actively consider ways to encourage alternatives to driving. With this goal in mind, the Texas Department of Transportation (TxDOT) provided the researchers with \$114,000 to fund a study of how best to retrofit roads for maximum commuter comfort and safety for motorists as well as cyclists. The study focused on existing roads to which bike lanes had been added and included bikers of all abilities and levels of experience. "By studying videos of thousands of passing events involving 31 paid, volunteer cyclists, and combining that with data from other studies, CTR researchers deter-

mined the best approach for narrower, retrofitted roadways."

The American Association of State Highways and Transportation Officials recommends 5-foot-wide bicycle lanes, but existing roads are not always able to accommodate these guidelines. A typical 4-lane road allows 24 feet for traffic moving in each direction. Roads can be marked to provide 10 feet for the inside lane and 14 feet for the outside lane to be shared by cars and bicycles. Alternatively, each car lane can be 10 feet wide with an additional 4 feet designated and marked exclusively for cyclists.

The study found that both drivers and bicyclists demonstrated safer behavior when the additional lane was clearly marked for cyclists. "Without a marked bike lane, (motorists) veered away from bicyclists, crossing into the next motorist lane nearly nine out of ten times. Often, they veered so far in an apparent effort to avoid collision that they swerved a full four feet into the next motorists' lane." Swerving occurred in a majority of cases even when the bicycle lane was marked, but motorists encroached only about 40% as far as when there was no marked lane.

Although the results were clear, the researchers noted some limitations of the study. "The field research generated valu-

able information on operational aspects of facilities for cyclists; however, this research did not identify specific responses to several variables, such as traffic volume and motor vehicle speed, which are found to affect cyclists in other investigations." Nevertheless, the results of the study strongly support the case for marked bicycle lanes for bicyclists and drivers alike. The markings encourage all parties to share the road responsibly. Ian Hallett, one of the study researchers, noted this in his summary of the study: "Bike lanes reinforce the concept that bicyclists are supposed to behave like other vehicles, and make life safer for everyone involved as a result." These findings are consistent with earlier studies suggesting that marked roadways encourage cyclists to observe and obey traffic rules.

Results of the study have been distributed to transportation officials and municipal authorities as a resource for assessing the safety and functionality of bicycle facilities throughout Texas.

For more information, contact Becky Rische, tel. (512) 471-7272 or visit www.utexas.edu/opa.



David Luskin (left) and Ian Hallett (right) participated in the bike lane study at the Center for Transportation Research, University of Texas. (Photo: Courtesy of CTR)

The Urban Transportation Monitor, ISSN 10404880, is published bi-weekly, except during January and August when only one issue per month appears (22 issues per year), by Lawley Publications, 6813 Jeremiah Ct., Fairfax Station, VA 22039, Tel: (703)764-0512, Fax: (703)764-0516, e-mail: editors@lawleypublications.com. Subscriptions \$295 per year. Periodicals postage paid at Fairfax, VA. POSTMASTER: Please send address changes to The Urban Transportation Monitor, P.O. Box 12300, Burke, VA 22009-2300.

The Urban Transportation Monitor publishes current news on all modes and aspects related to urban transportation. Lawley Publications is an independent and privately owned organization. Copyright 2006, Lawley Publications. All Rights Reserved. Reproduction, including photocopying and facsimile or electronic transmission, in whole or in part without written permission from the Editor is expressly prohibited.

Lawley Publications assumes no responsibility or liability of any kind for the accuracy or completeness of the information herein, or for additional or changed information subsequent to the date the material was received and/or published.

Publisher/Editor: Daniel B. Rathbone, Ph.D., P.E.

Managing Editor: Clarissa Reeves, M.Ed.

Assistant Editor/Researcher: K. Kime

Los Angeles Times

November 6, 2006 Monday
Home Edition

HEALTH; Features Desk; Part F; Pg. 1

933 words

Road to fat city starts at home;
Can a neighborhood make you gain weight? **Urban planners** think so, but a study questions the link between ZIP Code and waistline.

Ben Harder, Special to The Times

Some questions have pat answers -- such as, "Does this dress make me look fat?" (\o7Of course not\f7.)

More tricky is the question of whether a person's \o7address\f7 can make her fat. Many **urban planners** and health researchers think it can. In study after study, they have all but concluded that urban sprawl -- malls miles away, homes too far away for people to walk to shops, schools and parks -- contributes to obesity.

But University of Toronto economist Matthew Turner, author of a new and controversial study on the topic, contends that this answer, like an unflattering dress, just doesn't fit the body of evidence.

He acknowledges that in the last three years, roughly a dozen studies have taken statistical snapshots of where people live and how heavy they are -- most reporting that people who live in sprawling neighborhoods tend, on average, to be fatter.

"It's widely observed that people are heavier in sprawling neighborhoods than in nonsprawling neighborhoods," Turner says. But, he adds, it doesn't mean the sprawl is to blame.

He points out (as do, for that matter, the authors of these earlier studies) that the studies can't prove that living amid sprawl leads to obesity -- because they are just snapshots and don't report changes over time.

"There are two possible explanations," he says. "One is that sprawling neighborhoods cause people to be heavy. The other is that people who are predisposed to be heavy are attracted to sprawling neighborhoods."

Turner believes that the latter is the case.

He and his colleagues tested the two theories in a study released online last week that has not yet been published in a journal. The researchers examined data collected on almost 6,000 young men and women living throughout the United States.

Most subjects had moved at least once during the six-year period (1988 to 1994) that the study examined. That allowed the researchers to compare each person's weight before and after relocation.

The researchers also knew the subjects' addresses -- so they could record if the people had moved away from, or into, a sprawling neighborhood. On satellite images, they drew a 2-mile circle around each person's home and calculated the average distance between buildings as a measure of sprawl. They also noted the average density of retail establishments, which reflects mixed commercial-residential development and hints at how easy it might be for people to walk to restaurants and stores.

The team found that people's weight did not increase significantly when they moved from neighborhoods that had low sprawl to high sprawl. Nor did weight change when people moved between areas with different densities of shops and stores.

Though health research typically undergoes a quality-control procedure known as peer review before being published, Turner says that's not standard in economics.

Matthew Kahn, a Tufts University economist who has questioned some aspects of anti-sprawl rhetoric, applauds the new study.

"This is powerful evidence challenging the conventional wisdom," he says. "Turner and his coauthors, I believe, are the first researchers comparing the same guy over time to see whether he gets fat when he suburbanizes."

Public health and **urban planning** experts asked about the study acknowledge the scientific value of comparing data from different points in time.

But most express little praise for the study -- and numerous criticisms.

"I'm kind of skeptical of their conclusions," says Nicholas Freudenberg, a public health researcher at Hunter College in New York City.

For one thing, he and other critics say the study might have been too small or too brief to identify an effect. For another, "They don't present any evidence for their hypothesis that obese people prefer to live in sprawling areas," he says.

And, he adds, "Even if their [conclusion] is true, their study doesn't provide a reason for public health folks to abandon efforts to reduce sprawl." Cutting sprawl could lessen fuel use and air pollution, help prevent car crashes and reduce social isolation, he says.

Other researchers point to the many studies that -- even while imperfect -- have looked at the link between obesity and urban sprawl.

"Overwhelmingly," says Reid Ewing, an **urban planner** at the University of Maryland, those studies have found "evidence of an association between the built environment and obesity."

Some researchers say the new study may have missed the boat because it ignored important aspects of the urban landscape.

"I think they measured sprawl pretty poorly," says Russell Lopez, a professor of environmental health at Boston University.

"The study fails to account for density that's vertically arranged," adds Lawrence Frank, an **urban planning** professor at the University of British Columbia in Vancouver. He notes that the study's manner of calculating sprawl might rate a residential tower that's adjacent to an empty lot as more sprawling than a cluster of single-family homes.

Even horizontal density may not reflect a community's walkability, says Ross Brownson, an epidemiologist at St. Louis University School of Public Health.

If a neighborhood is densely populated but contains barriers to physical activity -- such as an absence of sidewalks or a dearth of parks within walking distance of homes -- some people may have difficulty exercising as much as they should, he says.

"If you live in the suburbs, yes, you're going to drive more," Kahn says. "But you have more access to public parks, to basketball courts." Whereas, he adds, "If you're afraid of walking around in the city, you might walk less when you move to the center city."

November 6, 2006

THE SAN FRANCISCO CHRONICLE (California)

November 7, 2006 Tuesday
FINAL Edition

BAY AREA; Pg. B3

806 words

BAY AREA;
Transportation planners cheer bus rapid transit;
Method is efficient, costs less than rail and is catching on

Michael Cabanatuan, Chronicle Staff Writer

Even among public transportation enthusiasts, the bus suffers a lowly reputation as a smoke-belching workhorse that creeps and lurches through traffic, stopping at every street corner.

"It's perceived as slow and inefficient," said Jayme Kunz, spokeswoman for the Santa Clara Valley Transportation Authority, which runs buses and light rail cars in the South Bay.

But buses are getting a makeover in the Bay Area and nationally. Transit officials are not only buying sleek, low-floored buses, they're in some cases giving them dedicated lanes, priority at traffic signals and fewer stops.

Two speedy bus lines are already running in the Bay Area -- one in the East Bay, one in the South Bay -- and San Francisco is deep in the planning stages for fast-and-fancy Muni lines along Van Ness Avenue and Geary Boulevard. They're expected to be in service by 2010 and 2011, respectively.

Bus rapid transit, as it's known, is a hot trend in American public transportation. Perhaps a dozen cities are operating some form of bus rapid transit while dozens of others are planning, or at least discussing, systems.

"It isn't just fashion; ideas come and go," said Randy Rentschler, spokesman for the Metropolitan Transportation Commission. "Having a light rail line in your city was the thing to do in the last 10 to 15 years. But it's expensive. With bus rapid transit, you can have most of the benefits of light rail -- dedicated lanes, limited stops, nice vehicles -- without the huge costs."

Two bus rapid **transit systems** are already rolling in the Bay Area -- AC Transit's 72-R rapid bus along San Pablo Avenue in the East Bay -- and the Santa Clara Valley Transportation Authority's 522-Rapid between East San Jose and Palo Alto in the South Bay. Before the end of the year, AC Transit plans to launch a second speedy bus line: the 1-R from San Leandro to the UC Berkeley campus along East 14th Street, International Boulevard and Telegraph Avenue.

All three of those lines are minimalist versions of true bus rapid transit, relying on fewer bus stops and special traffic signal devices that allow them to hold a traffic signal on green or cause it to change early to cut the bus travel times. The most efficient bus rapid **transit systems** also have completely dedicated lanes and boarding platforms, for example.

Nevertheless, AC Transit spokesman Clarence Johnson said the 72-R service, which started in 2003, cut travel time from Contra Costa College in San Pablo to Jack London Square in Oakland by 20 percent compared to a regular bus line that followed the same route. A survey of riders found that more than half saved at least 10 minutes on the 72-R. Ridership, he said, more than doubled.

"It's a real glowing success," he said.

Both AC and VTA chose to start small, rolling out what they could afford, then eventually upgrading by adding dedicated lanes, miniature stations and ticket machines at bus stops, and other features.

San Francisco's Muni, which hauls about 600,000 passengers a day, is taking a different approach. Rather than starting with the bare-bones version of bus rapid transit and upgrading, Muni, working with the San Francisco County Transportation Authority, plans to start with a full-featured system, including dedicated lanes.

The Transportation Authority, which administers projects funded by transportation sales tax revenues, has

held a series of public hearings on each project and developed general designs for each rapid bus route. The Van Ness line is expected to cost \$65 million, the Geary line about \$150 million.

Each will feature high-capacity low-floor buses, dedicated lanes -- either on the sides or in the center of the road -- and high-quality bus shelters much like the Third Street light rail stations. They'll have real-time bus information and ticket vending machines, and they'll be 11 inches above the ground "so that passengers can walk on from the platform" without having to climb stairs, said Julie Kirschbaum, senior planner for the authority.

"These are two bus rapid transit lines that are going to be connected to our light rail lines," she said.

Early discussions of the Geary line drew some opposition from merchants who feared they would lose parking spaces to the dedicated lanes, and from some bus riders who didn't want to lose their corner bus stops. Kirschbaum said studies found that the loss of parking spaces would be less than originally thought. And Muni will continue to run local buses that make regular stops -- but they won't be so speedy.

Across the bay on the 72-Rapid bus Monday, riders lauded the speedier service.

"It's way better," said Tito Pinto, 21, who rides the bus from his Richmond home to Ashby Avenue in Berkeley, where he sells hardware. "You don't stop at this block, then the next block, then the next block and the next block. Sometimes you're in a hurry."

Transportation expert says sales taxes aren't always best fundraiser

By Andrea Kelly

ARIZONA DAILY STAR

Tucson, Arizona | Published: 11.06.2006

Ballot issues such as the half-cent transportation sales tax recently approved in Pima County are becoming more popular as other funding sources are reduced, a well-known transportation authority told a gathering of transportation planners here last week.

But they aren't necessarily the most practical, Martin Wachs, director of transportation, space and technology for the Rand Corp., told the group. Rand is a nonprofit public policy analysis company.

advertisement

Wachs is a former city and regional planning professor, a civil and environmental engineering professor and director of the Institute of Transportation Studies for the University of California-Berkeley. He has also been chairman of the executive committee of the Transportation Research Board.

Sales taxes are usually small tax increases and a good way to bring in more money for transportation projects, but the people paying for the sales tax aren't necessarily the ones who benefit from new roads and road improvements, he told planners from local governments

and the University of Arizona on Friday.

Charging a fee to those who use the roads, such as a road-use toll, is more practical because it forces the people who drive to pay for improvements, Wachs said.

"I don't think local option taxes are good because they charge everybody, not just the users," Wachs said.

The changing nature of transportation finance is going through a "quiet revolution" he said, as more and more communities make changes to their funding mechanisms, but the transportation industry as a whole is not debating these changes, he said.

According to a study by the Center for Transportation Excellence, 70 percent of the transportation finance issues sent to voters since 2000 have been approved. The center says voters approved funding from property taxes, sales taxes, bonds and fees.

Fuel and property taxes were the first major transportation funding sources. But as vehicles become more fuel-efficient and the gas-tax fails keep to up with inflation, the gas tax becomes less and less viable and communities are forced to find other ways to meet their needs, he said.

Adjusted for inflation, the average fuel tax in the 50 states is about 19 cents less than when state fuel taxes began in 1957, he said. National fuel taxes fare a little better, but are still 2.4 cents less than the first fuel tax when adjusted for inflation.

Since 1970, Arizona and 32 other states have granted authority to local jurisdictions to create a sales tax for transportation needs, he said.

As the world strives to be more energy-efficient and produce fewer greenhouse gases, gas taxes are not going to bring in as much money as they need to, he said.

Though Americans' attitudes toward tolls are changing, we are still less accepting of the idea of paying for using roads than people in other countries, Wachs said.

One issue in Arizona precluding jurisdictions from adding tolls is state law regulating placement of tolls, said Tim Ahrens, manager of the voter-approved Regional Transportation Authority in Pima County.

"There would have to be a lot of legislative work to do this if we want to enact tolls in Arizona," Ahrens said.

Jim Glock, director of the Tucson Department of Transportation, said another challenge in transportation funding is that there are limits on property tax increases.

In a rapidly-growing state like Arizona, community facilities districts can be another way to pay for transportation, said Curtis Lueck, a local transportation planner. The districts allow communities to plan ahead for needed services, he said.

• *Contact reporter Andrea Kelly at 573-4243 or akelly@azstarnet.com.*

Adding lanes no way to go

Wider roads mean more traffic

By Brian Gist, Jim Grode
For the Journal-Constitution
Published on: 11/03/06

Atlantans hardly need a group of researchers to tell them that traffic in the region is a mess. But a recently released study of transportation patterns shows just how bad it is.

Our average commute time is 31.2 minutes, five minutes longer than in 1990, the highest increase in the country. We have three of the worst bottlenecks in the country. Less than 4 percent of Atlantans take transit to work.

So, not only does Atlanta have some of the worst traffic in the country, but also our attempts to build our way out of congestion are failing.

Urban planners say traffic congestion can't be eliminated simply by building roads. Atlanta's decades-long love affair with more and bigger highways has proved them correct. Wider highways increase capacity, which encourages sprawl, generating more traffic, and pretty soon those wider highways are clogged with traffic.

The solution to traffic congestion in a modern urban center such as Atlanta lies in transportation alternatives, not more highways. We must focus on efforts that reduce the number of vehicles on Atlanta's roads, increase access to and coverage of the mass transit network and make land-use decisions that allow people to live near transit, jobs and shopping. Building smarter rather than larger will also help relieve Atlanta's air quality problems by reducing tailpipe pollution.

The study, *Commuting in America III*, by the Transportation Research Board comes as state and federal transportation agencies are considering a slate of major new projects intended to alleviate traffic congestion in metro Atlanta, such as expanding I-75 and I-575 in Cobb and Cherokee counties. Several scenarios are proposed for the project, some of which include positive elements such as increased use of bus rapid transit and new transit stations to serve these buses.

But one serious failing in the expansion proposal is the lack of rail-based projects. The stability provided by rail infrastructure can fundamentally change metro Atlanta's land-use patterns, allowing the region to proactively guide growth, rather than react to it. As long as Atlanta builds roads rather than rails, we will always be a step, or more, behind our transportation problems.

Even more troubling, however, is that the scenarios call for adding as many as eight lanes to I-75, creating 23-lane-wide portions of concrete — wider than the length of a football field.

These new lanes will do little or nothing to reduce the number of vehicles on the road. And in a twist that shows just how foolish our transportation planning has become, the new lanes will end at the junction of I-75 and I-285, one of the worst traffic bottlenecks in the country, as the commuting study identified. All the vehicles in the new lanes will have to rejoin the existing lanes, making the bottleneck even worse. Further, the proposal also calls for between four and six new lanes elsewhere in the 75/575 project area. None of these additional lanes will solve the congestion problem. They will just relocate it, and probably make it worse.

Here's another wrinkle: Georgia is facing a massive deficit in its transportation budget. According to the Statewide Transportation Plan, currently proposed projects will cost almost double what the state has to spend. The last thing we should be doing is spending our scarce transportation dollars on highway projects that will all too quickly worsen our traffic crisis and air quality.

The I-75/575 proposal, and all projects intended to avoid gridlock, must be given a hard look to ensure they will actually reduce congestion and not perpetuate the cycle of unnecessary highway construction that created Atlanta's traffic crisis in the first place.

These projects frame the critical question that will determine Atlanta's transportation future: Will we simply continue to build larger highways, or will we realize that Atlanta's congestion problem can only be solved by building smarter?

The public will have a critical opportunity to weigh in on the I-75/ I-575 proposal when the draft environmental study is released this year.

Atlantans must demand that the transportation agencies charged with making these decisions stop building bigger and more highways, and start building a smarter transportation future. Let's not find out 10 years from now in another study that we have added yet another five minutes or more to our commute.

> Brian Gist and Jim Grode are attorneys in the Atlanta office of the Southern Environmental Law Center.

Missouri
Department
of Transportation



Highway Safety Division
2211 St. Mary's Blvd.
P. O. Box 270
Jefferson City, MO 65102
573-751-4161 or
800-800-BELT
Fax 573-634-5977
www.modot.mo.gov

What is Missouri's Safe Routes to School program?

The purpose of the program is to:

- (1) Enable and encourage children, including those with disabilities in grades K-8, to walk, wheel, and bicycle to school;
- (2) Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- (3) Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Who may apply for funding?

State, local, and regional agencies, schools, and non-profit organizations are eligible to apply for funding.

How much money is available for this grant cycle?

Approximately \$2.6 million dollars

Is a match required?

The federal share of each project/activity shall be 100% reimbursable.

How do I apply?

Grant applications will be received beginning November 1, 2006 and are due by January 31, 2007. Applications can be submitted online at <http://www.modot.mo.gov/safety/SRTSGrants.htm>. Grant awards will be posted on the Highway Safety web site on June 29, 2007.

What may I apply for?

There are two areas eligible for funding, infrastructure and behavioral (non-infrastructure).

What are infrastructure projects?

Infrastructure projects must be within a two-mile radius of the school and could include: sidewalk improvements, traffic calming, speed reduction improvements, pedestrian and bicycle crossing improvements, bicycle and pedestrian facilities, bicycle parking facilities, traffic diversion. This list is not intended to be a comprehensive list. Other types of projects may be eligible if they reduce speed and improve pedestrian and bicycle safety and access.

What are behavioral (non-infrastructure) activities?

Behavioral activities could include: public awareness campaigns, outreach to press and community leaders; traffic education, traffic enforcement within the vicinity of schools; student education on bicycle and pedestrian safety, health and environment; and funding for training. Enforcement activities must be implemented within a two-mile radius of the school. This list is not intended to be a comprehensive list. Other activities may be eligible.

All funding must be used to increase the safety of the children in grades K-8 to walk, bike and wheel to school.

For further information, see the Safe Routes to School Administrative Guidelines or contact Todd Messenger at 800-800-2358 or email todd.messenger@modot.mo.gov.