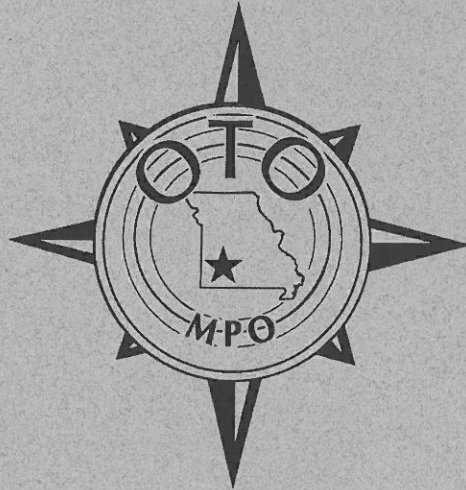


Ozarks Transportation Organization



March 15, 2006

Technical Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

**Technical Committee Meeting Agenda, March 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 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 Metropolitan Planning Organization (MPO) Board of Directors actions at their February meeting, and staff activities since the January Technical Committee meeting.

II. New Business

A. Consideration of the FY2007 Unified Planning Work Program Tab 2

(10 minutes/Rudge)

Each year, the Ozarks Transportation Organization (OTO) MPO develops a Unified Planning Work Program (UWP) that identifies staff activities for the coming fiscal year. In this year's UWP, there are five new studies or programs identified for staff to complete in addition to its normal duties. These include an expanded rideshare program to meet Congestion Management System requirements and a regional transportation and land use study. (Materials Attached.)

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND THE
UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS
FOR ADOPTION.**

B. Consideration of the Long-Range Transportation Plan Tab 3
(25 minutes/Edwards)

Under federal regulation, the region's Long-Range Transportation Plan (LRTP) must be updated every five years and maintain a continuous twenty year planning horizon. In the previous three years, the staff and technical committee have made numerous revisions to the existing plan to incorporate the new jurisdictions and maintain financial constraint. However, the Federal Highway Administration does not believe that these actions are significant enough to consider that the plan has been revised to meet federal requirements and therefore will no longer approve any TIP amendments submitted after January 1, 2006 until the LRTP is brought into compliance. While the Technical Committee has reviewed and approved several sections of the LRTP, the Board of Directors has requested that the LRTP be brought forward as a complete document. The sections previously unapproved by the Technical Committee are the Roadways and Fiscal Plan sections. (Materials enclosed.)

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND THE
LONG-RANGE TRANSPORTATION PLAN TO THE BOARD OF DIRECTORS
FOR ADOPTION.**

C. Missouri Department Of Transportation ITS TIP Amendment Request ... Tab 4
(10 minutes/Miller)

In 2000 and 2001, the OTO region received federal earmarks for the continued deployment of the regional Intelligent Transportation Systems (ITS) architecture including an advanced transportation management system, regional transportation management center, and field device design and deployment. At the time of the earmark, the City of Springfield and the Missouri Department of Transportation (MoDOT) entered into a cost sharing agreement for the deployment of the regional ITS architecture. Both parties are now ready to continue the deployment and the projects must be added to the TIP. However, with the upgrade of the OTO to a transportation management area status, the decision on how to pay for on-going ITS operations and maintenance is left to the OTO Board after consultation with MoDOT. MoDOT has suggested that the funds be taken off the top of either the OTO's Regional and Emerging needs funding pot or the OTO's Taking Care of the System funding category. (Materials Attached.)

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

D. Route 14 and Ozarks Technical College South TIP Amendment Request.. Tab 5
(5 minutes/Miller)

Previously, the Technical Committee had recommended a TIP amendment for this project when MoDOT District Eight was partnering with Ozarks Technical College (OTC) on an Economic Development Funding request. The request to use Economic Development Funds was not approved. As a result, MoDOT District Eight has resubmitted and received preliminary approval to complete the project using statewide Cost Share Program funds.

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

**E. MoDOT Guardrail and Guard Cable TIP Amendment Request..... Tab 6
(5 minutes/Miller)**

As part of MoDOT's continuing efforts to update safety features along freeways and other high priority MoDOT routes, District Eight proposes using Taking Care of the System funds for guardrail and guard cable improvements. (Materials Attached.)

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

**F. Update on the North-South Corridor Study
(10 minutes/Edwards)**

MPO staff member Sara Edwards will provide an overview on the status of the North-South Corridor Study.

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 3:00 P.M. Next Technical Committee meeting scheduled for Wednesday, May 17, 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
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
JANUARY 18, 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. Brian Bingle, City of Nixa (Chair)	Mr. Paul Engel, City of Battlefield
Mr. Earl Newman, City of Springfield	Mr. Dan Smith, Greene Co. Highway Dept. (Chair Elect)
Mr. Brad McMahon, FHWA	Mr. Duffy Mooney, Greene Co. Highway Department
Mr. Jim Dow, Springfield R-12 Schools	Ms. Dawne Gardner, MoDOT (a)
Ms. Natasha Longpine, SMOG	Mr. Kevin Lambeth, City of Battlefield
Mr. Fred Gress, City of Willard	Mr. Ryan Mooney, Chamber of Commerce
Mr. Wally Schrock, City of Republic	Mr. Ralph Rognstad, City of Springfield
Ms. Carol Cruise, City Utilities	Mr. Bill Robinett, MoDOT
Mr. Joel Keller, Greene County (a)	Mr. Fred Marty, Missouri State University
Mr. David Hutchison, City of Springfield	Mr. Shawn Schroeder, Airport (a)
Mr. Matt Seiler, MoDOT	Mr. Harry Price, City of Springfield (a)

The following members were not present:

Ms. Eva Voss, MoDOT	Mr. Arthur Bean, City of Strafford
Ms. Becky Baltz, MoDOT	Mr. Roger Howard, Burlington Northern Railroad
Mr. Gary Cyr, Airport	Mr. Mike Tettamble, Jr., Trucking Representative
Mr. Kent Morris, Greene County	Mr. Mokhtee Ahmad, FTA
Mr. Thomas Coates, FAA	Mr. Gregg Smith, Christian County
Mr. Marc Thornsberry, City of Springfield	Mr. Steve Childers, City of Ozark
Mr. Frank Miller, MoDOT	

Others present were: Carl Carlson, Scott Consulting Engineers; Dan Rudge, Sara Edwards, and Danée Avery, Ozarks Transportation Organization.

Mr. Bingle called the January 18, 2006 Technical Planning Committee Meeting to order at 1:33 p.m.

I. Administration

A. Approval of Technical Committee Meeting Agenda

Mr. Marty motioned to approve the agenda as presented. Mr. Smith seconded, and the motion was carried unanimously.

B. Approval of November, 2005 Meeting Minutes

Mr. Gress motioned to approve the September meeting minutes as presented. Ms. Cruise seconded and the motion was carried unanimously.

C. Public Comment Period

Mr. Engle announced his resignation from the City of Battlefield Planning Commission and introduced his replacement on the Technical Committee, Mr. Kevin Lambeth.

Mr. Smith, who has replaced Kein Lowe as Chief Administrator of the Greene County Highway Administration, announced Mr. Duffy Mooney as his successor as Chief Engineer and correlating seat on the Technical Committee.

Mr. Seiler announced Ms. Baltz's promotion to Joplin District Engineer.

D. Executive Director's Report

Mr. Rudge announced that MoDOT has asked that the Long Range Transportation Plan be completed by the next Technical Committee meeting in March. He asked that the subcommittee meet within the next two weeks to review the document.

Mr Newman announced that Mr. Rudge was elected to and will be serving a two-year term on the Ozarks Chapter Institute of Transportation Board of Directors.

II. New Business

A. CU Transit Transfer Facility TIP Amendment Request

Ms. Cruise requested the TIP be amended to include a feasibility study for environmental investigation and location alternatives for a new CU bus transfer facility. CU has received a \$1.65million federal earmark for construction of the facility. Mr. Rognstad motioned to approve the amendment, and Mr. Robinett seconded. The motion was carried unanimously.

B. MoDOT I-44 and US65 TIP Amendment Request

Ms. Gardner requested to amend the TIP for the I44 and US65 Interchange project as follows:

1. All phases of the project currently spread out over several years be accelerated and included in FY2006
2. City of Springfield will use STP Urban funds to use stamped concrete in the project

Ms. Cruise motioned to approve the amendment. Mr. Marty seconded, and the motion carried unanimously.

C. MoDOT Taking Care of the System TIP Amendment Request

Ms. Gardner requested the TIP be amended to include two resurfacing projects on I-44 and South Glenstone. Mr. Schrock motioned to approve the amendment, and Mr. Gress seconded. The motion was carried unanimously.

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

Ms. Gardner requested the TIP be amended to include a scoping project for the I-44/State Highway 13 interchange. Mr. Rognstad motioned to approve the amendment, and Mr. Smith seconded. The motion was carried unanimously.

E. Consideration of Enhancement Funding Handbook

Ms. Edwards presented the Enhancement Funding Handbook for FY 2007. The application and scoring criteria are the same as last year, but changes include the acceptance of non-local applications and an increase in funding to \$1.73 million in addition to the \$18, 000 remaining from last year. Solicitations will go out in late February and will be due June 1. Mr. Newman motioned to approve the document, and Mr. Gress seconded. The motion was carried unanimously.

F. Formation of the UPWP Subcommittee

The date of submission of the UPWP to the Technical Committee has been moved up by one meeting date to provide MoDOT and ONEDOT time to review, approve and develop contracts before the beginning of the new fiscal year. A subcommittee was formed to review the draft consisting of the following volunteers:

Wally Schrock
Fred Gress

Joel Keller
Frank Miller

Ralph Rognstad
Carol Cruise

Earl Newman

G. Formation of Urban Roadway Design Standards Subcommittee

A committee was formed to assist staff in developing a set of Roadway Design Standards for roadways in parts of OTO communities that have been almost completely built out, eliminating the need for ROW width deviation requests. The subcommittee volunteers were as follows:

Wally Schrock
Brian Bingle

Earl Newman
Steve Childers

Frank Miller

Dan Smith

II. Other Business

A. Technical Committee Member Announcements

Mr. Bingle reported the meeting of several counties regarding the Kansas Expressway/Nicholls Road expansion. Discussion has been postponed awaiting further development of the North/South corridor study and how interchanges will be affected.

Mr. Marty announced the opening of MSU's 1240-space parking structure. He anticipates 90% of demand will be met. Proposals for shuttle operators have been sent out; five have returned, more information will be available at the next meeting of the Technical Committee.

Ms. Gardner announced a Transportation Enhancement Workshop at MoDOT on February 28.

Mr. Seiler handed out bracelets promoting the "Blueprint for Safer Highways" coalition. There are typically 1,200–1,300 crashes in the state annually. Inattention is the biggest cause of crashes. The coalition hopes to raise awareness of Missouri motorists on crash mitigation techniques.

B. Transportation Issues for Technical Committee Member Review

No issues were addressed.

C. Information Items

Materials were included in the agenda packet for member review.

IV. Adjournment

Mr. Dow made a motion to adjourn the meeting. Mr. Marty seconded the motion. The meeting was adjourned at 2:12 p.m.

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

TECHNICAL COMMITTEE AGENDA 03/06; ITEM II.A

Consideration of the Unified Planning Work Program for FY07

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Each year, the MPO staff is required to develop a Unified Planning Work Program (UWP). The UWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies.

For FY07, total expenditures are expected to be \$560,365 and available funds and in-kind contributions of \$560,365. This includes state and federal planning funds of \$448,292, \$93,500 in City of Springfield match, \$10,000 in-kind office space contribution and \$8,573 in-kind legal and financial services contribution (20% match requirement). Included in the UWP for next year are six tasks: administration, general planning and plan implementation, transportation improvement program (development), rideshare and commuter choice program, transit planning, and special studies. Highlights for the UWP include a US 60 East corridor study review, the development of a regional transportation and land use study, an expanded rideshare program to meet congestion management system requirements, and a coordinated public transit-human services transportation plan.

SUBCOMMITTEE RECOMMENDATION: The subcommittee met on March 2, 2006 to review the UWP. The UWP Subcommittee unanimously recommended the UWP to the full Technical Committee for recommendation to the Board of Directors.

STAFF RECOMMENDATION: To recommend the UWP for approval by the MPO Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the UWP to the MPO Board of Directors, or to ask the UWP Subcommittee to revisit the document to make specific changes.

UNIFIED PLANNING WORK PROGRAM

SPRINGFIELD AREA MPO

DRAFT

FISCAL YEAR 2007
(July 2006 - June 2007)

Ozarks Transportation Organization
840 Boonville Avenue
Springfield, Missouri 65802

APPROVED BY
MPO BOARD OF DIRECTORS
TBD

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Introduction

The Unified Planning Work Program is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2007 (July 2006 - June 2007). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (Springfield Area Metropolitan Planning Organization) with assistance from various agencies, including the Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transportation Department, Missouri State University Transportation and members of the MPO Technical Committee consisting of representatives from each of the nine MPO jurisdictions.

Task 010 - MPO General Administration and Support

Objective

Insure that agreements for transportation planning services are appropriately drafted, executed, and maintained. Prepare work program to coordinate transportation-related planning activities in the Springfield metropolitan area. Provide appropriate training for personnel involved in transportation planning. Perform administrative functions in preparing quarterly reports, project completion reports, and other administrative requirements as needed. (FTA Line Item Code 44.21.00)

Work Elements

- Financial Management.
 - Quarterly Federal Reports
 - End-of-Year Federal Reports
- Preparation of the Unified Planning Work Program (UPWP). Prepare Unified Planning Work Program for Fiscal Year 2007.
- MPO Committee Support. Conducting and staffing all Technical and Board of Director meetings, and responding to individual committee requests. Facilitate and administer any MPO subcommittees formed during the Fiscal Year, including, but not limited to:
 - Unified Planning Work Program Subcommittee
 - Transportation Improvement Program (TIP) Subcommittee
 - Bicycle and Pedestrian Plan Subcommittee
 - Congestion Management System Subcommittee
 - Long Range Transportation Plan Subcommittee
 - Enhancements Subcommittee
- Demographics and Future Projections.
 - Growth Trends Report expanded to entire MPO area (Semi-Annual)
 - Traffic Analysis Zone Estimates by jurisdiction for corridor planning activities
- Training. Training and development of MPO Staff and MPO members through educational programs that are related to MPO work committees. Training could include the following:
 - Transportation Research Board (TRB) Conference
 - Missouri MPO/AMPO Conference
 - Missouri GIS Conference/Mid-America GIS Symposium
 - Census Bureau Training (New Census & Am. Comm. Survey)
 - ArcInfo User's Conference
 - Association for Commuter Transportation Conference
 - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
 - ITE Web Seminars
 - National American Planning Association Conference

- Missouri Chapter, American Planning Association Conference
 - Midwest Transportation Planning Conference
 - Small to Mid-Sized Communities Planning Tools Conference
 - Missouri State American Planning Association (APA) Conference
 - Geographic Information Systems (GIS) Advanced Training (ESRI's ARC Product)
 - Bicycle/Pedestrian Professional Training
 - Provide Other MPO Member Training Sessions, as needed and appropriate
- MPO Transition Plan. The MPO Board voted in January of 2006 to keep the MPO within the City of Springfield, and directed staff to begin looking for office space outside of the Busch Municipal Building. Tasks to be completed that are specifically related to the MPO transition plan:
 - Work to determine costs associated with the City of Springfield providing fiduciary, legal, and staffing services
 - Work with the MoDOT and the City of Springfield to determine how the three organizations could interface in a co-located facility
 - Secure office space for July 1, 2008 at the joint regional transportation operations center or joint intermodal facility
- Administrative Review of MPO Policy and Administrative Documents.

Assist in the re-write of bylaws, policy documents, and administrative staff support consistent with the MPO growth. Conduct an annual review of the MPO Public Involvement Policy and make any needed revisions, consistent with federal guidelines. Staff will be specifically review and modify the following:

 - MPO Bylaws to address any administrative issues that arise
 - MPO Memorandum of Understanding/Interlocal Agreements
 - MPO Public Involvement Policy
- Mapping and Graphics Support for MPO Operations. Staff will provide GIS support for transportation analysis and for ridesharing activities. GIS support may include
 - Scatter plot maps of employee locations
 - Other mapping activities to support MPO plans and programs
 - TIP maps
 - Major Thoroughfare Plan updates
 - MPO boundary maps
- General Administration and Contract Management.
 - Coordinate Contract Negotiations
 - Website Updates
- GIS Enhancements and Support for MPO Operations.
 - Software Upgrades and Maintenance Contract
 - GIS Consulting for Application Development

End Product(s)

The key MPO general support projects that will be completed during the 2006 fiscal year include:

- Completion of the 2008 Unified Planning Work Program;
- Completed quarterly and end-of-year reports for ONEDOT grant fund accounts;
- Work as needed on MPO transition;
- Attendance of MPO Staff and MPO members at the various training programs listed earlier in this section of the UPWP;
- GIS mapping as appropriate;
- Revisions to By-Laws, Memorandum of Understanding and Interlocal Agreements; and Public Involvement Policy;
- Staff support of all MPO committees and subcommittees
- Quarterly updates of website

Funding Sources

MPO Staff			
Total FHWA/FTA PL Funds	General Fund Match		Total
\$89,938	\$22,485		\$112,423

Task 020 – General Planning and Plan Implementation

Objective

This task addresses annual amendments and modifications to the Long-Range Transportation Plan (LRTP), the Congestion Management System (CMS) as well as the implementation of related plans, and policies.

Work Elements

The following items will be undertaken as part of this task:

- Amendments to the Updated Long-Range Transportation Plan. This work element focuses on maintaining a Long-Range Plan for the Springfield MPO that meets federal requirements for a constant 25-year plan horizon and financial constraint. Tasks include:
 - Address any proposed LRTP amendments.
 - Complete public involvement for LRTP amendments.
 - Facilitate Board of Directors adoption.Estimated Cost \$ 9,500
- Phase III of Congestion Management System Program. The Congestion Management System (CMS) document is a new federal requirement that must be undertaken by the Springfield Area MPO. The CMS consists of three main parts. Phase One defined the CMS network and specific strategies to address recurring congestion. Phase Two identified where congestion is occurring or is expected to occur during the twenty-year plan horizon and recommended which strategies will be used to address congestion at those locations. Phase III will involve monitoring of the system and tracking the effectiveness of selected strategies. Tasks include:
 - Gathering data to be used in the determination of effectiveness.
 - Gathering new data to ensure that congested facilities are identified as soon as possible.
 - Analyzing Data to determine congested corridors and intersections.
 - Analyzing data to determine effectiveness of selected strategies.
 - Mapping Data to illustrate congestion.Estimated Cost \$ 16,000. NOTE: It is assumed that MoDOT and/or City of Springfield Traffic Engineering will provide traffic counts, crash statistics, and travel time runs as needed without direct cost to the MPO.
- Bicycle and Pedestrian Plan Implementation. At the request of the Board of Directors, a special Bicycle and Pedestrian Subcommittee was formed to develop a regional Bicycle and Pedestrian Plan to cover the entire MPO service area. The Bicycle and Pedestrian Plan is a three-phase plan. Phase I is the Bicycle Plan, Phase II is a Pedestrian Plan near schools and Phase III is a region-wide pedestrian plan. The plan was adopted by the Board in December of 2005.

As a result of the adoption of the plan, the Board asked that the Subcommittee be made permanent and begin guiding implementation of the plan. Specific tasks include:

- Merge with the Safe Routes To School Committee of the Ozarks to provide a stronger

regional voice through the MPO on this important safety issue.

- Identify funding sources for current and needed routes.
- Work with local jurisdictions in making necessary improvements
- Oversee the selection of Enhancement Grants for OTO funding.

Estimated Cost \$10,500

- Corridor Planning. OTO has identified the US 60 East Corridor as an area of immediate concern because of development pressure. The LRTP suggests that US 60 East be upgraded to a freeway classification to preserve traffic flow. MoDOT completed a study of this corridor in 2004 but did not submit the study for Board approval. At the request of the Board, and with MoDOT's concurrence MPO staff will review and revise as necessary the US 60 East Corridor Study.

- Obtain corridor study from MoDOT.
- Update data collected for study.
- Determine suitability of corridor as a freeway section.
- Recommend improvements to existing corridor.
- Establish estimated costs of these improvements
- Make recommendations as to the order in which possible improvements should be made.

Estimated Cost \$45,000

- Regional Transportation and Land Use Study. Metropolitan areas that have adopted a particular style of transportation and land use system are the ones that have the nation's fastest growing economies. The common thread for these metropolitan areas is the development of a growth strategy that relies on activity centers, managed access corridors, and quadrants. Because the vast majority of office space, shopping centers, hotels, institutional facilities (hospitals, education, entertainment), are located within activity centers and linked by corridors, maximum efficiency of all public infrastructure is ensured. Such a strategy significantly reduces the long-term costs of transportation and infrastructure improvements by making use of existing facilities and reducing demand for new facilities. This study will determine how well the OTO Study Area is managing its infrastructure costs particularly transportation.

- Examine existing land use patterns.
- Work with local governments to determine if activity center based growth is occurring.
- Identify where activity centers should be located to maximize existing transportation system.
- Provide guidance for member jurisdictions on planning choices that may be required to develop healthy activity centers.
- Identify key corridors to connect activity centers.
- Develop integrated land use and transportation plan for the OTO Service area.

Estimated cost is \$100,000.

- Continued Coordination with the Springfield-Branson Airport on Issues Related to their Access Road Implementation. The airport's has completed all environmental assessments and is working with the local business community and affected jurisdictions in developing a new Mid-Field Terminal. Essential to the success of the new terminal is the identification and preservation of a new corridor for the Airport access road. MPO staff will review issues related to the airport access road and continue to work with Airport staff on access road issues.

Estimated Cost \$15,000

- Transportation Model. The existing traffic model has been revised to include areas added to the MPO boundaries since 2000 as well as converting the modeling platform that is compatible with existing MPO GIS systems. Included in the funding is money to contract out any model runs requested by local jurisdictions to determine impacts of major new developments.
Estimated Cost \$35,000
- Geographic Information Systems (GIS). Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support the Transportation Planning efforts.
Estimated Cost \$27,000

End Product(s)

- Revisions to the Long-Range Transportation Plan.
- Maintenance and monitoring of the Congestion Management System.
- A regional Bicycle and Pedestrian Plan implementation.
- A revised US 60 East Corridor Study.
- A completed Transportation and Land Use Study.
- Model runs as requested.

Funding Sources

MPO Staff			
Total FHWA/FTA PL Funds	General Fund Match		Total
\$206,400	\$51,600		\$258,000

Task 030 - Transportation Improvement Program

Objective

Prepare a three-year program for anticipated transportation improvements.

Work Elements

Produce a document listing the transportation improvement projects to be carried out by the City of Springfield, Greene County, City Utilities Transportation Department, Missouri State University, the Missouri Department of Transportation and other MPO member jurisdictions receiving transportation funding from FHWA, FAA and FTA for the next three years. (FTA Line Item Code 44.25.00) Ranking of the FTA Section 5307 and 5310 projects for submittal to the MPO. Use project ranking criteria for the 2008-2010 TIP and continue to refine the process.

The MPO Staff shall coordinate the following tasks in order to facilitate the preparation of the TIP:

- Prepare the 2008-2010 Transportation Improvement Program (TIP).
 - Send Out Project Requests
 - Prepare Draft Document
 - Present Draft TIP to the MPO Committees
 - Prepare Final TIP Booklet
 - Submit TIP Booklet to MoDot for their Submittal to the Governor's Office and Inclusion in the Statewide Improvement Program (SIP)
- Conduct the Public Involvement Process for the TIP.
 - Send Out Letters to All Interested Parties on the TIP Public Involvement List Regarding the 2008-2010 TIP Process
 - Send Letters that Explain the TIP Process out to All Potential FTA Section 5310 Applicants
 - Provide Copies of the Draft TIP for any Interested Parties
 - Provide Opportunities to Comment on 2008-2010 TIP Submittals
 - Prepare a TIP Process Press Release and Submit to the Public Information Office (PIO) for Distribution
- Work with the TIP Subcommittees.
 - Transit Subcommittee
 - TIP Subcommittee
- Coordinate, Advertise, and Submit all TIP Amendments.
 - Prepare Press Release and Submit to PIO for Distribution
 - Amend TIP Pages for Consideration by MPO Committees
 - Prepare Memo and Approved TIP Amended Pages to Submit to MoDot

End Product

- Transportation Improvement Program FY 2008-2010
- TIP amendments, as necessary.

Funding Sources

MPO Staff			
Total FHWA/FTA PL Funds	General Fund Match		Total
\$36,000	\$9,000		\$45,000

Task 040 - Rideshare and Commuter Choice Program

Objective

The recently completed Congestion Management System recommends that a revised rideshare program that focuses on employer-based strategies and employer targeting through such national initiatives as Commuter Choice and Parking Cash-out be deployed in the OTO Study Area. Since there currently is not an agency that is prepared to launch such an effort, the MPO will undertake the initial program start-up with the hope of spinning off the program to a more appropriate agency.

Work Elements

- Maintain capability to match riders and drivers in response to requests for shared rides.
 - Prepare Lists of Driver and Rider Matches for Trips.
 - Coordination of Telephone Interest Calls Regarding Rideshare Opportunities in the Community.
 - Information Dissemination about the Rideshare Program.
 - Providing Contact Information to Parties that are able to Coordinate Rides.
 - Promote Rideshare Program.
- Develop marketing materials for a regional rideshare agency.
 - Develop informational brochures for each program offering.
 - Prepare marketing campaign targeted at major employers.
 - Prepare presentation on business benefits to introduce Commuter Choice program to CEO's.
- Deploy new program.
 - Work with Springfield Area Chamber of Commerce to select and meet with target employers.
 - Provide on-site technical assistance to employers who agree to participate.
 - Conduct on-site transportation fairs at targeted employers.
 - Serve as transportation ambassadors to employees.
 - Provide personalized transportation services to residents requesting assistance.
- Maintain Records and Prepare Reports on Quarterly Rideshare Status.
- Prepare Annual Project Report Update on the Rideshare Program.
- Publicizing the Rideshare Program.

End Products

- Continued coordination of rideshare requests.
- An up-to-date list of riders and drivers that were successfully matched.
- Creation of Commuter Choice program for major employers.
- Work with targeted major employers to develop Commuter Choice programs
- Completion of quarterly and annual rideshare program reports.

Funding Sources

MPO Staff			
Total FHWA/FTA PL Funds	General Fund Match		Total
\$51,954	\$12,988		\$64,942

Task 050 - Transit Planning

Objective

Prepare plans to provide efficient and cost-effective transit service for transit users.

Work Elements

A. Operational Planning.

- MPO Staff shall support operational planning functions including, surveys and analysis of headway and schedules, and development of proposed changes in transit services.
- Training and development.
- Agency MPO meeting participation and submittal of TIP program.
- Agency grant submittal and tracking.
- Agency development of information for triennial reviews.
- Agency collection and analysis of data required for the National Transit Data Base Report. Occasionally MPO Staff provide information toward this report, such as the data from the National Transit Database bus survey.
- Agencies will conduct marketing and customer service programs.
- Agency studies about management, operations, capital requirements and economic feasibility, when needed.
- Agency participation in Ozarks Transportation Organization committees and related public hearings.
- Agencies, often with MPO Staff assistance, forecast future transit costs.
- Agency and MPO Staff collection and reporting of data required for the National Transit Database 15 month bus survey, conducted every three years.
- Agency collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices. (FTA Line Item Code 44.24.00)
- MPO Staff and agencies work together on the MPO transit subcommittee.
- Community involvement to include work on committees, presentations, etc.
- MPO Staff coordination with City Utilities and MSU transit operations staff on any other task not specified herein.

B. ADA Accessibility.

- MPO Staff to work with City Utilities transportation staff on transportation improvements at bus stops (i.e. bus turnouts).
- Agency contract management.
- MPO Staff and agencies to work together on efforts to provide curb cuts and sidewalk accessibility at bus stops and shelters around Springfield, on an annual basis. (FTA Line Item Code 44.24.00)

C. Service Planning.

- MPO staff assistance in developing a coordinated public transit-human services transportation plan. The plan will be developed through a process that includes representatives of public, private and non-profit transportation and human service

providers; participation by the public; and representatives addressing the needs of persons with disabilities. The result is one consolidated plan for all the SAFETEA-LU grants such as JARC, New Freedom, and Capital Program for Elderly and Persons with disabilities. Such a plan is required under SAFETEA-LU.

- Agency and some MPO Staff assistance in the evaluation of existing routes, route segments, and services by performance criteria.
- Work with outside paratransit agencies to develop alternatives to increase service coordination within the urbanized area to meet the “United We Ride Executive Order”.
- MPO Staff collection of data from paratransit operations as required.
- MPO Staffing of the Paratransit Subcommittee that focuses on improving service in the community.
- Agency development of route and schedule alternatives to make services more efficient and cost-effective. (FTA Line Item Code 44.23.01)
- MPO Staff and agency participation in special transit studies.

D. Financial Planning.

- Agency analysis of transit system performance by adopted policies to achieve effective utilization of available resources.
- Agency preparation of long and short-range financial and capital plans.
- MPO Staff to cooperate with Missouri State University and City Utilities in the development and implementation of their Transportation Improvement Program projects.
- Agencies will study and produce planning justification for transit projects by Short-Range Transit Plan and standard planning practice.
- Agencies will identify possible cost-saving techniques and opportunities to meet future operating deficit and capital costs.
- Agencies, with potential assistance from MPO Staff, will identify potential revenue from non-federal sources to meet future operating deficit and capital costs. (FTA Line Item Code 44.26.84)

E. Competitive Contract Planning.

- Agencies will study opportunities for transit cost reduction through the use of third-party and private sector providers.
- Missouri State University will continue to monitor costs of their third-party private sector transit contractor.
- Agencies and MPO Staff will study potential coordination of private sector transportation with the existing and potential public sector providers to minimize unserved populace.
- MPO Staff to prepare and maintain a list of private-for-profit operators for use by City Utilities (CU) and other transit providers in the development of transit plans.
- MPO Staff to cooperate with MSU, CU, and their consultants in the evaluation of existing services.

G. Safety/Drug Control Planning.

- The City, City Utilities and Missouri State University have adopted policies of drug-free awareness programs to inform their employees on the dangers of drug abuse. (FTA Line

Item Code 44.26.82) Funding is intended to assist in the development of a drug and alcohol awareness program in an effort to provide a drug and alcohol-free working environment for the employees at City Utilities, and MSU transit. In particular, special studies addressing critical transportation and related drug and alcohol issues may need to be completed.

End Products

- Transit agency coordination (City Utilities and Missouri State University).
- Project rankings and allocations in the 2008-2010 TIP related to transit, and various new ADA accessible bus shelters and stops.
- Development of a coordinated public transit-human service agency transportation plan.
- The City of Springfield, City Utilities, and MSU completion of tasks outlined under Task 050.
- On-Board bus surveys.
- Special Studies

Funding Sources

MPO Staff			
Total FHWA/FTA PL Funds	General Fund Match		Total
\$40,000	\$10,000		\$50,000
City Utilities Staff			
FTA 5307 Funds	CU match		Total
\$74,400	\$18,600		\$93,000
TOTAL			\$143,000

Task 060 - Special Studies and Related Projects

Objective

Conduct special transportation studies (issues not discussed in the Transportation Plan), as requested by the MPO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long-Range Transportation Plan.

Work Elements

Respond to requests from the MPO Board of Directors, or other official bodies by preparing special studies on problems that arise, with priority going to addressing issues raised in the Transportation Plan. The following are work elements that will be undertaken as part of this task:

- Continued Coordination with entities that are implementing Intelligent Transportation Systems.
- Studies of Parking, Land Use, and Traffic Circulation.
- Other Special Studies in accordance with the Adopted Transportation Plan .

End Product(s)

- Preparation of special requests, such as:
 - Memos;
 - public information requests;
 - parking & land use circulation studies; and,
 - Other projects as needed, subject to MPO Staff availability and expertise.

Funding Sources

MPO Staff			
Total FHWA/FTA PL Funds	General Fund Match		Total
\$24,000	\$6,000		\$30,000

UPWP TOTAL EXPENDITURES					
Task	Total FHWA/FTA PL Funds	Springfield General Fund Match	5307	Other Local	TOTAL
010	\$89,938	\$22,485			\$112,423
020	\$206,400	\$51,600			\$258,000
030	\$36,000	\$9,000			\$45,000
040	\$51,954	\$12,988			\$64,942
050	\$40,000	\$10,000	\$74,400	\$18,600	\$143,000
060	\$24,000	\$6,000			\$30,000
TOTAL	\$448,292	\$112,073			\$653,365

MPO Staff Salary and Benefit Costs

<u>Name</u>	<u>Total Salary</u>	<u>Trans PL % of Time</u>	<u>FTA PL % of Time</u>	<u>Total Cost</u>
Exec. Director	\$92,677	100%		\$92,677
Senior Planner	\$70,267	90%	10%	\$70,267
Support	\$33,632	25%	25%	\$16,816
Assoc. Planner	\$58,053	10%	5%	\$8,708
Asst. Planner	\$47,406	10%	0%	\$4,741
Asst. Planner	\$50,896	25%	25%	\$25,448
Principal Plan.	\$83,296	36%	0%	\$29,987
Principal Plan.	\$82,695	20%	20%	\$33,078
Intern	\$9,112	100%	0%	\$9,112
Intern	\$9,112	100%	0%	\$9,112
Bus Surveyors	\$7,500	0%	100%	\$7,500
Financial	\$60,978	10%	5%	\$9,147
Contract Planner	\$55,823	50%	50%	\$55,823
Total Salary and Benefits				\$372,416

MPO Expenses

<u>Item</u>	<u>Units</u>	<u>Unit Costs</u>	<u>Total Cost</u>
Model Maintenance	1	\$35,000	\$35,000
Consultant	1	\$40,000	\$40,000
Publications	10	\$75	\$750
Office Supplies	1	\$3,129	\$3,129
Office Space	1000	\$10	\$10,000
Mapping	1	\$1,500	\$1,500
Training	10	\$1,250	\$12,500
Travel	10	\$1,200	\$12,000
Dues	4	\$650	\$2,600
Sponsorship	1	\$1,500	\$1,500
Postage	3	\$2,500	\$7,500
Telephone	2	\$1,600	\$3,200
Advertising	8	\$340	\$2,720
Printshop	36	\$500	\$18,000
Food	400	\$10	\$4,000
Computer Upgrades	2	\$3,275	\$6,550
Software	12	\$750	\$9,000
Aerial Photography	0.33	\$30,000	\$10,000
GIS Site License	1.00	\$8,000	\$8,000
Total Expenses			\$187,949

Grand Total **\$560,365**

Revenues

<u>Source</u>	<u>Funds</u>
Consolidated FHWA/FTA PL Funds (\$364,351 FHWA, \$83,942 FTA)	\$448,292
Springfield PL Match	\$93,500
Springfield In-Kind Office Space Contribution	\$10,000
Match Shortage	\$8,573
<i>Grand Total</i>	<i>\$560,365</i>

TECHNICAL COMMITTEE AGENDA 03/06; ITEM II.B

Consideration of the Long-Range Transportation Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: As part of federal regulations regarding the on-going requirements for Metropolitan Planning Organization's (MPO's) to continue to receive federal-aid funds, each MPO is required to revise and adopt a regional Long-Range Transportation Plan (LRTP). These regulations state that the region's LRTP must be updated every five years and maintain a continuous twenty year planning horizon. In the previous three years, the staff and technical committee have made numerous revisions to the existing plan to incorporate the new jurisdictions and maintain financial constraint. However, the Federal Highway Administration does not believe that these actions are significant enough to consider that the plan has been revised to meet federal requirements and therefore will no longer approve any TIP amendments submitted after January 1, 2006 until the LRTP is brought into compliance. While the Technical Committee has reviewed and approved several sections of the LRTP, the Board of Directors has requested that the LRTP be brought forward as a complete document. The sections previously unapproved by the Technical Committee are the Roadways and Fiscal Plan sections, as well as sections dealing with socio-economic data, environmental justice, and legislative background.

The LRTP Subcommittee has met twice in March to finalize the plan for approval by the Technical Committee. Using the MoDOT scoring system as a base, projects were first scored and moved into a high priority category a medium category priority and a vision category. Projects for inclusion in future transportation improvement programs must be in the high or medium priority category. Projects in the vision category are for illustrative purposes and are beyond the financial constraint of the plan. They may only be included in the TIP when additional funds become available or if a medium or high priority project is removed from the list.

SUBCOMMITTEE RECOMMENDATION: The special Subcommittee on the LRTP has unanimously recommended the LRTP to the Technical Committee for recommendation to the Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the Long-Range Transportation Plan to the Board of Directors for approval or to return the plan 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 30 day public review period for the "Long-Range Transportation Plan" can be conducted and comments received prior to the April Board of Directors meeting.

TECHNICAL COMMITTEE AGENDA 01/06; ITEM II.C

Missouri Department of Transportation Intelligent Transportation System (ITS) TIP Amendment Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: In 2000 and 2001, the OTO region received federal earmarks for the continued deployment of the regional Intelligent Transportation Systems (ITS) architecture including an advanced transportation management system, regional transportation management center, and field device design and deployment. At the time of the earmark, the City of Springfield and the Missouri Department of Transportation (MoDOT) entered into a cost sharing agreement for the deployment of the regional ITS architecture. Both parties are now ready to continue the deployment and the projects must be added to the TIP.

However, with the upgrade of the OTO to a transportation management area status, the decision on how to pay for on-going ITS operations and maintenance is left to the OTO Board after consultation with MoDOT. MoDOT has suggested that the funds be taken off the top of either the OTO's Regional and Emerging needs funding pot or the OTO's Taking Care of the System funding category.

STAFF RECOMMENDATION: The request is being made to complete two federally earmarked projects that are beneficial to the region both for operational improvements and to meet specific requirements set forth in our Congestion Management System plan. Staff therefore recommends approval of this request and further recommends that on-going operations within the OTO to be paid from Taking Care of the System funds.

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 April Board of Directors meeting.



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OzarksTraffic STIP and Operations Proposal

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EXECUTIVE SUMMARY

The City of Springfield, the Missouri Department of Transportation (MoDOT), and other stakeholders have partnered to address the increased demand on the regional transportation system through a variety of improvements including several Intelligent Transportation Systems (ITS) initiatives. The City and MoDOT established and continue to collaborate in ongoing management and operation of a small traffic operations center, regional computerized traffic signal system, CCTV traffic monitoring system, and video distribution network.

The two agencies utilize the facilities to monitor traffic flow, coordinate traffic signal operation, and respond to incidents through coordinating with the Springfield-Greene County Emergency Communications Center (911), dispatching maintenance, and modifying traffic signal operation as necessary. These functions are currently limited primarily to the arterial network within the city of Springfield and are performed through the use of several separate systems.

The Springfield Region would benefit from the integration of systems from multiple jurisdictions to enhance the exchange of data and video from existing sources and expanded capabilities to collect real-time traffic information on both arterials and freeways throughout the region. A fully integrated system would provide opportunity to improve the detection and coordinated response to traffic-related incidents through effective communication among all necessary agencies.

There is also a need to more effectively relay information to travelers regarding updated traffic conditions and emergency alerts. Currently, commercial radio stations report information to listeners obtained by telephoning the Springfield-Greene County 911 Center, monitoring radio scanners and communicating with reporters patrolling the roadways during peak hours. Reported information is often unconfirmed, outdated, or lacking specifics that may be useful to affected motorists. The City and MoDOT provide an internet web page that includes snapshot images obtained from arterial CCTV cameras and preprogrammed live video images are broadcast weekday mornings on the City's government access cable TV channel. The web site and broadcasts have been well received by the public, but these too could be more effective tools if alerts were provided and images displayed that are specific to current incidents and locations of heavy congestion. The region would benefit from the integration and enhancement of systems to more effectively disseminate timely, accurate, relevant information to the traveling public.

MoDOT currently operates and maintains one permanent freeway dynamic message sign in Springfield and two in Branson, all along US 65. MoDOT plans to install additional DMSs along freeways throughout the region and along arterial corridors it maintains in Springfield. The City of Springfield also plans to install arterial DMSs along routes within its jurisdiction. Both agencies would benefit from the integration of these signs into one system so information could be provided regarding conditions on all corridors

whether maintained by the City or MoDOT. The DMSs would also be utilized to display AMBER alerts in accordance with the statewide AMBER plan.

The overall goal of the Springfield Regional ITS project is to improve mobility, safety, and security of the regional transportation network through the following objectives: (1) To begin the development and implementation of a regional monitoring and data sharing system that will allow all appropriate jurisdictions and the traveling public to obtain real-time information on traffic conditions in the region; (2) To develop coordinated arterial and freeway operations between the City of Springfield and MoDOT to improve traffic flow and minimize delays; and (3) Provide a means to improve detection, response time, and system efficiency to address incidents.

J8P0760 - ADVANCED TRANSPORTATION MANAGEMENT SYSTEM

The current Springfield-Branson Intelligent Transportation System (ITS) initiative is comprised of two systems that were previously developed to provide signal coordination and incident management in the City of Springfield, and an advanced traveler information system in the City of Branson. Partnerships have been developed between the Southwest District of MoDOT, the City of Springfield and also the City of Branson to promote the expansion and integration of these individual systems. The goal of the total project is to expand the systems' capabilities to utilize real-time processing of traffic flow data from detectors on the system. This data will be used to identify and map levels of congestion along arterial and freeway segments, execute predetermined event and congestion response plans, and provide traveler information through the use of dynamic message signs, internet web pages, interactive voice response telephone and possibly highway advisory radio.

This project for the Advanced Traffic Management System (ATMS) for the Springfield-Branson Region has been split into two phases. Phase 1 (Project Management and Development of a Concept of Operations) builds upon the existing regional and statewide work on the Springfield-Branson ATMS. The consultant will develop a Concept of Operations for the regional ATMS and provide a report of system alternatives that outlines the cost and technical information of up to six alternatives for developing an integrated arterial management system for the Springfield-Branson area. This phase was completed in October of 2005. Phase 2 takes the alternative of deploying MIST version 4 and implements the system into the Springfield-Branson Region.

The ATMS project is being funded through a partnership of MoDOT, the City of Springfield and the Federal Highway Administration (FHWA). MoDOT is the lead in administering the contract with PB Farradyne, the consultant hired to develop the software. A steering committee comprised of City of Springfield and MoDOT employees, meet to make all decisions related to the project.

FUNDING

Two federal earmark grants are being utilized to fund Phase 2 of the ATMS project: FY2000 Congressional Earmark Grant and FY2001 Congressional Earmark Grant. The funds shown for the FY2000 grants are funds remaining from a previous project. The FY2000 and FY2001 grants have a 50/50 matching requirement. Thirty percent of the total or 60% of the 50% required local match might be classified as "soft-match". The remaining 20% of the total, or 40% of the required local match, must be "hard dollars" spent on the project. MoDOT and the City propose to equally share responsibility for the required 20% local match funding for the FY2001 grant and fulfill each agency's match from the FY2000 grant.

Total Project Funds

	<i>FY2000 FHWA</i>	<i>FY2001 FHWA</i>	<i>City of Springfield</i>	<i>MoDOT</i>	<i>TOTAL</i>
ATMS Development and Installation	\$162,908	\$582,740	\$211,664	\$211,664	\$1,168,976

SCHEDULE

ATMS Development and Installation:

March 2006 – March 2007

FISCAL YEAR DISTRIBUTION

Fiscal Year 2006:	FHWA ITS-0029(801)	\$162,908.17
	City of Springfield	\$ 33,319.26
	MoDOT	\$ 29,288.62
	TOTAL	\$225,516.05

Fiscal Year 2007:	FHWA ITS-0129(801)	\$582,739.81
	City of Springfield	\$178,344.75
	MoDOT	\$182,375.39
	TOTAL	\$943,459.95

J8P0761 - REGIONAL TRANSPORTATION MANAGEMENT CENTER

Project includes designing, constructing, equipping, furnishing, and purchasing space in the lower level of Heer's Tower on Park Central Square in downtown Springfield for a new regional transportation management center. The City of Springfield is committing to acquire the entire lower level (30,500 s.f.), approximately half of which will be developed for the TMC. As part of the purchase agreement, the City agrees to lease the space for one year following completion of TMC construction. At that time the City also agrees to pay a proportional amount of the infrastructure improvement costs for the entire Heer's Tower.

The proposed project would be funded through a partnership of the City of Springfield, the Missouri Department of Transportation (MoDOT), and the Federal Highway Administration (FHWA). The City will take the lead in project administration and contracting with design, construction, and equipment suppliers. Design decisions will be made collectively by representatives from the City and MoDOT.

FUNDING

There are four proposed sources of funding for the project: FY2003 Congressional Earmark Grant (\$1,239,656 of the total \$1,490,250); FY2004 Congressional Earmark Grant (\$392,700 of the total \$1,723,164); 2001-2005 1/8-Cent City of Springfield Sales Tax Program for Transportation Improvements (\$1,463,444); and MoDOT (\$103,650). The FY03 federal grant has no local matching requirements; however, the FY04 federal grant has a 50/50 matching requirement. Thirty percent of the total, or 60% of the 50% required local match, may be classified as "soft-match". The remaining 20% of the total, or 40% of the required local match, must be "hard dollars" spent on the project. The City and MoDOT propose to equally share responsibility for the required 20% local match funding (\$78,650 each).

The FY04 federal grant also has stricter guidelines than the FY03 grant on what can and cannot be funded related to the project. For that reason the City and MoDOT propose to spend the FY04 grant funds for any allowed expenditure before spending the FY03 grant funds, and only spend the FY03 grant funds on items not allowed to be funded by the FY04 grant. The proposed funding allocation is shown in the following table.

Total Project Funds

	<i>FY03 Grant</i>	<i>FY04 Grant</i>	<i>City of Springfield</i>	<i>MoDOT</i>	<i>TOTAL</i>
Design		\$38,556	\$7,722	\$7,722	\$54,000
Construction	\$500,000				\$500,000
Equipment		\$357,000	\$71,500	\$71,500	\$500,000
Furnishings			\$25,000	\$25,000	\$50,000
Lease			\$109,450		\$109,450
Purchase of Space			\$388,500		\$388,500
Building Infrastructure Improvements	\$739,656		\$861,844		\$1,601,500
TOTAL	\$1,239,656	\$395,556	\$1,464,016	\$104,222	\$3,203,450

SCHEDULE

Design:	January 2006 – June 2006
Construction:	March 2007 – June 2007
Equipment/Furnishings:	July 2006 – June 2007
Lease Payments:	July 2007 – June 2008
Purchase of Condominium Space:	July 2008
Building Infrastructure Improvements Payment:	July 2008

FISCAL YEAR DISTRIBUTION

Fiscal Year 2006:	FHWA ITS-0429(801)	\$ 38,556.00
	City of Springfield	\$ 7,722.00 (Design)
	MoDOT	\$ 7,722.00
	TOTAL	\$ 54,000.00
Fiscal Year 2007:	FHWA ITS-0329(801)	\$ 500,000.00 (Construction)
	FHWA ITS-0429(801)	\$ 357,000.00 (Equipment)
	City of Springfield	\$ 96,500.00 (Equip. & Furnish)
	MoDOT	\$ 96,500.00 (Equip. & Furnish)
	TOTAL	\$1,050,000.00
Fiscal Year 2008:	City of Springfield	\$ 109,450.00 (Lease)
Fiscal Year 2009:	FHWA ITS-0329(801)	\$ 739,656.00 (Infrastructure)
	City of Springfield	<u>\$1,250,344.00 (Purchase & Infrastructure)</u>
	TOTAL	\$1,990,000.00

J8P0830 – DESIGN AND DEPLOYMENT OF FIELD DEVICES

Project includes design, purchase and installation of Advanced Traffic Management System (ATMS) devices including closed circuit television (CCTV) cameras, dynamic message signs, vehicle detector stations and related communications equipment. The devices will transmit and receive data (and video) to and from the Transportation Management Center (TMC) where operators will utilize the devices for real-time traffic monitoring, incident response, and traveler information in accordance with the Springfield-Branson ATMS Concept of Operations and the Springfield-Branson Intelligent Transportation Systems (ITS) Regional Architecture.

The installation portion of this project will be split into two phases as was proposed to the Federal Highway Administration. However, a consultant will be hired to provide services to design for both deployment phases at one time. The outcome of the design will be two bid packages that can be used to hire contractors to then install City of Springfield and Commission furnished devices. See Appendix A for those devices to be deployed in Phase 1 and Appendix B for those to be installed in Phase 2.

The proposed project would be funded through a partnership of the City of Springfield, the Missouri Department of Transportation (MoDOT), and the Federal Highway Administration (FHWA). The City will take the lead in project administration and contracting with design, construction, and equipment suppliers. Design decisions will be made collectively by representatives from the City and MoDOT.

FUNDING

There are five proposed sources of funding for the project: FY2003 Congressional Earmark Grant (\$250,594 of the total \$1,490,250); FY2004 Congressional Earmark Grant (\$1,330,464 of the total \$1,723,164); FY2005 Congressional Earmark Grant (\$1,211,786); 2001-2005 1/8-Cent City of Springfield Sales Tax Program for Transportation Improvements (\$508,340) and MoDOT (\$508,340). The FY03 federal grant has no local matching requirements; however, the FY04 and FY05 federal grant has a 50/50 matching requirement. Thirty percent of the total, or 60% percent of the 50% required local match, may be classified as “soft-match”. The remaining 20% of the total, or 40% of the required local match, must be “hard dollars” spent on the project.

The FY04 and FY05 federal grants also have stricter guidelines than the FY03 grant on what can and cannot be funded related to the project. For that reason the City and MoDOT propose to spend the FY04 and FY05 grant funds for any allowed expenditure before spending the FY03 grant funds, and only spend the FY03 grant funds on items not allowed to be funded by the FY04 and FY05 grants. The proposed funding allocation is shown in the following table.

Total Project Funds

	<i>FY03 Grant</i>	<i>FY04 Grant</i>	<i>FY05 Grant</i>	<i>City of Springfield</i>	<i>MoDOT</i>	<i>TOTAL</i>
Design		\$107,100	\$107,100	\$42,900	\$42,900	\$300,000
Phase 1 Deployment	\$250,594	\$1,220,508		\$243,961	\$243,961	\$1,959,024
Phase 2 Deployment			\$1,104,686	\$220,907	\$220,907	\$1,546,500
TOTAL	\$250,594	\$1,327,608	\$1,211,786	\$507,768	\$507,768	\$3,805,524

SCHEDULE

Design:

April 2006 – December 2006

Phase 1 Deployment:

July 2006 – June 2007

Phase 2 Deployment:

July 2007 – June 2008

FISCAL YEAR DISTRIBUTION

Fiscal Year 2006:	FHWA ITS-0429(801)	\$ 107,100.00
	City of Springfield	\$ 21,450.00 (Design)
	MoDOT	<u>\$ 21,450.00</u>
	TOTAL	\$ 150,000.00
Fiscal Year 2007:	FHWA ITS-0329(801)	\$ 250,594.00 (Construction)
	FHWA ITS-0429(801)	\$1,220,508.00 (Design & Const.)
	FHWA ITS-0529(801)	\$ 107,100.00 (Design)
	City of Springfield	\$ 265,411.00 (Design & Const.)
	MoDOT	<u>\$ 265,411.00 (Design & Const.)</u>
	TOTAL	\$2,109,024.00
Fiscal Year 2008:	FHWA ITS-0529(801)	\$1,104,686.00
	City of Springfield	\$ 220,907.00 (Construction)
	MoDOT	<u>\$ 220,907.00</u>
	TOTAL	\$1,546,500.00

FY07 FEDERAL EARMARK REQUEST FOR ADDITIONAL FIELD DEVICE DEPLOYMENT

Project includes design, purchase and installation of Advanced Traffic Management System (ATMS) devices including closed circuit television (CCTV) cameras, dynamic message signs, vehicle detector stations and related communications equipment. The devices will transmit and receive data (and video) to and from the Transportation Management Center (TMC) where operators will utilize the devices for real-time traffic monitoring, incident response, and traveler information in accordance with the Springfield-Branson ATMS Concept of Operations and the Springfield-Branson Intelligent Transportation Systems (ITS) Regional Architecture.

The proposed project would be funded through a partnership of the City of Springfield, the Missouri Department of Transportation (MoDOT), and the Federal Highway Administration (FHWA). Design decisions will be made collectively by representatives from the City and MoDOT.

FUNDING

At this time funding has not been established for this project. The City of Springfield has applied for a Congressional Earmark for FY2007. This project has not been approved as of yet. The table below represents what has been requested and what the funding responsibilities for the City of Springfield and MoDOT would be if the earmark is granted.

	<i>FY07 Grant</i>	<i>City of Springfield</i>	<i>MoDOT</i>	<i>TOTAL</i>
Implementation	\$2,000,000	\$400,000	\$400,000	\$2,800,000

SCHEDULE

To be Determined.

FISCAL YEAR DISTRIBUTION

Probably FY09

OzarksTraffic Management Coalition Management and Operations Proposal

In the late 1980's, the integrated signal system was started due to the realization that the communities within Greene and Christian County were growing faster than facilities could be built to accommodate the ever increasing traffic flow. Since that time, the focus has been on how to manage the arterial system signals across jurisdictional lines while also making improvements to major intersections in order to reduce delay and increase capacity on the existing roadway system.

Currently there are five engineers, three technicians, one operator and approximately three signal electricians that manage and operate the existing 30 closed circuit television cameras, one dynamic message sign, a website and extensive communications network which includes a fiber back-bone and radio interconnect. There are an additional six signal electricians that help manage and operate the 290 signals all located in Greene and Christian County.

Today our communities within the Ozarks Transportation Organization continue to grow faster than facilities can be built and the arterial signal system at times is being taxed beyond its capabilities. There are three projects currently funded within the STIP that will greatly enhance the existing integrated signal system and transform the system into a Regional Integrated Transportation Management System that can provide real-time traffic information to the public traveling in and through the twelve county region contained within MoDOT District 8.

These first projects focus on deploying an advanced transportation management system (ATMS) that will communicate with and tie together all the field devices (dynamic message signs, closed-circuit television cameras and detectors) being deployed, along with the existing signal system to be managed and operated from the new Regional Transportation Management Center. Upon completion of these projects, roughly 55 closed circuit television cameras, 35 dynamic message signs and an appropriate number of system detection stations will be installed to cover approximately 120 miles of the arterial system and 30 miles of the freeway system (IS44, US65 and US60) servicing the Ozarks Transportation Organization's region. The additional devices, along with the new ATMS, will provide the OTMC the ability to continue improving traffic flow along with providing a greater opportunity to work with local emergency agencies to improve incident management.

As we face the challenge of providing an efficient and informative transportation system, there is also the challenge of how to fund the management and operations of that system. In the table below is the estimated cost associated with managing and operating the existing and future system for the next four years. The amounts continue to increase each year based on several factors: normal inflation, increasing the amount of equipment in the field and moving into a new facility.

	FY07	FY08	FY09	FY10
Personnel Services				
Equipment and Expenses				

We expect that as we expand beyond our urban boundary into our neighboring regions, that those regional partners will participate in the cost of managing and operating the system.

FY2007 Estimated ITS Expenses (Urban)

OzarksTraffic Operation & Management

Personnel Services

MoDOT

Traffic Operations Engineer (75%)
Intermediate Traffic Engineering Specialist (8 1/2 months)
Senior Traffic Engineering Specialist (3 1/2 months)
Traffic Engineering Specialist
Senior Traffic Technician
Senior Signal and Lighting Electrician (40 hrs/month)
Signal Electrician (20 hrs/month)

Salary	Fringe (65.41%)	Total
43,119	28,204	71,323
29,555	19,332	48,886
13,115	8,578	21,693
40,056	26,201	66,257
32,232	21,083	53,315
10,186	6,662	16,848
3,924	2,567	6,491
SUB-TOTAL PS		\$284,812

City of Springfield

Professional Engineer (100%)
Project Engineer (100%)
Project Engineering Technician (100%)
Senior Traffic Technician (80%)
Traffic Technician II (100%)
Supervisor of Signal Operations (20%)
Senior Signal Technician (100%)
Senior Signal Technician (50%)

Salary	Fringe	Total
68,092	23,200	\$91,292
57,053	20,092	\$77,145
46,752	17,193	\$63,945
30,262	12,551	\$42,813
26,982	11,627	\$38,609
10,845	7,085	\$17,930
46,281	17,060	\$63,341
23,141	10,546	\$33,687
SUB-TOTAL PS		\$428,762
TOTAL PS		\$713,574

TECHNICAL COMMITTEE AGENDA 03/06; ITEM II.D

Route 14 and Ozarks Technical College South TIP Amendment Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: The Missouri Department of Transportation District Eight and Ozarks Technical College are submitting an application for funding from MoDOT Headquarters to complete a project on the State Route 14 corridor. District Eight would like to tap into the highly competitive Cost Share funds that are distributed by MoDOT statewide. If accepted, funding for this project would come from State of Missouri funds and would be in addition to the regular apportionments received in the MPO study area. To strengthen the application's chances at the state level, the projects should be included in the Ozarks Transportation Organization's TIP.

The overall project being submitted is to provide for a signalized intersection at the main entrance to the new Ozarks Technical College South Campus. The improvement would construct an east bound left turn lane, west bound right turn lane and dedication of the necessary right-of-way in the project area for four-lane, median divided primary arterial section as designated in our Major Thoroughfare Plan. Ozarks Technical College would also make on-site safety improvements to facilitate vehicular traffic movement on the new campus. Total Ozarks Technical College contributions are \$286,008 of the \$861,200 total project costs. The remaining funds would be from the statewide Cost Share funding category.

STAFF RECOMMENDATION: Staff has reviewed the request and finds that the request furthers the goals and objectives as set forth in our Long-Range Transportation Plan and Major Thoroughfare Plan. Staff therefore recommends endorsement of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To either endorse the Cost Share request and recommend to the Board of Directors to amend the TIP to accommodate this request or to provide direction to MoDOT and OTC on how the application could be modified to receive an endorsement from the Technical Committee. If recommended for approval, include the following; that staff prepares 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 April Board of Directors meeting.

PROGRAMMED IMPROVEMENTS

Highway/ Roads

City of Ozark

Route 14 Improvements at Ozarks Technical College South

TIP# OK0601

Improvements to the intersection of Route 14 and Ozarks Technical College South Campus Entrance. MoDOT Cost Share project. OTC will accelerate project with reimbursement by MoDOT of \$242,028.00 in SFY 2008

Federal Source Agency: FHWA

Federal Funding Category: Discretionary

MoDOT Funding Category: Cost Share Program

Work or Fund Category: Construction

FHWA (Discretionary): \$575,192

Local (Ozarks Technical College): \$286,008

TOTAL FY 2006: \$861,200

DESIGN AND SCOPING PROJECTS

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

Christian	MO 14	PE only to determine rehabilitation needs in Ozark from Finley River Bridge A1002 south to Business 65 east junction. J8P0781
Christian	BU 65	PE only for grading, paving, geometrics, drainage, lighting and signals at intersection of Business 65 and Route 14 in Ozark. J8P0787

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
GR0504				\$336,400				\$336,400	
GR0507				\$80,000				\$80,000	\$20,000
GR0510								\$0	
GR0512	\$143,000							\$143,000	
GR0602								\$0	\$2,500,000
GR0603								\$0	\$2,788,000
GR0604								\$0	\$726,000
GR0605		\$215,200		\$12,800				\$12,800	
GR0613								\$215,200	\$53,800
GR0614								\$0	\$959,000
GR0615								\$0	\$1,667,000
MO0601								\$0	\$15,000
MO0602								\$0	\$17,000
NX0403	\$224,000							\$224,000	\$376,000
NX0602								\$0	
NX0603								\$0	
NX0604								\$0	
OK0601		\$575,192						\$0	\$286,008
RP0601								\$0	\$24,700
RP0602								\$0	\$4,900
RP0603								\$0	\$23,000
RP0604								\$0	\$27,000
RP0605								\$0	\$21,000
RP0606								\$0	\$11,900
RP0607								\$0	\$16,000
RP0608								\$0	\$100,000
SP0402			\$1,244,800					\$1,244,800	\$311,200
SP0411	\$74,000		\$13,811,000					\$13,885,000	\$7,795,000
SP0415								\$0	\$1,000,000
SP0418								\$0	
SP0420								\$0	\$1,000,000
SP0424			\$7,824,600			\$173,500		\$7,998,100	\$1,956,000
SP0427								\$0	\$750,000
SP0505								\$0	\$750,000
SP0506								\$0	\$450,000
SP0512								\$0	\$125,000
SP0513								\$0	\$147,000
SP0514								\$0	\$350,000
SP0516								\$0	\$428,000

Highways/Roads

*Ozarks Transportation Organization
2006-2008 Transportation Improvement Program*

FINANCIAL SUMMARY

Highways/ Roads

FINANCIAL CONSTRAINTS

	FEDERAL							MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENC	ITS	TOTAL		
2006										
Anticipated	\$11,614,474	\$1,010,392	\$26,804,600	\$2,784,400	\$200,000	\$173,500	\$3,213,262	\$45,800,628	\$11,558,290	\$89,415,069
2006										
Programmed	\$441,000	\$1,010,392	\$26,804,600	\$2,784,400	\$200,000	\$173,500	\$3,213,262	\$34,627,154	\$11,558,290	\$78,241,595
Balance	\$11,173,474	\$0	\$0	\$0	\$0	\$0	\$0	\$11,173,474	\$0	\$11,173,474
2007										
Anticipated*	\$2,939,674	\$950,000	\$0	\$1,285,600	\$0	\$0	\$1,068,986	\$6,244,260	\$13,332,175	\$51,112,170
2007										
Programmed	\$6,211,684	\$950,000	\$0	\$1,285,600	\$0	\$0	\$1,068,986	\$9,516,270	\$13,332,175	\$54,384,180
Balance	-\$3,272,010	\$0	\$0	\$0	\$0	\$0	\$0	-\$3,272,010	\$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	\$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	\$8,079,799	\$26,996,455
Balance	\$163,674	\$0	\$0	\$0	\$0	\$0	\$0	\$163,674	\$0	\$163,674

TOTAL BALANCE REMAINING 2006-2008

\$8,065,138

TECHNICAL COMMITTEE AGENDA 03/06; ITEM ILE

MoDOT Guardrail and Guard Cable TIP Amendment Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: The Missouri Department of Transportation District Eight is requesting a TIP amendment to improve safety throughout the Ozarks Transportation Organization service area. As part of MoDOT's continuing efforts to update safety features along freeways and other high priority MoDOT routes, District Eight proposes using Taking Care of the System funds for guardrail and guard cable improvements. These improvements reduce the number of fatal crashes and create a safer driving environment for residents of our region.

The projects are being included in the TIP without specific locations to demonstrate that the OTO and MoDOT consider safety and "taking care of the system" a high priority. Including these items in the TIP also helps the OTO in meeting one of the recommendations contained in the USDOT Triennial Certification Review.

STAFF RECOMMENDATION: Staff has reviewed the request and finds that the request furthers the goals and objectives as set forth in our Long-Range Transportation Plan and the recommendations contained in the Triennial Certification Review. Staff therefore recommends endorsement of this request.

TECHNICAL COMMITTEE ACTION REQUESTED: To endorse the TIP amendment request and recommend to the Board of Directors to amend the TIP to accommodate this request or to provide direction to MoDOT and OTO on how the amendment could be modified to receive an endorsement from the Technical Committee. If recommended for approval, include the following; that staff prepares 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 April Board of Directors meeting.

PROGRAMMED IMPROVEMENTS

Highway/ Roads

MPO Wide Maintenance

FY 2006

On-call Guardrail Repair Program for 2006-2007

TIP# MO0601

Repair to guardrail throughout the Ozarks Transportation Organization area.

Federal Source Agency:

Federal Funding Category:

MoDOT Funding Category: Taking Care of the System – District 8

Work or Fund Category: Miscellaneous

MoDOT: \$15,000

TOTAL FY 2006: \$15,000

On-call Guard Cable Repair Program for 2006-2007

TIP# MO0602

Repair guard cable throughout the Ozarks Transportation Organization Area

Federal Source Agency: N/A

Federal Funding Category: N/A

MoDOT Funding Category: Taking Care of the System – District 8

Work or Fund Category: Miscellaneous

MoDOT: \$17,000

TOTAL FY 2006: \$17,000

FY 2007

On-call Guardrail Repair Program for 2006-2007

TIP# MO0601

Repair to guardrail throughout the Ozarks Transportation Organization area.

Federal Source Agency: N/A

Federal Funding Category: N/A

MoDOT Funding Category: Taking Care of the System – District 8

Work or Fund Category: Miscellaneous

MoDOT: \$93,000

TOTAL FY 2007: \$93,000

PROGRAMMED IMPROVEMENTS

Highway/ Roads

On-call Guard Cable Repair Program for 2006-2007

TIP# MO0602

Repair guard cable throughout the Ozarks Transportation Organization Area

Federal Source Agency: N/A

Federal Funding Category: N/A

MoDOT Funding Category: Taking Care of the System – District 8

Work or Fund Category: Miscellaneous

MoDOT: \$103,000

TOTAL FY 2007: \$103,000

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
GR0615								\$0		\$1,667,000			\$1,667,000
MO0601								\$0		\$15,000			\$15,000
MO0602								\$0		\$17,000			\$17,000
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
OK0601		\$575,192						\$0				\$286,008	\$861,200
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

FINANCIAL SUMMARY

Highways/ Roads

SP0517										\$0	\$637,000		\$637,000
SP0518										\$0	\$1,005,000		\$1,005,000
SP0519										\$0	\$253,000		\$253,000
SP0601										\$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		\$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	\$116,201	\$120,232	\$833,295
SP0620										\$892,700	\$103,650	\$103,650	\$1,100,000
SP0621										\$285,600	\$57,200	\$57,200	\$400,000
SP0622										\$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	\$558,800		\$2,794,000
SP0626										\$0		\$300,000	\$300,000
SP0627										\$0	\$360,000		\$360,000
W10601										\$220,000	\$55,000		\$275,000
TOTAL	\$441,000	\$1,010,392	\$26,804,600	\$2,784,400	\$200,000	\$173,500	\$3,213,262	\$34,627,154	\$32,056,151	\$11,558,290			\$78,241,595

FINANCIAL SUMMARY

Highways/ Roads

2007

PROJECT	FEDERAL							MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENH	ITS			
CC0701	\$200,000									
GR0507				\$143,200				\$35,800	\$50,000	\$250,000
GR0510										\$179,000
GR0512	\$2,385,284								\$500,000	\$500,000
GR0603				\$218,400				\$2,045,178	\$597,072	\$5,027,534
GR0614									\$66,600	\$285,000
GR0701				\$924,000				\$26,070,000		\$26,070,000
MO0601								\$93,000	\$231,000	\$1,155,000
MO0602								\$103,000		\$93,000
NX0601										\$103,000
NX0703									\$100,000	\$100,000
SP0406	\$2,226,400								\$691,746	\$691,746
SP0415	\$1,400,000	\$750,000						\$2,500,000	\$556,000	\$5,282,400
SP0416									\$32,000	\$2,182,000
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								\$350,000		\$350,000
SP0626									\$244,000	\$244,000
SP0706								\$100,000		\$100,000
SP0707									\$350,000	\$350,000
SP0708									\$100,000	\$100,000
SP0710									\$175,000	\$175,000
SP0712									\$150,000	\$150,000
SP0716		\$200,000					1,068,986	\$213,757	\$213,757	\$1,496,500
TOTAL	\$6,211,684	\$950,000	\$0	\$1,285,600		\$0	\$1,068,986	\$25,000	\$13,332,175	\$54,384,180

FINANCIAL SUMMARY

Highways/ Roads

FINANCIAL CONSTRAINTS

	FEDERAL							MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	FTA	ENC	ITS			
2006										
Anticipated	\$11,614,474	\$1,010,392	\$26,804,600	\$2,784,400	\$200,000	\$173,500	\$3,213,262	\$32,056,151	\$11,558,290	\$89,415,069
2006										
Programmed	\$441,000	\$1,010,392	\$26,804,600	\$2,784,400	\$200,000	\$173,500	\$3,213,262	\$32,056,151	\$11,558,290	\$78,241,595
Balance	\$11,173,474	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,173,474
2007										
Anticipated*	\$2,939,674	\$950,000	\$0	\$1,285,600	\$0	\$0	\$1,068,986	\$31,535,735	\$13,332,175	\$51,112,170
2007										
Programmed	\$6,211,684	\$950,000	\$0	\$1,285,600	\$0	\$0	\$1,068,986	\$31,535,735	\$13,332,175	\$54,384,180
Balance	-\$3,272,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$3,272,010
2008										
Anticipated*	\$2,939,674	\$1,120,000	\$1,750,000	\$2,986,000	\$0	\$0	\$2,739,656	\$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	\$7,545,000	\$8,079,799	\$26,996,455
Balance	\$163,674	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,674

TOTAL BALANCE REMAINING 2006-2008

\$8,065,138

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.

BEAR T. R. A. C. S.

Transporting Responsibly around the Community of Springfield

Mission-*BEAR Tracs will facilitate a safe and reliable commuting environment in the Springfield area by providing free non-judgmental rides home to any student that is in need of transportation to their residence.*

BEAR Tracs is based on the CARPOOL program set up at Texas A&M seven years ago which has provided over 80,000 safe rides to the students at College Station. The program has since been duplicated at several schools including the University of Missouri, Colorado State, Arizona State, and the University of Georgia. If more detailed information is desired there is a 320 page manual designed by Texas A&M that thoroughly explains all of the material.

The program will be based on six principles.

- **Free**-Students cannot predict when they will be in need of a ride. Be it from a friend's house, downtown, or the library the cost of a taxi can be a deterrent from calling for their services and walking can be an at best uncomfortable situation. For a program as this, it is very important that the program be free.
- **Convenient**-When a student requests a ride on Thursday, Friday or Saturday night they must be confident that a ride will be there shortly to take them to their desired destination. The staff must strategically plan each ride to be sure that the operations are very efficient.
- **Student Run**-Student will trust other students more than anyone else. Student volunteers will be the power that drives the program. They will plan, organize, and facilitate every aspect of BEAR Tracs. The University will play an integral part in administration, continuity, and oversight of the program.
- **Comfortable**-Rather than using a bus of strangers or a cab service, BEAR Tracs will use late model vehicles provided by a major rental company to provide custom rides to students. The personal service will allow students to feel relaxed and comfortable in the program. One male and one female will staff each vehicle to promote an environment where everyone will feel at ease. The goal of BEAR Tracs is to make the students feel like a friend who is there to give them a ride.
- **Rewarding**-BEAR Tracs must be a positive program for the members, sponsors, community and patrons. All of these different constituencies will receive benefits that will help them each in a unique way.
- **Nonjudgmental**-This program is not designed to try to influence students' decisions to drink or not. It is a harm reduction program to be viewed in partnership with programs such as 32 Minutes and the Question your Perception campaign at MSU. Its goal will be to ensure that students will not drink and drive. All students will be encouraged to use our service, no questions asked.

Overview of Operations

BEAR Tracs will be an intricate and complex organization. It will require a dedicated team and support from the administration, Springfield Police, the community and most importantly the students of Missouri State. Below is a brief overview of many parts of the proposed operation based on the CARPOOL model.

- BEAR Tracs will operate every Thursday, Friday, and Saturday Night
- All drivers are unpaid volunteers that are selected from an interview/application process.
- They will have thorough training in:
 - Defensive Driving
 - Alcohol Awareness
 - Basic Operations
 - Emergency Policies and Procedures
- Enterprise Rent-A-Car has been willing to allow the use of their vehicles at many of the other operations. If they are not the model could apply to any car rental company.
- Every vehicle is driven by one male and one female member of BEAR Tracs
- BEAR Tracs will not provide rides to other bars, clubs, or parties--only provides rides to a patron's home
- Patrons need not be intoxicated to get a ride home
- Groups of members will visit local bars during operational hours to promote and facilitate rides home
 - These members are in constant communication with headquarters
- BEAR Tracs will document every phone call received and ride given during operations
 - No information will be taken from patrons
- Before each ride a Passenger agreement will be read to each patron before they enter the vehicle
- Every vehicle will be equipped with a Cell Phone, trash bags, plastic gloves, flashlights, Springfield Map, basic first aid equipment, and emergency policy information
- BEAR Tracs headquarters maintains a direct line of communication with each vehicle at all times
- Every vehicle will be monitored to keep track of their location and number of passengers for safety and efficiency reasons
- During the week the organization will be actively promoting itself and its sponsors on campus and in the Springfield area
- A logo will be developed and a bright color chosen so that the organization and its members are easily identified

Funding and Budget

A program of this magnitude requires a large operating budget. However, with a program like, corporations such as Enterprise Rent-A-Car and others have been very willing to donate items and services.

- There will be NO student fee tied into this program.
 - Other programs across the nation including University of Georgia, Texas A&M, University of Missouri, Colorado State, and University of Oklahoma to name a few are run by donations from businesses and the support of individuals
- Businesses have been eager to support a program for a few reasons.
 - Tax break incentives
 - Goodwill and a worthy project
 - The advertising and logos are built into every piece of literature and anytime the programs logo is displayed, so are those businesses
- The Student Government Association also has an increased budget that could help with startup costs

Risk Management

BEAR Tracs will be designed and ran with the liability and safety to student drivers, passengers, the community and the University at the forefront of planning and operations. This organizations existence can only be possible if we are able to take a risky operation and make it safe enough that our members, our patrons, and the university feel comfortable enough to run, use, and support our program.

- Risk management will be an emphasis in the training of student members and will be engrained in the daily operations of BEAR Tracs.
- Student drivers are trained in defensive driving, identifying alcohol poisoning, and emergency procedures-- A detailed manual of what to do in every imaginable situation will be prepared.
- A member of the Executive Staff will be at the office location every night in case of an emergency.
- Since the University does not own the vehicles, they can be covered under the rental company's optional insurance. This covers the members of BEAR Tracs and includes:
 - Collision Damage Waiver
 - Personal Accident Insurance
 - Supplemental Liability
- We would then be responsible for purchasing additional insurance including but not limited to:
 - General Liability
 - Accidental Medical

The key to all of the Risk Management will be the members and executive staff thoroughly following the procedures developed by the Carpool program to ensure that the members, patrons and community are made safer by the program.

THE URBAN TRANSPORTATION MONITOR

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CBD Vitality an Issue in Most Cities, Transportation Plays Key Role

Most Transportation Professionals View the Vitality of Their CBD as Healthy

Despite the fact that most transportation professionals believe that the vitality of the central business district (CBD) of their city is healthy, more than 90% also indicate that it is an issue among elected officials and other community leaders.

Earlier this month *The Urban Transportation Monitor* conducted a national survey among transportation professionals on transportation access and internal circulation issues as it relates to CBD vitality (see page 9-13 of this issue for the results). Respondents to the survey provided examples of how transportation projects improved the vitality of a CBD:

- Convenient regional access from freeways and transit play a major role in accessibility.
- A local street environment that is pedestrian friendly, attractive and aesthetically pleasing, makes a CBD look attractive and improves its image.
- Well-planned and attractive transportation projects create a sense that there is a commitment to a CBD, which in turn creates a desire by the private sector to invest.
- Transit is a major factor in allowing higher densities in developments. This makes the provision of large numbers of housing and employment centers feasible, which in turn increases the vitality of a CBD.

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An example of a project that played a significant positive role in improving the vitality of a Central Business District - the LYMMO service. This 3-mile Bus Rapid Transit project in Orlando's CBD operates on a combination of median, same-side and contraflow lanes. LYMMO connects to the region's transit hub at LYNX Central Station and is planned to connect to the primary downtown commuter rail station when that service begins in 2009. (Photo: Courtesy of LYNX)

What is Happening With TRANSIMS? FHWA Provides Some Answers

Still in Development After 11 Years; Application Guidance and Support Framework Being Developed

Some transportation planners have lately been wondering what is happening with the TRansportation ANalysis and SIMulation System (TRANSIMS). TRANSIMS is the travel demand forecasting and analysis software initially developed by the Los Alamos National Laboratory (LANL) through a \$25 million contract initiated in 1994 and sponsored the Federal Highway Administration (FHWA) and the Environmental Protection Agency.

The Urban Transportation Monitor posed some questions about TRANSIMS to the FHWA last week and received the following replies:

UTM: We were under the impression that TRANSIMS was ready for implementation in 2004 with support and service provided by IBM Business Consulting Services. We have not been able to make contact with IBM, and the other contact tel.

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CBD Vitality an Issue in Most Cities

Respondents also indicated that some transportation projects and strategies can hurt the vitality of a CBD. Here are some examples:

- Transportation projects that have hurt a CBD are investments that improve access to suburban areas. These suburban areas then create competition for development of jobs, housing, retail, and visitor attractions.
- Lack of significant capacity improvements reduces the employment development potential of a CBD.
- Vehicle restrictions in a CBD can result in additional delays to traffic.
- Construction of transportation facilities can cause additional delays to traffic.
- One-way streets do provide good circulation patterns

Overall, the results of the survey seem to indicate that CBD vitality can be enhanced most effectively through a multi-functional approach to transportation facilities. This implies that streets are not just about capacity and traffic volume, but also about access and circulation and transit right-of-way and bicycle right-of-way; that sidewalks and medians are not just about some space for pedestrians, but also about creating a pleasant streetscape; that transit is not just about providing access to



An example of a project that played a significant positive role in improving the vitality of a Central Business District - a new off-street transfer station in Topeka. The station removed passengers from the sidewalk allowing other pedestrians to use it. (Photo: Courtesy of Topeka Metropolitan Transit Authority)

a CBD but also about providing convenient circulation within a CBD.

The survey results also show a severe lack of literature that addresses CBD vitality and transportation. One respondent remarked: "Man, if I had that book, I would put it on the same shelf as the Bible! In the time it took for cars to go from fins on the fenders to three rows of "stadium seating," transportation policy has gone from one-way pairs right through the CBD to traffic calming on arterials!" The only suggestions were:

Traditional Neighborhood Development
Street Design Guidelines, Institute of Transportation Engineers (no longer in print);

When Main Street is a State Highway, Maryland Department of Transportation;
Getting to Smart Growth, the Smart Growth Network; and

The Pedestrian Revolution by Breines and Dean.

Overall, the following remark by a respondent provided a good summary of the topic of CBD vitality and transportation: "If customers cannot get to the CBD, the area will fail. If they cannot travel safely as

a pedestrian after arriving at the CBD, the area will fail. If it does not feel safe and hospitable, the area will fail."

RFP Express Service

You can view hot-off-the-press transportation RFP notices from federal, state, and local agencies at your convenience in one centralized location on the Internet. Each week, the database, which includes approximately 50-70 active transportation RFPs, is updated with 15-25 new RFPs.

This service is available to *Urban Transportation Monitor* subscribers for just \$30.00 per month and to non-subscribers for \$49.00 per month.

To start simply send an email to editors@lawleypublications.com requesting a subscription to the **RFP Express Service**. Please provide your organization name, address, and telephone number.

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Editorial

This week's survey addressed transportation and the vitality of central business districts. A central business district (CBD) can be defined as the historical, commercial, cultural, and governmental focal point of a city. Vitality can be defined as cultural, retail, commercial, and residential prosperity.

There is no doubt that the accessibility of a CBD strongly influences its vitality. This was well proven during the period 1950 to 1980 which was the era of major freeway construction in the U.S. During this period, radial and circumferential freeways were constructed in most larger cities. It is easy to identify an inverse correlation between the growth in urban freeway miles (and particularly circumferential freeway miles) and CBD retail sales during this time period. During this same period, many CBD's in the U.S. deteriorated rapidly, and in some, the only major activities left were government offices and some struggling retail and commercial activity supporting the government offices.

Fortunately, residents, their elected officials, and some property owners recognized their CBD as something valuable and worth saving. Efforts to "revitalize" struggling CBDs were not easy and came with some pitfalls. For example, a popular earlier tool was to convert a street section into a downtown pedestrian mall. In fact, a 1989 survey of 36 downtown pedestrian malls in the U.S. by the City of Eugene in Oregon showed that 25 of these pedestrian malls were either removed or were to be removed or were doing poorly. Only 7 were either doing well or great.

Transportation professionals have learned from these experiences. This week's survey lists a large number of projects that respondents believe played a significant positive role in improving the vitality of a CBD. However, it is somewhat surprising to see that not one project relates to the movement of goods. This points to a larger issue: a possible lack of a systems approach to CBD transportation planning. In any CBD a number of transportation modes are present. There are different activities taking place each with its own specific transportation needs. The matching of these will identify deficiencies. Such an approach will not disregard goods movement or any other part of the transportation system that is essential to the vitality of a CBD.

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

This Week's Survey Results

Access and Internal Circulation Issues to Improve Central Business District Vitality

Earlier this month, *The Urban Transportation Monitor* conducted a national survey to obtain information and opinions on access and internal circulation issues as they relate to Central Business District (CBD) vitality. Questionnaires were sent via e-mail to 500 traffic engineers, transportation planners and transit professionals. A total of 51 completed questionnaires were received for a response rate of 10%. The results of the survey are published here. A total of 32% of the responses to the survey represented small cities (up to 100,000 population), 32% represented medium sized cities (between 100,000 and 250,000 population) and 36% represented larger cities (greater than 250,000 population). For the purposes of this survey, the following definitions are applicable:

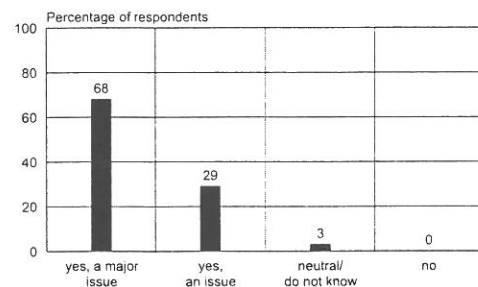
Central Business District (CBD) or Downtown

The historical, commercial, cultural, and governmental focal point of a city.

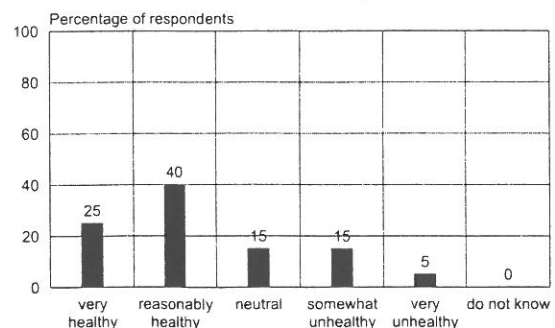
Vitality

Cultural, retail, commercial, and residential prosperity. Prosperity can be measured in terms of a positive, or at least a stable, trend in the number of employees working in each of these activities, or in the number of people living in the CBD in the case of residential prosperity.

Has the vitality of the city's CBD been an issue among elected officials and other community leaders over the past few years? (Respondents referred to the city they are most familiar with in terms of transportation issues)



How "healthy" would you rate the vitality of the city's CBD?



*In broad terms, how has transportation projects affected the vitality of the city's CBD in a **positive** way?*

- Good rail transport (13 regional lines, 4 rapid transit lines and 5 light rail lines) has kept the CBD as a desirable place to conduct business, work and live. Residential population is booming.
- Construction of pathway with parking improvements, new pedestrian crosswalks and traffic signals improved the "visual" appearance.
- Overall, the transportation changes have had a small positive impact to encourage new developments in the CBD.
- City has a very good transit infrastructure. This provides a good alternative for many employees to get to their jobs in the CBD.
- Completion of a freeway in the early 1990s removed a significant number of vehicles from the local surface streets and reduced congestion on a number of them but not all.
- In 2003, the city constructed traffic improvements within the CBD due to deficiencies in the existing roadways and increased traffic volumes. The scope of the improvements to be constructed was determined by the task force of business owners, neighboring residents and city officials. The range of options included access closures, converting two-way streets to one-way, lane reductions, roundabouts, traffic signals, street relocations and access relocations. Since the improvements have been completed, the City has received numerous positive comments from motorists as well as business owners/tenants in the CBD.
- Transportation improvements in the CBD created a sense that the city is committed to its CBD. This in turn created interest from private investors.
- CBD light rail has improved CBD image and mobility.
- Recent transportation projects have encouraged redevelopment.
- Recent transportation projects have modified our CBD arterials to promote destination trips to our central business core and improved pedestrian visibility and access.
- Sidewalk and pedestrian projects improved the look of the area.
- Generally, improvements to condition and streetscapes, including some enhanced non-motorized facilities have contributed to improving the community character of the urban core.
- Re-opening a formerly closed main street from a pedestrian mall to a mixed mode facility has improved some circulation and access.
- Some conversions from one way to two facilities have also improved access and circulation within the core, as opposed to just trying to move suburban commuters into and out of the urban core under the old two way pair system, although the primary backbones of that system have been retained.
- Some 4 lane to 3 lane conversions with bike lanes have also lowered speeds and crashes and improved bike/peds access.
- Recently, the City converted many one-way streets to two-way streets at the request of the downtown revitalization group. There seems to be a positive attitude about this.
- Traffic operations and transit routing efforts have reduced the "friction" of the local street system, allowing greater "ease" of circulation within the CBD.

*In broad terms, how has transportation projects affected the vitality of the city's CBD in a **negative** way?*

- A main railroad bisect the CBD and creates blockages.
- Reconstruction reduces accessibility and caused many financial hardships to businesses. Other than some spot locations where construction projects have blocked lanes temporarily the transportation system has not impacted the CBD negatively.
- While there have not been significant negative impacts, it could be argued that construction related impacts affected business vitality.
- The vitality of our CBD has slowly improving over the past two decades, and transportation investments have contributed to the improvement. Transportation projects that have hurt the CBD have been investments that improve access to suburban areas that then create "competition" for the development of jobs, housing, retail, and visitor attractions.
- Transportation projects have had little effect, either positive or negative.
- Transportation projects outside the CBD have encouraged suburban development.
- Lack of significant capacity improvements to roads have reduced the employment development potential of the city.
- One-way streets and diagonal parking frustrate drivers.
- Original CBD arterials carry a heavy amount of through traffic. Diversion to alternate roadways have taken place. However these alternate roadways were not designed to carry the high volume that they are now carrying.
- Vehicle restrictions in the downtown core have cause large backups during the morning, noon, and pm peak hours.
- The construction of large roadway projects on the outskirts of the CBD have increased the accessibility to these locations. This in turn have attracted development which have taken people away from the CBD.
- Automobile traffic disrupts pedestrian activities.
- Some loss in funding for transit service have resulted in a greater reliance on the auto.
- Most of the adverse impacts of transportation projects have been from legacy projects built earlier as part of the construction of the urban interstate and freeway systems which tended to isolate and cut neighborhoods. The few major widenings done in the past 25 years or so since this system was constructed have tried to specifically reduce such barriers and provide for cross-movements and to retrofit access management where possible.
- Narrow streets originally platted and constructed in the 50s and 60s limit mobility in the CBD. Transit should play a major role.
- There is never enough parking in the CBD.
- Elimination of portions of the CBD street network has reduced access and circulation.
- Planning for through traffic in the CBD is of great concern. The reason is that the streets planned to carry through traffic are designed to promote the automobile instead of the pedestrian. This must be reversed in order for a CBD to survive, much less thrive or be vital!
- There are complaints that some of our one-way streets do not allow good circulation patterns for some businesses.
- Freeway routing has limited the size of the CBD and access to the CBD. Vehicular access to the freeways is concentrated at three major portals and several minor portals, creating congestion points.
- Emphasis on wider streets (advocated in the '60's) and access to suburban development promoted economic growth away from Center City. Development of a freeway loop around the CBD created barriers but also provided a traffic distribution system for access to the CBD and its adjacent neighborhoods.
- The pace of transportation enhancements is not concurrent or ahead of development, and the resulting congestion is a negative issue.

Projects that Played a Significant Positive Role in Improving the Vitality of the CBD of a City (As provided by respondents)

City and State	Name of Project	Year Project Was Completed	Description of Project	How Project Improved Vitality of CBD
Street and Highway Improvements				
Norman, OK	Railroad Crossing Improvements	2002	Crossings smoothed and new control equipment installed.	Less blockage of main street through CBD.
Newport, OR	Streetscape Improvements	2002	Downtown streetscape improvements.	Not available
Eagan, MN	Town Center Area Traffic Improvements	2003	Traffic signal installation, new sidewalk construction, mill and bituminous overlay of existing pavement (maintenance activity) and conversion of a 4-lane, non-divided road to a three-lane, non-divided road.	Provided safer and more efficient access to CBD.
Suffolk, VA	Streetscape Improvements	2000	Added packing back to Main Street, streetscape landscaping and trees added, added street furniture and changed street lights and traffic signal poles to historic designs.	Created a sense of commitment to CBD and thus the desire to invest in the area by private enterprises.
Tacoma, WA	New Freeway	1985-1990	Connects CBD to highways	Provided a reliable connection to the major employment areas in the downtown. The improved access helped to bring about revitalization of the CBD including a new University of Washington campus, new construction, and re-adaptive use of existing buildings.
Santa Cruz, CA	Street Improvement	1997	The project widened a two lane facility to three and four lanes including landscaping and street amenities.	The project has encouraged properties along the corridor to redevelop and intensify.
Lansing, MI	Loop Project	2006	The loop project directs trips into and out of the CBD along specific signed routes and facilities and to parking. The loop has succeeded in reducing circling for parking and getting visitors into and out of the capitol and museum and state office complexes more efficiently. In addition, good aesthetics and other improvements gave the Loop a consistent look and feel.	The loop involved no new roadways, although some reconstructions and enhancements were included. It simply found optimal ways for directing visitors using wayfinding and locational signing and sidewalk/streetscape markers. Consistent visual styles were used and gateways and aesthetics were improved.
Stockton, CA	Crosstown Freeway	1996	Construction of an east-west freeway connecting two north-south freeways. Project was just south of Stockton's CBD.	Better access to the CBD for people not living in Stockton.
Troy, MI	Big Beaver Road Widening	2001	Widen Big Beaver Road to a 6 lane boulevard.	Provided additional capacity to serve office and retail developments in the corridor leading to I-75.
Louisville, KY	4th Street Live	2003	Re-opened a street that had been closed for many years (4th Street). The street now carries 2-way traffic and is closed on weekends and evenings for pedestrian activity, special events, etc. It seems to be working well.	This project served to compliment a new entertainment district. It has been very successful.
Boston, MA	Central Artery/Tunnel	2004	Our firm was responsible for the civil design of the Massachusetts Turnpike extension from Downtown Boston to the portal of the Ted Williams Tunnel. This included significant reconstruction of surface streets for about one block on both sides of the cut-and-cover tunnel.	This project greatly improved access to South Boston, allowing a complete re-development of the Massachusetts Port Authority's Seaport District (numerous hotels, offices and waterfront destinations, as well as the development of the South Boston Auditorium.
Philadelphia, PA	I-95 completion	1970s	Completion of I 95 through Delaware River waterfront area.	Provided opportunity for development of Penn's Landing area.
Norman, OK	Main Street Reconstruction	2004	Main Street and adjacent sidewalks were reconstructed and brought up to latest standards.	More attractive for pedestrians and better traffic flow.
Suffolk, VA	Signal Improvement Project	2002	Retimed traffic signals to account for increased traffic and added pedestrian phases to traffic signals where none existed.	Made the area much more pedestrian friendly and attracted new business and investments.
Tacoma, WA	I-509.	1994-1998	Connects CBD to Port of Tacoma and Northeast Tacoma.	Provided a reliable commuter connection to NE Tacoma and freight mobility from the Port and CBD to I-5.
Scotts Valley, CA	Scotts Valley Drive	1998	Widened, repaved a two lane facility to a separated two lane facility with landscaping and lighting.	This project was a redevelopment project which also encouraged new investment along the corridor.
Troy, MI	Northfield Hills Corporate Center	1988	Construct 6 lane boulevards.	Provided road capacity to serve employment.
Louisville, KY	2nd Street	2003	An old one-way street (2nd St.) was changed to a two-way street several years ago. The new traffic pattern allows better access to a large section of the city.	Better access has attracted new hotels and compliments the entertainment.
Philadelphia, PA	I-676 Freeway Completion	1992	Connected terminus of freeway on local street to bridge to New Jersey and to I 95, removing Interstate traffic from the local road system.	Removed Interstate traffic from the local road system. The local roads were therefore able to better serve the people living and working in the CBD. With less demand on the local streets there was room to grow. There was a significant safety benefit as well. This also improved transportation in the region.
San Antonio, TX	Signal System Retiming	2005	Complete retiming of CBD core area traffic signals (approx. 65 signals) to improve progression along primary streets.	Has improved traffic flow through and within the CBD.
San Francisco, CA	Removal of the Embarcadero Freeway	1989	The Embarcadero Freeway located along the Bay was removed after the Loma Prieto earthquake.	Removed a visual and physical barrier between downtown and the shops along the Bay.
Philadelphia, PA	Completion of I-95 Through CBD	1980	Completed final 2 mile section of I-95 in city.	Removed Interstate traffic from the local road system. Over 100,000 daily trips left the local roads in the Area of the CBD. The local roads were therefore able to better serve the people living and working in the CBD. With less demand on the local streets there was room to grow. It also allowed development along the riverfront. There was a significant safety benefit as well. This also improved transportation in the region.

Projects that Played a Significant Positive Role in Improving the Vitality of the CBD of a City (Cont.)

City and State	Name of Project	Year Project Was Completed	Description of Project	How Project Improved Vitality of CBD
San Jose, CA	Route 87 Freeway Upgrade	2005	Upgraded a 3 mile section of roadway from an urban arterial with 4 signalized intersections to a new 6-lane freeway connecting Downtown San Jose and the Mineta San Jose International Airport.	Relieved significant congestion along a major access route to Downtown San Jose and improved the convenience of regional access.
Agawam, Massachusetts	Main Street Traffic & Safety Improvements	Ongoing	When Six Flags, Inc. redeveloped the former Riverside Amusement Park, State officials made a Public Works Economic Development (PWED) grant to the Town for access improvements on Main Street (Route 159). Our firm has been developing plans for the improvements since 2001. The project timeline became protracted when the CBD (actually a linear village) was placed on the National Register of Historic Places. There has been a great deal of opposition to widening of the street through the historic district.	The Historic District is notable for its Grande Allee, a 200-foot wide linear park through which the street passes. Many formerly prosperous 1800's homes and businesses that enjoyed the original beauty of the Grande Allee have slowly eroded due to increased traffic on Main Street and the deterioration of trees lining the street. This project, and the public input process that was required to conform to Section 106 Federal regulations, is forcing the eventual construction of a diversionary second entrance to the amusement park, and a significant investment in Grande Allee restoration. It is hoped that the traffic diversion and the infrastructure investment will result in a better quality of life for abutters, as well as alternative business opportunities focused on the historic character of Agawam Center.
Public Transportation Improvements				
Philadelphia, PA	Central Commuter Tunnel for Trains	1978	Connected dead end terminals, making them through lines and improving efficiency and access.	This made the commuter rail system more efficient and allow passengers multiple stations closer to their destinations. It also opened up real estate for development of Convention Center. This also improved transportation in the region.
San Jose, CA	Downtown Transit Mall	1988	Development of a focused transit mall for bus and LRT services in the core of Downtown San Jose, with wide and attractive granite sidewalks, lighting and landscaping.	Provides easy transit access to Downtown San Jose and creates an attractive walking corridor for pedestrians. Investment has stimulated renovation of historic buildings and a revitalized retail district.
Dallas, Texas	Light Transit	1990	New transit stations and service were established and more people started riding the trains instead of driving their vehicles, helping to alleviate the CBD traffic congestion, particularly during rush hours.	More people venture to evening and night life in CBD than they used to. Also, some old buildings have been converted to dwelling places and people are beginning to move back to downtown to live.
Topeka, KS	Quincy Street Station	2003	New off-street transfer station for transit operations in Downtown Topeka	It cleared the 8th and Kansas Intersection of transit riders and allowed the sidewalk space to be used more effectively for shoppers.
San Antonio, TX	Comprehensive Transit Plan 2005	2005	Complete restructuring of transit routes into and through the CBD including routes, headways and stop locations.	Reduced the friction caused by bus/vehicle interaction.
Portland, OR	Portland Streetcar	2001	Portland's modern streetcar system runs almost entirely along paved track on city streets. The system connects RiverPlace Marina with Northwest Portland. It circulates people between sections of Portland's close-in central neighborhoods, schools, business and arts districts.	Portland Streetcar has dramatically increased development along its 6-mile linear neighborhood.
Portland, OR	Addition of Light Rail	Continuously growing	Adding light rail (MAX) to the Portland area.	Light rail is heavily utilized and changing the way people commute and live.
San Diego, CA	Trolley Line	1990-2000	A trolley system from downtown to other transportation hubs	It provided a vital transit network that has allowed high density development and integrated the downtown with the rest of the City
Baltimore MD	Mass Transit Line	1990s	Completion of the transit and light rail in downtown Baltimore.	Provided opportunity for alternate travel modes to the Inner Harbor area.
Topeka, KS	Great Overland Station	2005	Rehabilitation of the historic UPRR depot in Topeka	This project provided North Topeka with a landmark signature building and grounds what is the starting point of re-establishing the north side riverfront as a public space. This project along with streetscape improvements along North Kansas Avenue is helping to revitalize the historic shopping area in North Topeka.
Orlando, FL	LYMMO	1997	This 3-mile Bus Rapid Transit (BRT) project in Orlando's CBD operates on a combination of median, same-side and contraflow lanes. This BRT system called LYMMO connects to the region's transit hub at LYNX Central Station, also the primary downtown commuter rail station when service begins in 2009.	This free transportation system has enhanced business and government access, parking mitigation and the pedestrian environment. Many new downtown developments are locating along the LYMMO line.
Portland, OR	Transit Fareless Zone	1980s or 1990s?	The City of Portland created a 300-block fareless zone for all bus and light rail transit.	This project eliminated many short, single-occupant vehicle trips in the CBD and made using transit more appealing than driving a private vehicle.
Scottsdale, AZ	Downtown Trolley	2003	Purchase and operation of a free trolley service in the downtown to service tourists and shoppers.	Improved circulation and access in downtown.
Parking Improvements				
Bend, OR	Centennial Parking Garage	2006	The city of Bend is currently constructing its first public parking garage in the CBD.	This project provided much needed parking in the CBD.
Amarillo, TX	Potter County Parking Facilities	2003-2005	Off-street parking.	Parking has always been an issue downtown. Potter County is one of the biggest employers downtown and has taken steps to accommodate their employees off-street.
McKinney, TX	Three-hour Parking Restriction	2004	Three-hour parking restrictions to encourage parking space turnover.	Created more free parking spaces.
Scottsdale, AZ	Downtown Parking	2005	Construction of two major public parking garages to service the downtown.	Improved supply and accessibility of parking.

Projects that Played a Significant Positive Role in Improving the Vitality of the CBD of a City (Cont.)

City and State	Name of Project	Year Project Was Completed	Description of Project	How Project Improved Vitality of CBD
San Jose, CA	Increased On-Street Parking in SoFA Entertainment District	2002	Reduced traffic lanes and installed on-street parking (parallel and diagonal) in the South of First Area (SoFA) entertainment district.	Improved parking supply increased the convenience of access to SoFA restaurants and nightclubs. On street parking creates a more pedestrian friendly environment by helping to slow traffic (due to fewer traffic lanes and side friction) and by creating a barrier for pedestrians between travel way and sidewalks.
Benicia, CA	Angle parking	2002	City restriped selected side streets in the CBD with new angle parking. Also, provided handicapped spaces to meet ADA requirements.	It provided more parking for both visitors and the merchants.
Bicycle and Pedestrian Improvements				
Flowood, MS	Flowood Town Center	underway now	Traditional Neighborhood Development mixed with pedestrian friendly retail/office center designed to promote walking instead of speeding through town in a car. Project will utilize the Smart Code.	People get out and walk, spend time in the CBD to work, shop, play.
Benicia, CA	Joint walkway program	Ongoing since 1992	City works with individual property owners to replace old sidewalks with decorative brick banded sidewalks along First St. City agrees to remove old walk with owner installing new walkway. Over the last 14 years, we have replaced about 25% of the walkways along First St.	I think it helped.
Lansing, MI	Lansing River Trail System	Ongoing	Initiated in the 60's and 70's, the Lansing River Trail System provides non-motorized and multi-user access along both sides of the Grand and portions of the Red Cedar River in the urban core and connects Lansing, East Lansing and Michigan State University and their respective local pathway programs.	It is the functional principal arterial for non-motorized travel in the region and ultimately may extend border to border in across the region, and has properly focused use and recreation on the river system as the primary physical asset of the region.
Dallas, TX	Bike Trails	2002	New bike trails have been built that connect to near downtown.	People are beginning to go back to CBD more often as these types of facilities are built.
Richardson, TX	Bike Trails	2003	New bike trails connect to train stations, which in turn connect to CBD in Dallas.	It allows people to visit CBD without bringing more vehicles and pollution.
Miscellaneous Improvements or a Combination of Improvements				
Livermore, CA	Downtown Revitalization Efforts	Ongoing	Reduce First Street from four lanes to two lanes with improved pedestrian access, diagonal parking, "flex zones" for alternate uses (street fairs, outdoor dining, etc), and other pedestrian friendly amenities.	Downtown has become more of a destination for local residents. Project will see additional benefits when large scale projects in the downtown (movie theater, performing arts center) are completed.
Denver, CO	16th Street Mall	1995	16th Street was converted from a normal city street to a pedestrian mall with free transit service on regular intervals. This has created a nice place for people to enjoy the city. Landscaping, public art, seating areas and shade trees were added to enhance the project.	More people now enjoy being downtown. It has become a destination. There are now many restaurants and shops which stay open. This area can also be accessed from far out by the light rail system which has stations very close to this project.
Laredo, TX	Loop 20 Mobility Study	2005	Travel demand forecasting (for year 2025) to determine the attractiveness of eight alternatives along a 12 mile stretch of Loop 20 in Laredo, TX.	Good transportation planning is important to the vitality of any CBD. If our results reflect future traffic demand accurately, then mobility could potentially be a non-issue along the project limits.
Maynard, MA	Maynard Center Infrastructure Study	1999	Together with a Boston architectural firm and a public planner, we completed an evaluation of all aspects of public and private infrastructure, and recommended improvements aimed at attracting new clientele to the area.	The mill buildings in Downtown Maynard had recently been vacated by Digital Electronics Corporation, leaving many small businesses to flounder or fail. Our study, though originally aimed at attracting new transient clientele, actually helped to gain the confidence of a developer that bought and redeveloped the mills (Clocktower Associates). Many new businesses were attracted to the project after we helped the Town secure a Public Works Economic Development (PWED) Project grant for infrastructure improvements. Among the firms now in the mills is the well-known Internet Monster Board.
Jackson, MS	Fondren Historic District	2000 to present	Revitalization of old suburban neighborhood that was zoned to promote core business district and preserve the pedestrian space	People now want to move in and renovate businesses and homes because the neighborhood concept (work, live, school, play) has been saved from sprawl.
Pleasant Hill, CA	Downtown revitalization	2000	Project brought new businesses and pedestrian friendly outdoor shopping to the downtown core.	Movie theater brought large amount of downtown trips, and adjacent complimentary land uses make the area an attraction for local residents.
Omaha, NE	Market area	Not available	Old warehouse area was revitalized with shops and restaurants. Area between warehouse district and river was rebuilt with hotels, park, convention facilities, and housing. Access from the interstate system and from the airport was improved. Parking was added.	Provided a destination with lots to do, easy access, and parking.
Yuma, AZ	Yuma Crossing State Historic Park	1998	Establishment of a historic park along the Colorado River and the restoration of historic ferry boat landings and storage buildings.	This project added a historic transportation element to Downtown Yuma that has a long history as a transportation hub and point of departure for the military presence and settlement of Arizona. This park within close proximity of key river crossings by the SPRR and I-8 as well as the historic Ocean to Ocean Highway Bridge allows visitors to also explore Yuma's territorial days when the river ran wild and ferry boats brought supplies to Yuma for distribution to points inland. The completion of this park adjacent to the historic CBD along with the Quechan Casino just across the river have helped to stabilize and revitalize old Downtown Yuma.
McKinney, TX		Roadway construction	Reconstruction of roadways provided enhanced pedestrian amenities and improved vehicle access.	Created open views and a pedestrian friendly environment.

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STATE AND REGIONAL NEWS

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The Dallas Morning News Tony Hartzel column: Toll roads steer transportation debates

Tony Hartzel, The Dallas Morning News

Mar. 5--Toll roads are getting top billing among in transportation discussions these days, and for good reason.

Texans will soon know have a better idea of where the Trans-Texas Corridor might run.

Private companies are expected to compete to operate several new state toll projects: on State Highway 121 in Denton County and Collin County; State Highway 161 in southwest Dallas County; and LBJ Freeway in North Dallas.

In addition, regional policy makers could tackle several other toll-related issues: what how much to charge motorists for driving on new, privately operated toll roads; and whether to charge higher increase tolls during during peak commuting times.

Charging a premium to drive during peak hours makes sense to traffic planners, who constantly search for ways to accommodate growing demand on a fixed road network, much like cellphone companies try to manage demand during business hours.

"Cellphone companies do not charge the same rate every minute of every day of every week," said Michael Morris, director of transportation for the North Central Texas Council of Governments, the regional planning agency. "And if a plane is empty, you're going to pay less. If the plane is fully, prices are going to go up."

The first variable-rate tolls project could begin on Interstate 30 between Dallas and Fort Worth, he said.

The toll lane, which is being added in the center of the rebuilt highway, is scheduled to open in 2007. Variable tolls could come later. Higher peak-period tolls could force more people to make choices, including commuting at different times, car-pooling or taking public transit.

But that idea poses some difficulty, with dispersed commuting patterns and the lack of mass transit in many suburbs. charging higher tolls also could prompt commuters to take other routes, which could crowd city streets.

"I don't know where we're going with all this yet. Before we do anything, we likely will pose that

question to our existing customers," said the North Texas Tollway Authority's executive director, Allan Rutter.

Regional leaders also will be asked this spring to consider setting a rate policy for the new, privately operated toll roads. Tolls hover around 10 to 12 cents per mile on tollway authority roads run by the authority, which recently set its own toll rate policy.

Politicians and most Texans do not support a statewide gas tax increase, state transportation officials say. Therefore, tolls must play a larger role in creating revenue for new road projects, said Ric Williamson, chairman of the Texas Transportation Commission.

Mr. Williamson predicts that Without tolls, the state would have to charge 75 cents per gallon in taxes for about 10 years to build many needed projects needed by 2030, Mr. Williamson said. After a decade, the tax rate then could be lowered to about 35 cents per gallon. That's still which is nearly double higher than the current 20 cents per gallon.

"We judge that to be absolutely impossible," he said.

Another member of the transportation commission, Ted Houghton, said: "I don't think we are going to be a gas tax-based dDepartment of tTransportation in the future."

Local leaders must strike a balance, said Mr. Morris, the regional planner.

"We can't let the revenue tail wag the transportation dog," he said.

At a Statewide level, Look for the Texas Department of Transportation says it will to unveil a narrowed study area for the a proposed Trans-Texas Corridor in two to five weeks. The state could narrow the focus of the project to a 10-mile-wide swath from the Red River to the Rio Grande.

As envisioned, right now, the corridor could combine toll roads, truck lanes and rail lines in one 1,200-foot-wide leg. Proposals so far call mostly for toll roads, with a possible rail line relocation project near Austin.

North Texas leaders have pushed for a corridor route close to the metropolitan area, possibly including some interim links that could take traffic through the heart of North Texas until the entire corridor is built.

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City to block traffic-choking projects: Developers can mitigate congestion

Aubrey Cohen, The Bellingham Herald, Bellingham, Wash.

Feb. 28--Bellingham will block new developments that would cause too much congestion on local streets, under an ordinance the City Council approved Monday.

The ordinance, which the state Growth Management Act requires, says developments could not cause streets to fall below the city's traffic standard during the peak afternoon hour unless the city had upgrades scheduled in its six-year plan.

Developers also could take steps like adding or widening streets, sidewalks and bike lanes, or promoting transit and ride sharing to mitigate congestion.

"We're trying to maintain the system," city planner Chris Comeau said. "We're not trying to stop growth in different parts of town."

The requirement will not apply to residential developments with 10 or fewer homes or other projects generating 10 or fewer peak-hour trips.

The city's Comprehensive Plan sets a traffic standard of E on an A-to-F scale but allows some streets to reach F.

Monday's ordinance generated little interest and mostly technical comments. Much of the controversy has centered on the comprehensive plan, regarding where to allow F.

The city's current plan, from 1995, allows F at street sections and intersections where it says improvements would be unfeasible. An update the council is considering would let the council allow F on more streets where improvements would not be feasible, on commuter routes from bedroom communities and in areas designated for dense, mixed-use urban villages.

Comeau said planners would tell the council when a street was approaching F and council members could decide between steps such as widening a road or allowing F, while still setting an ultimate traffic cap above 100 percent of capacity in the peak hour.

David Bricklin, a Seattle lawyer representing the Responsible Development community group, has said an F standard would illegally exempt development from service requirements.

Planners have pointed to state codes saying levels of service may not be set so high that they, as a

deliberate policy, result in no growth. They also noted projects in areas allowed to reach F still would need to pay traffic impact fees, meet city development regulations and street construction standards and mitigate their traffic safety impacts.

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