Ozarks Transportation Organization

May 16, 2007

Technical Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

Technical Committee Meeting Agenda, May 17, 2007
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/Smith)
TECHNICAL COMMITTEE ACTION REQUESTED

B. Approval of March 22, 2007 Meeting Minutes..... Tab 1
(2 minutes/Smith)
TECHNICAL COMMITTEE ACTION REQUESTED

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

D. Executive Director's Report
(3 minutes/Rudge)
Dan Rudge will provide a review of the Metropolitan Planning Organization (MPO) staff activities since the March Technical Committee meeting.

II. New Business

A. Center City Streetscape TIP Amendment Request ..... Tab 2
(10 minutes/Price)
The City of Springfield was awarded a Transportation, Community, and System Preservation grant (TCSP) to complete streetscape improvements around the downtown square. These funds are competitive and represent additional dollars being brought into the OTO service area. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO PROGRAM TCSP FUNDS FOR IMPROVEMENTS TO THE CITY OF SPRINGFIELD'S CENTER CITY SQUARE FOR FY07. IF RECOMMENDED FOR APPROVAL INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENT CAN

BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE JUNE BOARD OF DIRECTORS MEETING.

B. MoDOT Rt. 266 Between I-44 and FR 107 TIP Amendment Request ..... Tab 3
(5 minutes/Miller)
MoDOT has been asked to accelerate its ROW acquisition and construction schedule for improvements targeted at the Rt. 266 (Chestnut Expressway) and I-44 interchange. In addition, the portion of Route 266 to Farm Road 107 has also been accelerated. The improvements to the Route 266 and I-44 interchange were received as part of a federal earmark and the improvements to Rt. 266 to Farm Road 107 are part of the MPO's Priority Project for the construction of a an access road to the new Mid-Field Terminal. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO PROGRAM THE RT. 266 BETWEEN I-44 AND FARM ROAD 107 IMPROVEMENTS IN FY07. IF RECOMMENDED FOR APPROVAL INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENT CAN BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE JUNE BOARD OF DIRECTORS MEETING.

C. Airport Access Road TIP Amendment Request..... Tab 4
(5 minutes/Price and Smith)
In an effort to accelerate construction of the Airport Access Road to the new Mid-Field Terminal, MoDOT, the City of Springfield and Greene County have requested that the TIP be amended so that ROW acquisition and construction can begin. Funding for this project would come from the City of Springfield and Greene County's STP-Urban allocation although MoDOT will bid the project on behalf of these two jurisdictions. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO PROGRAM STP-URBAN FUNDS FOR THE RIGHT-OF-WAY ACQUISITION AND CONSTRUCTION OF THE NEW AIRPORT ACCESS ROAD IN FY07. IF RECOMMENDED FOR APPROVAL INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENT CAN BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE JUNE BOARD OF DIRECTORS MEETING.

D. US 160 Safety Improvements in Willard TIP Amendment Request ..... Tab 5
(10 minutes/Rudge)
At the June, 2007, the MPO Board will consider a by-laws amendment which would allow those jurisdictions that receive an STP-Urban allocation to suballocate a portion of those funds to another jurisdiction that does not receive an STP-Urban allocation or to a jurisdiction that has a significant project but does not receive a large enough allocation

to fund the project. If the amendment is approved, the City of Willard would receive a special sub-allocation from Springfield and Greene County to prepare preliminary engineering documents to make safety improvements along US160 within the City corporate limits. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO PROGRAM STP-URBAN FUNDS FOR PRELIMINARY ENGINEERING WORK ON SAFETY IMPROVEMENTS FOR US 160 IN WILLARD IN FY07. IF RECOMMENDED FOR APPROVAL INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENT CAN BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE JUNE BOARD OF DIRECTORS MEETING.

E. MoDOT STIP Adoption Request..... Tab 6
(5 minutes/Miller)
Each year, MoDOT District Eight must submit their Statewide Transportation Improvement Program projects to the Central office in July. This requires that the Ozarks Transportation Organization (OTO) take action on MoDOT projects twice in order for them to be programmed in both the OTO TIP and Missouri's STIP. While our TIP follows the Federal Fiscal Year calendar, the MoDOT STIP must follow the state's Fiscal Year. Therefore, MoDOT is requesting that the attached projects that lie within the OTO service area be approved for programming in the STIP. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS TO ADOPT THE OZARKS TRANSPORTATION STUDY AREA PROJECTS FOR INCLUSION IN THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

F. Glenstone and Republic Road Interchange TIP Amendment Request..... Tab 7
(5 minutes/Price)
The City of Springfield is requesting that existing TIP project #SP0406 be amended to include an additional $1.9 million for improvements to Republic Road in association with the revised Glenstone and James River Freeway interchange project. The funds will come from the City's STP-Urban allocation (80%) and local 1/8 cent sales tax (20%). The amendment does not change the STP-Urban allocation for other jurisdictions and is obligating a portion of Springfield's STP-Urban balance. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO INCLUDE STP-URBAN FUNDS AND LOCAL SALES TAX PROCEEDS TO FUND IMPROVEMENTS TO THE GLENSTONE AND JAMES FREEWAY INTERCHANGE IN FY07. IF RECOMMENDED FOR APPROVAL INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENT CAN BE CONDUCTED AND

COMMENTS RECEIVED PRIOR TO THE JUNE BOARD OF DIRECTORS MEETING.

G. Glenstone and I-44 Interchange TIP Amendment Request..... Tab 8
(5 minutes/Smith and Newman)
Greene County and the City of Springfield successfully applied for Statewide Cost Share funds to make improvements to the I-44 and Glenstone Interchange. Because the Cost Share funds are available statewide on a competitive basis, the project represents additional transportation funds being brought into the Ozarks Transportation Organization study area and do not subtract from any funding pot that other jurisdictions would normally have access to. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON AMENDING THE TIP TO PROGRAM STP-URBAN FUNDS FOR A MODOT COST SHARE PROJECT AT THE GLENSTONE AND I-44 INTERCHANGE IN FY07. IF RECOMMENDED FOR APPROVAL INCLUDE THE FOLLOWING: THAT STAFF PREPARE A PRESS RELEASE PURSUANT TO THE MPO'S PUBLIC INVOLVEMENT PROCESS SO THAT A 15 DAY PUBLIC REVIEW PERIOD FOR THE TIP AMENDMENT CAN BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE JUNE BOARD OF DIRECTORS MEETING.

H. MPO High Priority Project Listing ..... Tab 9
(15 minutes/Rudge)
At the April Technical Committee meeting, a special subcommittee was formed to recommend a new Top Five MPO Priority Project to replace the completed North-South Corridor Study and to develop a list of projects to submit to MoDOT Central Office for inclusion in a Statewide Priorities needs analysis. MoDOT is looking to develop a list of statewide transportation needs totaling $200 million and $600 million to share with the legislature in hopes of securing an additional transportation funding package for voter consideration. The subcommittee selected six projects for consideration. Because not all jurisdictions were represented the subcommittee felt that narrowing the list to six projects was sufficient and would allow a focused discussion at the full Technical Committee meeting. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO DEVELOP THE FOLLOWING:

- **A SUGGESTION FOR ONE PROJECT TO BE ADDED TO THE MPO TOP FIVE PRIORITY PROJECT LIST; AND**
- **A PACKAGE OF REGIONAL PRIORITY PROJECTS TO SUBMIT TO MODOT CENTRAL OFFICE FOR CONSIDERATION IN A COMPETITIVE STATEWIDE PRIORITY NEEDS ANALYSIS.**

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 10**
(Articles attached.)

IV. **Adjournment**
Targeted for 3:00 P.M. Next Technical Committee meeting scheduled for Wednesday, July 19, 2007 at 1:30 PM at the Missouri State University Plaster Student Union.

DR/dr
Attachments and Enclosure

Pc: David Coonrod, MPO Chair, Greene County Presiding Commissioner
Tom Carlson, Immediate Past Chair, Mayor, City of Springfield
Stacy Burks, Senator Bond's Office
David Rauch, Senator McCaskill's Office
Steve McIntosh, Congressmen Blunt's Office
Area News Media

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the March 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
March 28, 2007

The Technical Planning Committee of the Ozarks Transportation Organization met at its rescheduled date and time of 2:00-4:00 p.m., at the Springfield Chamber of Commerce, Hawthorne Room

The following members were present:

Mr. Brian Bingle, City of Nixa
Mr. Harry Price, City of Springfield (a)
Mr. Fred Gress, City of Willard
Mr. Wally Schrock, City of Republic
Mr. Ralph Rognstad, City of Springfield
Mr. Dan Watts, SMCOG
Mr. Kevin Lambeth, City of Battlefield
Mr. Gary Cyr, Airport
Mr. Jim Dow, Springfield R-12 Schools
Mr. Marc Thornsberry, City of Springfield
Ms. Jenni Jones, MoDOT
Mr. Frank Miller, MoDOT
Mr. Duffy Mooney, Greene Co. Highway Department
Mr. Roger Howard, Burlington Northern Railroad
Mr. Dan Smith, Greene Co. Highway Dept.
Mr. Andy Mueller, MoDOT
Mr. Joel Keller, Greene Co. Planning Department
Mr. Ryan Mooney, Chamber of Commerce
Mr. Bob Atchley, Christian Co. Planning & Zoning

The following members were not present:

Mr. Terry Whaley. Ozark Greenways
Mr. John Vicat, City of Strafford
Mr. Brad McMahon, FHWA
Mr. Bill Robinett, MoDOT
Mr. Mokhtee Ahmad, FTA
Mr. Mike Tettamble, Jr., Trucking Rep.
Mr. Steve Childers, City of Ozark
Mr. Earl Newman, City of Springfield
Mr. Gary Snavely, MSU
Mr. Mark Schenkelberg, FAA
Ms. Carol Cruise, City Utilities

Others present were: David Bishop, Springfield Public Schools; Mike McKenna, Olsson Associates; Dan Rudge, Sara Edwards, Natasha Longpine and Lori Chafin, Ozarks Transportation Organization; Ann Razer, City of Springfield; Stacy Burks, Senator Bonds Office; Carl Carlson, Scott Consulting Engineers.

Mr. Dan Smith called the March 28, 2007 Technical Planning Committee Meeting to order at 2:01 p.m.

I. Administration

A. Approval of Technical Committee Meeting Agenda

Mr. Smith asked if there were any additions or revisions to the agenda. Mr. Rudge added one item under 3D and that would be 3E, the Formation of a Regional Priority subcommittee. The Missouri Department of Transportation has asked their planning partners to put together a list of the region's priority projects to present to the state legislature with an August 1 deadline for submission. This will then go to the Board of Directors. Mr. Rognstad motioned to approve the agenda. Mr. Dow seconded, and the motion was carried unanimously.

B. Approval of January 17, 2007 Meeting Minutes ..... Tab 1
Mr. Thornsberry motioned to approve the January meeting minutes as presented. Mr. Cyr seconded, and the motion was carried unanimously.

C. Approval of February 14, 2007 Special Meeting Minutes ..... Tab 1
Mr. Rognstad motioned to approve the February special meeting minutes as presented. Mr. Dow seconded, and the motion was carried unanimously.

D. Public Comment Period
No one from the public spoke.

E. Executive Director's Report
Mr. Rudge discussed the consideration the North-South Corridor Study later in the meeting, which is what the highway section of the MPO has been working on. Staff has also been working with the City of Ozark to help develop priorities for their transportation plan. Ms. Longpine has been working on a Transit Coordination Plan working with the human service agencies. Ms. Longpine and Mr. Rudge have also been working on a Transit Development Plan in which recommendations include making City Utilities a stand-alone transit authority that can serve all jurisdictions of the MPO, not just the City of Springfield. TIP letters have been sent out and that process is moving forward.

II. Old Business

A. Consideration of the North-South Corridor Study
Mr. Rudge stated the North-South Corridor subcommittee has unanimously approved the draft final report. At a Special Technical Committee Meeting held on February 14, 2007 a recommendation on the North-South Corridor Study was tabled. The Board of Directors discussed the North-South Corridor Study at the February 15, 2007 meeting and also voted to table the discussion so that Olsson Associates could address six key points that the Technical Committee felt needed further clarification. Staff from Olsson Associates has addressed these six points and will provide an overview of the North-South Corridor Study modifications and answer any questions or respond to concerns about the study's recommendations and findings. A copy of the latest draft was distributed to the Technical Committee via an advanced mailing. For those who are not voting members of the Technical Committee, the draft report is available on-line at **www.ozarkstransportation.org**. Mr. Rudge stated the motion was to table at the last meeting. Under Roberts Rules of Order, in order to consider the North-South Corridor Study, there must be a motion made, seconded and carried to bring the North-South Corridor Study back before the group. Mr. Thornsberry motioned, Mr. Mueller seconded, and Mr. Gress requested roll call. After roll call, the motion was carried unanimously.

Mr. Rudge stated that the subcommittee of the North-South Corridor study met last Wednesday. Everyone should have received by email a set of four (4) comments that constitute the recommendations for additional wording from this subcommittee. The recommendations need to be passed on to the Board of Directors for their consideration and approval. In addition to that, there are four (4) additional recommendations that the

MPO staff in association with MoDOT and some affected jurisdictions have been working on so that the recommendation to the Board of Directors is unanimous.

Mr. McKenna stated that grammatical errors will be addressed. The subcommittee recommended by a vote of 8 to 2 to recommend the North-South Corridor Study with the first four recommendations.

Mr. Thornsberry appreciated the effort to iron out the differences in recommendations. He requested number one (1) be amended from four (4) to six (6) corridors to be consistent. On item 4(c), that the Board of Directors direct the Technical Committee to initiate the following long range right of way preservation actions and/or strategies. Mr. Thornsberry noted that the Federal earmark is not large enough to fund West Bypass/FF.

Mr. Thornsberry made a motion to amend under number one (1) "The study only prioritized the four (4) north/south corridors" to "The study only prioritized the six (6) north/south corridors". Mr. Mueller seconded that motion. Mr. Rudge asked if there was any discussion.

Mr. Gress stated at the subcommittee meeting it was voted 8 to 2 for these four (4) to be passed on as a recommendation. Mr. Gress stated he is uncomfortable changing the subcommittee's wording without the subcommittee acting on it. Mr. Thornsberry commented that there are actually six (6) corridors: 160 North, the 13 connector, and the four (4) corridors to the South. Mr. Rudge asked if Mr. Gress would prefer to go back to the subcommittee and have them vote on that change. Mr. Gress stated the vote was 8-2 in favor of these four (4) changes, and this motion modifies the four (4) changes without the subcommittee having the right to review.

Mr. Mueller clarified that it might not be necessary to list any number, just to cover all routes. Mr. Smith asked the subcommittee members if anyone had any issues with making the correction. Mr. Bingle and Mr. Mueller agree it's a grammatical clarification. Mr. Gress stated he was fine if everyone was comfortable with that. Mr. Cyr called for questions. Motion was carried unanimously.

Mr. Thornsberry made a motion on item 4(c) to change the term "North-South Corridor Study" with "highest ranking West Bypass/FF". Mr. Mueller seconded. Mr. Smith asked if there was any discussion.

Mr. Gress asked for clarification on the process in which EIS money is used. Mr. Rudge stated the Federal earmark language states that it covers the Route 160/Kansas Expressway extension. If the choice is to use the additional money left in the earmark for an environmental assessment or an EIS, then technically, because the work is on West Bypass/FF, then the money is not being used as earmarked. Mr. Smith stated this would be the case unless West Bypass is considered to be an extension of US 160. Mr. Rudge stated that the comfort level of the legislators should be checked before moving forward without changing the earmark language. Mr. Rudge explained that the earmark language is worded Route 160/Kansas Expressway extension, so technically examining existing route FF and the extension and want to change to change it to route 160 is not the exact same as what the earmark states. Mr. Gress asked if the EIS money could be

used on other projects that are already in the major thoroughfare plan which may need environmental impact statements or environmental studies? Mr. Rudge those dollars could not be spent that way because it was a "below the line" earmark. Mr. Rudge explained that the State of Missouri gets a pot of funds from the Federal government and distributes it into the different funding categories the State has. When SAFETEA-LU passed there were specific earmarks attached to that bill. Some of the earmarks brought additional dollars to Missouri called above the line earmarks. Additional earmarks attached to the bill stated money would be spent on specific projects as outlined in SAFETEA-LU, but would be deducted from the amount Missouri normally receives from the government. If the earmark language is followed, then the next phase of the project should be on both US 160 and Kansas Expressway not on Route FF. The other option would be to not use the earmark for an EIS, but then it goes back into the general ranking process for the money from MoDOT. If the choice is to do an EIS then the Long Range Transportation Plan would not have to be modified because the EIS is listed as Phase II of the North South Corridor Study.

Mr. Thornsberry asked if Phase I environmental assessment could be used to identify potential funding sources. Mr. Smith stated that the Federal Highway Administration indicated it was possible to use environmental assessment to preserve ROW. Mr. Rudge stated FHWA recommends doing an environmental assessment first. If significant concerns are raised, then move into EIS. Once local jurisdictions adopt alignments in plan, then if needed, ROW can be purchased under a hardship provision. Mr. Miller will is conducting a conference call with MoDOT and Federal Highway Administration to ask corridor preservation questions. On April 2nd staff will go before the Christian County Planning and Zoning commission to discuss the major thoroughfare plan.

Mr. Smith asked for further discussion to the change on 4c. Motion was carried unanimously.

Mr. Rudge and Mr. Smith discussed the need to address all eight (8) in one motion. The subcommittee recommended the first four (4) and those should be done in a separate motion from the additional four (4). Mr. Thornsberry stated he thought a unanimous vote would be possible if all eight (8) were voted on together or it might cause a problem. The additional four clarify some issues. Mr. Smith stated the Hybrid is still the recommended alternative. Funding is a separate issue that comes after the study is approved.

Mr. Bingle stated that for clarification, the first item suggests the arterial designation is the hybrid and the hybrid was introduced to entice the State to recognize it as a potential state and federally funded item. Item one suggests it is segregated, that Kansas Expressway and National is a local responsibility.

Mr. Rudge clarified that the North-South corridor recommends the hybrid version, but that the West Bypass/FF portion is considered eligible for state and federal funding. Kansas Expressway will be locally driven and could use local sub-allocated STP funds.

Mr. Thornsberry proposed that with a capital exclusion, the money that would have been spent on the EIS could be spent on a higher priority project with the same end result, but overall less money spent.

Mr. Smith stated that Kansas is not precluded from the use of Federal funds, but points out that local funds may be a more likely source.

Mr. Miller & Mr. Mueller have stated that MoDOT's position is that if moving forward with an Environmental Assessment or an EIS, that they would most likely prioritize the West Bypass/FF route for the study. They may or may not do Kansas Expressway if additional funds were available.

Stacy Burks stated the extension of Kansas Expressway is currently not a state route, which completely precludes it from getting Federal funds until it is a state route.

Mr. Miller stated that there is a long standing rule that they are not going to add mileage to the state system. That doesn't mean the county couldn't trade miles at a later date.

Mr. Thornsberry brought up that the slim possibility of having money for construction for either route, though the corridor should be protected for when money is available.

Mr. Thornsberry made a motion to accept the North/South Corridor study with all eight (8) recommendations and move forward to the Board of Directors. Mr. Mueller seconded, and the motion was carried unanimously.

Mr. Rognstad made a motion to attach the City of Springfield comments from the subcommittee to the appendix of the study. Mr. Cyr seconded, and the motion was carried unanimously.

III. New Business

A. Route 14 and US 65 Interchange Amendment Request..... Tab 2

Mr. Miller discussed that the Missouri Department of Transportation is requesting an amendment to the TIP to use the Federal Earmark for the Route 14 project on the interchange at US 65 and Route 14. In FY2007, Federal and State funds would be used for the interchange design and right-of-way acquisition. In FY2008, Federal and State funds would be used to make improvements to the US65 and Route 14 interchange. Mr. Price motioned to recommend amendment to the Board of Directors. Mr. Bingle seconded, and the motion was carried unanimously.

B. MoDOT Safe and Sound Program TIP Amendment Request..... Tab 3

Mr. Miller stated MoDOT has developed a new bridge repair program called Safe and Sound. As part of their agreement with contractors, multiple bridges within the OTO area would be repaired and the contractors would receive their payout over a 25-year period. This TIP amendment request removes the Rte. 125 bridge over the James River project from the TIP (it will be completed under the Safe and Sound program) and adds

a project titled Safe and Sound Program showing the annual payout to contractors for FY2008. Payback will start in 2011 for 30 years. A small amount this fiscal year will be paid to unsuccessful bidders who must turn over their research to MoDOT. This works in favor of the MPO because it frees up money for the James River bridge project. The project appears to be successful up to this point. Mr. Mueller stated there were a total of 5 interested consortiums, two who appeared good possibilities and a third maybe. It seems to be enough money, even though it is spread out over a long period of time. Even if the consortium falls through, the 800 bridges will be addressed one way or another. Mr. Gress motioned to make a recommendation to the Board of Directors on amending the TIP to remove the Rte.125 bridge project and add the Safe and Sound Program in FY08. Mr. Dow seconded, and the motion was carried unanimously.

C. State Highway CC in Nixa TIP Amendment Request ..... Tab 4
(5 minutes/Bingle)
Mr. Bingle stated that this TIP amendment was approved in 2006. This request is to increase the total project cost from $30,000 to $47,387. Funds used for this project would be a portion of Nixa's Urban STP allocation with City of Nixa matching funds. This is Phase One of a multi-phase project that will eventually connect Highway CC to the future North-South corridor(s). Mr. Rognstad motioned to make a recommendation to the Board of Directors on amending the TIP to program a portion of Nixa's STP-urban funds in FY07 for a study to extend Route CC West to US 160. Mr. Thornsberry seconded, and the motion was carried unanimously.

D. Consideration of the Unified Planning Work Program for FY08 ..... Tab 5
(10 minutes/Rudge)
Mr. Rudge stated that each year the Ozarks Transportation Organization (OTO) MPO develops a Unified Planning Work Program (UPWP) that identifies staff activities for the coming fiscal year. In this year's UPWP, there are new studies or programs identified for staff to complete in addition to its normal duties. These include a regional freight movement study and a strategic plan for moving transit service from City Utilities to a stand-alone regional transit authority. Work will also continue on the regional Congestion Management System, the regional rideshare program, and the Transportation and Land Use Study. Mr. Rudge stated that the UPWP has been forwarded to MoDOT and the FHWA. The Federal Transit Administration requested under the Introduction to include the eight (8) planning factors that MPOs must consider when developing any project or program. On Task One, the amount of funds were reduced by about $8,000 with about $8,000 added to Task 020 to sub-allocate funds directly to specific work elements in 020 because the total for each sub-allocation was in excess of the listed amount. The only other change was to reference previous studies mentioned in earlier UPWPs. An example is on page 12, item C, changing the language to say "Per the Transit Development Plan completed in FY07".

Mr. Smith asked about the title "Unified Planning Work Program." Mr. Rudge described it as an outline of what the MPO staff will work on over the next year.

Ms. Jones pointed out that on page 13, E to G needs to be E to F.

Mr. Rognstad motioned to recommend, with corrections, the Unified Planning Work Program to the Board of Directors for adoption. Mr. Miller seconded, and the motion was carried unanimously.

E. Formation of a Regional Priorities Task Force

Mr. Rudge stated that the MPO staff was invited to a MoDOT stakeholders meeting in Jefferson City last month. Each planning stakeholder was asked to provide a list of regional priorities that included both highway projects and multi-modal projects including transit, bicycle and pedestrian programs. These must be received by MoDOT Central Office by August. The recommendation is to use the five priority projects and the projects that have been outlined in the top priority corridor projects, and then add any additional ones that may be important. The Technical Committee needs to make a recommendation to the full Board. The subcommittee needs a representative from all member jurisdictions as well as the two transit agencies. Members will be:

Mark Thornsberry	Fred Gress	Bob Atchley	Brian Bingle
Kevin Lambeth	Wally Schrock	Duffy Mooney	Steve Childers
Carol Cruise	Ken McClure	Gary Cyr	
Frank Miller as Ex-Officio			

Mr. Rudge stated with the adoption of the recommendation of the North-South corridor, number four suggests that the Technical Committee be tasked with making a report to the full Board of Directors within two months on what options could be utilized to preserve right of way using both local planning tools and state and federal funds where applicable. Mr. Rudge stated he envisioned looking at the three different levels that the Committee may consider moving forward with: categorical exclusion, environmental assessment or an environmental impact statement, plus looking at what different corridor preservation techniques are available. Missouri state law allows a corridor preservation plan, but it has only been used in one county. Mr. Rudge is fairly confident it could be used in Greene County, but unsure if it could be used in Christian county.

Volunteers for the subcommittee are:

Brian Bingle	Mark Thornsberry	Dan Smith	Wally Schrock
Bob Atchley	Ralph Rognstad/Ann Razer	Connie Wilson	Frank Miller
Joel Keller			

IV. Other Business

A. Technical Committee Member Announcements

Mr. Mueller stated there would be a bid letting on Friday for US65 from Valley Water Mill to Fair Grove for a 4-lane expressway. Mr. Cyr stated there would be a bid opening for taxiways and ramps at the Airport to start in June.

B. Transportation Issues For Technical Committee Member Review

Mr. Gress stated he has been fielding questions from the Willard School District concerning the road improvements around the Airport. Mr. Rudge stated that at the last Board of Directors meeting, the Board asked him to address a letter back to Mr. Medlin

inviting him to meet with them. As of date, there has been no response from Mr. Medlin. The Bicycle and Pedestrian Advisory Committee has taken the Safe Routes to School Initiative as one of their focusi. Willard has been chosen for a pilot program for this. Mr. Cyr is looking at airport traffic with Willard school buses and non-bus traffic times.

Mr. Rudge thanked the North-South corridor subcommittee for all of their hard work, especially thanking Frank Miller, Dan Smith, Sara Edwards, and Ralph Rognstad for the additional language that has allowed the study to move forward unanimously.

V. **Adjournment**

Meeting adjourned at 3:17 PM.

The next scheduled meeting of the Technical Committee has been scheduled for Wednesday, May 16, 2007, from 1:30 – 3:30 p.m., at the Plaster Student Union, Missouri State University.

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.A

Center City Streetscape TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: The City of Springfield was awarded a Transportation, Community, and System Preservation grant (TCSP) to complete streetscape improvements around the downtown square. These funds are competitive and represent additional dollars being brought into the OTO service area.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to program TCSP funds for improvements to the City of Springfield's Center City Square for FY07. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the June Board of Directors meeting.

Park Central Streetscape ..... **TIP # EN0712**

Streetscape enhancement on Park Central Square and along Park Central East and West in Springfield.

Federal Source Agency: FHWA
Missouri Source Agency: MoDOT
Missouri Funding Category: Enhancement
Work or Fund Category: Construction

FHWA (TCSP): $861,300
Local (1/4 cent Park Sales Tax): $215,325
TOTAL FY2007: $1,076,625

FINANCIAL SUMMARY
Enhancements

YEARLY SUMMARY

2007

PROJECT	FEDERAL				MoDOT	LOCAL	PRIVATE	TOTAL
	ENC	STP	TCSP	CDBG				
EN0610			$248,000	$88,383		$46,300		$382,683
EN0701	$250,600					$107,400		$358,000
EN0702	$192,500					$190,000	$2,500	$385,000
EN0703	$53,848					$13,464		$67,312
EN0704	$163,296						$203,297	$366,593
EN0705	$35,400						$15,600	$51,000
EN0706	$123,500					$121,000	$2,500	$247,000
EN0707	$227,916					$65,584		$293,500
EN0708	$46,665					$20,000		$66,665
EN0709	$137,500					$135,000	$2,500	$275,000
EN0710	$93,000					$90,500	$2,500	$186,000
EN0711	$291,036					$77,364		$368,400
EN0712	$861,300					$215,325		$1,076,625
TOTAL	$2,476,561	$0	$248,000	$88,383	$0	$1,081,937	$226,397	$4,123,778

FINANCIAL CONSTRAINTS

	FEDERAL				MoDOT	LOCAL	PRIVATE	TOTAL
	ENC	STP	TCSP	CDBG				
2007 Anticipated	$1,748,114	$0	$248,000	$88,383	$0	$820,312	$226,397	$3,131,206
2007 Programmed	$1,615,261	$0	$248,000	$88,383	$0	$820,312	$226,397	$2,998,353
Balance	$80,353	$0	$0	$0	$0	$0	$0	$80,353

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.B

MoDOT Rt. 266 Between I-44 and FR 107 TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: MoDOT has been asked to accelerate its ROW acquisition and construction schedule for improvements targeted at the Rt. 266 (Chestnut Expressway) and I-44 interchange. In addition, the portion of Route 266 to Farm Road 107 has also been accelerated. The improvements to the Route 266 and I-44 interchange were received as part of a federal earmark and the improvements to Rt. 266 to Farm Road 107 are part of the MPO's Priority Project for the construction of a an access road to the new Mid-Field Terminal.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to program the Rt. 266 between I-44 and Farm Road 107 improvements in FY07. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the June Board of Directors meeting.

I-44/ Chestnut Expressway Interchange(MoDOT #8S0851) ..... **TIP #SP0723**
Improve Capacity on Chestnut Expressway at the I-44 interchange and between I-44 and Farm Road 107. To be let with project 8S0795.

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

FHWA (STP): $8,008,000
FHWA(STP-Urban): $872,000
Local (Springfield): $218,000
MoDOT: $2,002,000

TOTAL FY 2007: $11,100,000

I-44/ Glenstone (Highway H) (MoDOT #8S0724) ..... **TIP #SP0724**
Build New Bridge, reconfigure existing alignment to diamond interchange on Route H from north of Farm Road 102 to south of I-44. Cost share between Greene County and Springfield.

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

FHWA (STP): $360,000
FHWA(STP-Urban): $805,000
Local (Springfield): $300,000
MoDOT: $90,000

TOTAL FY 2007: $1,555,000

FY2008

National and Kearney (MoDOT Project # 8S0790) ..... **TIP # SP0417**
Add lanes, drainage, sidewalks, lighting and signals.

Work or Fund Category: Design

Local (City of Springfield 1/4 & 1/8 cent sales tax): $200,000
TOTAL FY2008: $200,000

Project is subject to the approval of the Springfield City Council.

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

Republic Road, Scenic to Golden (Farm Road 170) ..... **TIP # SP0421**
Widen to 5 lanes, drainage, sidewalks and lighting.

Work or Fund Category: Design/ROW/Construction

Local (Greene County): $1,000,000
Local (City of Springfield (1/4 cent sales tax): $1,000,000

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
SP0722		$1,000,000				$1,000,000			**$1,000,000**
SP0723	$872,000	$8,008,000				$8,880,000	$2,002,000	$218,000	**$11,100,000**
SP0803		$1,120,000				$1,120,000		$280,000	**$1,400,000**
MO0701		$205,600				$205,600	$514,000	$428,762	**$1,148,362**
MO0703		$824,000				$824,000	$206,000		**$1,030,000**
TOTAL	**$6,538,711**	**$19,006,894**	**$12,183,200**	**$1,613,600**	**$596,862**	**$39,939,267**	**$34,081,890**	**$20,153,761**	**$94,174,918**

FINANCIAL SUMMARY

--Highways/ Roads--

FINANCIAL CONSTRAINTS

	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
2007 Anticipated	$14,893,603	$19,006,894	$12,183,200	$1,613,600	$596,862	$48,294,159	$34,081,890	$20,153,761	#######
2007 Programmed	$6,538,711	$19,006,894	$12,183,200	$1,613,600	$596,862	$39,939,267	$34,081,890	$20,153,761	**$94,174,918**
Balance	$8,354,892	$0	$0	$0	$0	$8,354,892	$0	$0	**$8,354,892**
2008 Anticipated*	$2,853,954	$8,854,286	$4,750,000	$311,200	$739,656	$17,509,096	$8,169,285	$12,808,597	**$38,486,978**
2008 Programmed	$6,661,284	$8,854,286	$4,750,000	$311,200	$739,656	$21,316,426	$8,169,285	$12,808,597	**$42,294,308**
Balance	-$3,807,330	$0	$0	$0	$0	-$3,807,330	$0	$0	**-$3,807,330**
2009 Anticipated*	$2,853,954	$8,487,549	$0	$654,051	$0	$11,995,554	$47,332,200	$5,448,673	**$64,776,427**
2009 Programmed	$0	$8,487,549	$0	$654,051	$0	$9,141,600	$47,332,200	$5,448,673	**$61,922,473**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**
2010 Anticipated*	$2,853,954	$2,199,200	$0	$0	$0	$5,053,154	$549,800	$9,439,769	**$15,042,723**
2010 Programmed	$0	$2,199,200	$0	$0	$0	$2,199,200	$549,800	$9,439,769	**$12,188,769**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**

TOTAL BALANCE REMAINING 2007-2010 **$10,255,469**

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.C

Airport Access Road TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: In an effort to accelerate construction of the Airport Access Road to the new Mid-Field Terminal, MoDOT, the City of Springfield and Greene County have requested that the TIP be amended so that ROW acquisition and construction can begin. Funding for this project would come from the City of Springfield and Greene County's STP-Urban allocation although MoDOT will bid the project on behalf of these two jurisdictions.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to program STP-Urban funds for the right-of-way acquisition and construction of the new Airport Access road in FY07. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the June Board of Directors meeting.

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2007

Construct Southwood Extension From Evans Road to New East-West Arterial ..... **TIP #SP0719**
Extend Southwood south from Evans Road to the new East-West Arterial and relocate Evans Road to the extension.

Work or Fund Category: Design/RW/Construction

Local (City of Springfield 1/8 cent sales tax): $940,000
TOTAL FY2007: $940,000

Railroad Relocation and Grade Separation Study Phase 2 ..... **TIP #SP0720**
Study to determine best alternatives for grade separation at Chestnut, Division and James River Freeway at or near US 65 highway and plan to reconfigure and relocate trackage and existing customer base to economically revitalize the West Meadows of the Jordan Valley Park.

Federal Source Agency: FHWA

FHWA : $800,000
Local (City of Springfield): $200,000
TOTAL FY2007: $1,000,000

Glenstone/Business Route 65 (MoDOT #8P0848) ..... **TIP #SP0721**
Mill and Resurface between Independence and Berkeley Streets.

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

MoDOT: $335,000
TOTAL FY2007: $335,000

Midfield Replacement Terminal Access Road (MoDOT Project# 8S0795) ..... **TIP #SP0722**
Construct Roadway connection to serve the new Midfield Terminal at Springfield-Branson National Airport. Funded by the City of Springfield and Greene County. To be let in combination with project 8S0851. (Reprogrammed from FY2008 to FY2007)

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

~~FHWA (STP): $1,120,000~~
~~Local (City of Springfield): $280,000~~
~~**TOTAL FY2007: $1,400,000**~~
~~Future Funding: $19,200,000~~
~~**Project Total: $20,600,000**~~

FHWA (STP): $1,000,000
TOTAL FY2007: $1,000,000
Future Funding $5,100,000
Project Total: $6,100,000

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
SP0722		$1,000,000				$1,000,000			**$1,000,000**
SP0723	$872,000	$8,008,000				$8,880,000	$2,002,000	$218,000	**$11,100,000**
SP0803		$1,120,000				$1,120,000		$280,000	**$1,400,000**
MO0701		$205,600				$205,600	$514,000	$428,762	**$1,148,362**
MO0703		$824,000				$824,000	$206,000		**$1,030,000**
TOTAL	**$6,538,711**	**$19,006,894**	**$12,183,200**	**$1,613,600**	**$596,862**	**$39,939,267**	**$34,081,890**	**$20,153,761**	**$94,174,918**

FINANCIAL SUMMARY

--Highways/ Roads--

FINANCIAL CONSTRAINTS

	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
2007 Anticipated	$14,893,603	$19,006,894	$12,183,200	$1,613,600	$596,862	$48,294,159	$34,081,890	$20,153,761	#######
2007 Programmed	$6,538,711	$19,006,894	$12,183,200	$1,613,600	$596,862	$39,939,267	$34,081,890	$20,153,761	**$94,174,918**
Balance	$8,354,892	$0	$0	$0	$0	$8,354,892	$0	$0	**$8,354,892**
2008 Anticipated*	$2,853,954	$8,854,286	$4,750,000	$311,200	$739,656	$17,509,096	$8,169,285	$12,808,597	**$38,486,978**
2008 Programmed	$6,661,284	$8,854,286	$4,750,000	$311,200	$739,656	$21,316,426	$8,169,285	$12,808,597	**$42,294,308**
Balance	-$3,807,330	$0	$0	$0	$0	-$3,807,330	$0	$0	**-$3,807,330**
2009 Anticipated*	$2,853,954	$8,487,549	$0	$654,051	$0	$11,995,554	$47,332,200	$5,448,673	**$64,776,427**
2009 Programmed	$0	$8,487,549	$0	$654,051	$0	$9,141,600	$47,332,200	$5,448,673	**$61,922,473**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**
2010 Anticipated*	$2,853,954	$2,199,200	$0	$0	$0	$5,053,154	$549,800	$9,439,769	**$15,042,723**
2010 Programmed	$0	$2,199,200	$0	$0	$0	$2,199,200	$549,800	$9,439,769	**$12,188,769**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**

TOTAL BALANCE REMAINING 2007-2010 **$10,255,469**

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.D

US 160 Safety Improvements in Willard TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: At the June, 2007, the MPO Board will consider a by-laws amendment which would allow those jurisdictions that receive an STP-Urban allocation to suballocate a portion of those funds to another jurisdiction that does not receive an STP-Urban allocation or to a jurisdiction that has a significant project but does not receive a large enough allocation to fund the project. If the amendment is approved, the City of Willard would receive a special sub-allocation from Springfield and Greene County to prepare preliminary engineering documents to make safety improvements along US160 within the City corporate limits.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to program STP-Urban funds for preliminary engineering work on safety improvements for US160 in Willard in FY07. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the June Board of Directors meeting.

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.E

MoDOT STIP Adoption

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: Each year, MoDOT District Eight must submit their Statewide Transportation Improvement Program projects to the Central office in July. This requires that the Ozarks Transportation Organization (OTO) take action on MoDOT projects twice in order for them to be programmed in both the OTO TIP and Missouri's STIP. While our TIP follows the Federal Fiscal Year calendar, the MoDOT STIP must follow the state's Fiscal Year. Therefore, MoDOT is requesting that the attached projects that lie within the OTO service area be approved for programming in the STIP.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors to adopt the Ozarks Transportation Study Area projects for inclusion in the Statewide Transportation Improvement Program.

Missouri Highway and Bridge
2008 - 2012 Scoping and Design Projects

Transportation Planning
2217 St. Marys Blvd.
P.O. Box 270
Jefferson City, MO 65102
Phone (573) 526-8058 Fax (573) 526-8052

			STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)	
			7/2007-6/2008	7/2008-6/2012
County: **Christian** Route: **US 60**	Job No: **8P0864**	Scoping to improve capacity and safety through Billings.	5	5
County: **Dallas** Route: **73**	Job No: **8S0853**	Scoping to relocate roadway north of Buffalo to Route 65.	5	5
County: **Greene** Route: **US 60**	Job No: **8P0683**	Scoping for roadway improvements and develop plans for corridor preservation from Farm Road 247 to east of Rogersville.	10	5
County: **Greene** Route: **ZZ AND MM**	Job No: **8S0836**	Scoping to extend Rte. ZZ to Rte. MM and eliminate at-grade railroad crossing. Between Rte. M and Rte. 60.	20	10
County: **Laclede** Route: **MO 5**	Job No: **8P0854**	Scoping to improve system efficiency, intersection operations and safety in Lebanon.	10	5
County: **Lawrence** Route: **US 60**	Job No: **8P0865**	Scoping to improve capacity and safety on the existing alignment between Republic and Marionville.	5	5
County: **Polk** Route: **MO 83**	Job No: **8S0809**	Scoping for relocation of Rte. 83 from Rte 32/D intersecton to 83/13 interchange in Bolivar.	2	2
County: **Stone** Route: **MO 13**	Job No: **8P0595B**	Scoping and design for widening to 4 lanes with delineated left turn lanes and access management from 1.26 miles south of Rte. 76 south junction to Kimberling City bridge.	450	0
County: **Stone** Route: **MO 76**	Job No: **8P0810**	Scoping to determine safety needs from Cape Fair to Reeds Spring.	5	0
County: **Taney** Route: **US 160**	Job No: **8P0813**	Scoping for safety and capacity needs from 176 to 76 in Forsyth.	5	5
County: **Taney** Route: **US 65**	Job No: **8P0798**	Scoping for capacity needs at Rtes. 65/248 interchange in Branson.	350	0
County: **Taney** Route: **76**	Job No: **8P0799**	Scoping for review of roundabout design at Rte. 76/Bus. 65 south junction in Hollister.	5	0
County: **Various** Route: **Var**	Job No: **8Q0895**	Scoping to implement ITS infrastructure in the Branson Area.	5	0
County: **Webster** Route: **44**	Job No: **8I0837**	Scoping to construct a new tourist information center between Marshfield and Lebanon.	10	0
		District Engineering Total:	887	42

Missouri Highway and Bridge
2008 - 2012 Scoping and Design Projects

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Phone (573) 526-8058 Fax (573) 526-8052

			STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)	
			7/2007-6/2008	7/2008-6/2012
County: **Greene** Route: **US 160**	Job No: **8P0896**	Scoping to improve intersection capacity at Hughes Road in Willard.	**5**	**5**
County: **Greene** Route: **US 60**	Job No: **8P0791**	Scoping to improve interchange safety and capacity at James River Freeway and National Avenue in Springfield.	**5**	**0**
County: **Greene** Route: **US 60**	Job No: **8P0792**	Scoping to improve interchange safety and capacity at James River Freeway and Route 160 (Campbell Avenue) in Springfield.	**20**	**20**
County: **Greene** Route: **US 60**	Job No: **8P0683B**	Scoping for interchange and ramp improvements at Rte. 60/65 interchange in southeast Springfield.	**100**	**0**
County: **Greene** Route: **US 60**	Job No: **8P0683D**	Scoping for corridor preservation for Rtes. 60/J/NN interchange with corresponding outer roads from west of Highland Springs Road to east of Farm Road 213.	**5**	**5**
County: **Greene** Route: **US 60**	Job No: **8P0683E**	Scoping for corridor preservation for interchange at Route 125 and outer roads from west of FR 213 to FR 247.	**5**	**5**
County: **Greene** Route: **US 65**	Job No: **8P0605**	Scoping to improve system efficiency and capacity from Valley Water Mill Road in Springfield to Rte. F in Ozark.	**1,000**	**15**
County: **Greene** Route: **US 65**	Job No: **8P0850**	Scoping to improve interchange capacity at Rte. Business 65 (Chestnut Expressway).	**5**	**5**
County: **Greene** Route: **MO 744**	Job No: **8S0790**	Scoping for intersection improvements at Kearney and National in Springfield.	**25**	**0**
		District Engineering Total:	**1,170**	**55**

2008-2012 Highway and Bridge Construction Schedule

Transportation Planning
2217 St. Marys Blvd.
P.O. Box 270
Jefferson City, MO 65102
Phone (573) 526-8058 Fax (573) 526-8052

Construction contigency applied to construction cost in the year the project is awarded.
***Four percent inflation compounded annually* is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.**
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

				STATE FISCAL YEAR PROJECT BUDGETING				
				7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Christian	Improve interchange capacity at Rte. 65 in Ozark. SAFETEA-LU high priority project.		Engineering:	150	0	0	0	0
Route: MO 14			R/W:	0	0	0	0	0
Job No.: 8P0588F			Construction:	5,798	0	0	0	0
Length: 1.09	MPO: Y		FFOS:	5,500	0	0	0	0
Fund Cat: Major Projects & Emerging Needs			Payments:	0	0	0	0	0
Sec Cat: System Expansion	Award Date: 2008	Federal Cat: S.T.P.						
County: Christian	Resurface roadway from Rte. 160 in Nixa to the Finley River Bridge in Ozark.		Engineering:	25	0	0	0	0
Route: MO 14			R/W:	0	0	0	0	0
Job No.: 8P0878C			Construction:	1,110	0	0	0	0
Length: 5.80	MPO: Y		FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System			Payments:	0	0	0	0	0
Sec Cat: Rehab And Reconst	Award Date: 2008	Federal Cat: S.T.P.						
County: Christian	Resurface roadway from Rte. 160 to Rte. 65.		Engineering:	25	0	0	0	0
Route: RT CC			R/W:	0	0	0	0	0
Job No.: 8P0878B			Construction:	554	0	0	0	0
Length: 4.63	MPO: Y		FFOS:	0	0	0	0	0
Fund Cat: Taking Care Of System			Payments:	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Award Date: 2008	Federal Cat: State						
County: Greene	Improve interchange capacity and safety at I-44. Subject to Ozarks Transportation Organization concurrence and approval.		Engineering:	900	5	0	0	0
Route: MO 13			R/W:	0	1	0	0	0
Job No.: 8P0841			Construction:	0	0	10,000	0	0
Length: 0.42	MPO: Y		FFOS:	0	0	0	0	0
Fund Cat: Major Projects & Emerging Needs			Payments:	0	0	0	0	0
Sec Cat: Regional	Award Date: 2010	Federal Cat: N.H.S.						
County: Greene	Relocate Evergreen St. signal to south to provide better signal spacing in interchange area at I-44 and Rte. 13 (Kansas Expressway) interchange. Cost share with City of Springfield. City will fund in SFY 2007 with 50% reimbursement by MHTC in SFY 2010 in project 8P0841D		Engineering:	2	0	0	0	0
Route: MO 13			R/W:	0	0	0	0	0
Job No.: 8P0841C			Construction:	500	0	0	0	0
Length: 0.24	MPO: Y		FFOS:	500	0	0	0	0
Fund Cat: Major Projects & Emerging Needs			Payments:	0	0	0	0	0
Sec Cat: Regional	Award Date: 2008	Federal Cat: S.T.P.						

*** Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.**

2008-2012 Highway and Bridge Construction Schedule

Transportation Planning
2217 St. Marys Blvd.
P.O. Box 270
Jefferson City, MO 65102
Phone (573) 526-8058 Fax (573) 526-8052

Construction contigency applied to construction cost in the year the project is awarded.
Four percent inflation compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

				STATE FISCAL YEAR PROJECT BUDGETING				
				7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Greene Route: MO 13 Job No.: 8P0841D Length: 0.24 Fund Cat: Major Projects & Emerging Needs Sec Cat: Regional	Payback to the City of Springfield for project 8P0841C at Rte. 13/Kansas Expressway and Evergreen Street. Relates to project 8P0841C. MoDOT Cost Share Program. MPO: Y Award Date: N/A Federal Cat: State	Engineering: R/W: Construction: FFOS: Payments:		0 0 0 0 0	0 0 0 0 0	0 0 0 300 300	0 0 0 0 0	0 0 0 0 0
County: Greene Route: US 160 Job No.: 8P0879C Length: 8.62 Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst	Pavement improvement between Rte. 123 in Willard and I-44 in Springfield. MPO: Y Award Date: 2009 Federal Cat: S.T.P.	Engineering: R/W: Construction: FFOS: Payments:		2 0 0 0 0	23 0 1,244 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: US 160 Job No.: 8S0758 Length: 1.01 Fund Cat: Safety Sec Cat: Safety	Relocate west outer road and Weaver Rd. intersection 1 mile south of Rte. 60 (James River Freeway) at Weaver Road. Cost Share with Greene Co. and City of Springfield. Let by City of Springfield. R/W acquired by Greene Co. and City of Springfield. Designed by Greene Co. MPO: Y Award Date: Let by Others Federal Cat: Safety	Engineering: R/W: Construction: FFOS: Payments:		10 0 2,045 2,045 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: 266 Job No.: 8S0851 Length: 0.00 Fund Cat: Major Projects & Emerging Needs Sec Cat: System Expansion	Improve capacity on Chestnut Expressway at the I-44 interchange and between I-44 and Farm Road 107. To be let with project 8S0795. Subject to concurrence and approval of the Ozarks Transportation Organization. MPO: Y Award Date: 2008 Federal Cat: S.T.P.	Engineering: R/W: Construction: FFOS: Payments:		10 1,090 10,000 1,090 0	5 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: IS 44 Job No.: 8I0754 Length: 2.76 Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Rehab And Reconst	Resurface westbound lanes from Rte. H (Glenstone Avenue) to west of Rte. 13 (Kansas Expressway) in Springfield. MPO: Y Award Date: 2010 Federal Cat: I/M **Federal Oversight**	Engineering: R/W: Construction: FFOS: Payments:		0 0 0 0 0	5 0 0 0 0	5 0 1,767 0 0	0 0 0 0 0	0 0 0 0 0

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Engineering includes PE costs, CE costs and R/W incidentals.

					STATE FISCAL YEAR PROJECT BUDGETING				
					7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Greene Route: IS 44 Job No.: 8I0755 Length: 2.80 Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Rehab And Reconst	Resurface eastbound and westbound lanes from Rte. 65 to Rte. H (Glenstone Ave) in Springfield. MPO: Y Award Date: 2010	Federal Cat: N.H.S.	Federal Oversight	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0	5 0 0 0 0	5 0 1,010 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: IS 44 Job No.: 8I0904 Length: 1.51 Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Rehab And Reconst	Resurface eastbound lanes from Strafford to Greene/Webster County line. MPO: Y Award Date: 2009	Federal Cat: N.H.S.		Engineering: R/W: Construction: FFOS: Payments:	5 0 0 0 0	5 0 483 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: US 60 Job No.: 8P0683C Length: 1.40 Fund Cat: Amendment 3 Sec Cat: System Expansion	Interchange and ramp improvements at Rte. 60/65 in southeast Springfield. To be let in combination with 8P0897 and 8P0898. Amendment 3 new major project. MPO: Y Award Date: 2009	Federal Cat: N.H.S.		Engineering: R/W: Construction: FFOS: Payments:	35 3,245 0 0 0	34 0 46,554 2,976 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: US 60 Job No.: 8P0692C Length: 1.00 Fund Cat: Major Projects & Emerging Needs Sec Cat: System Expansion	Roadway improvements at the James River Freeway/Glenstone Avenue interchange in Springfield. Cost share project with the City of Springfield. Right-of-way acquired by project 8P0692. MPO: Y Award Date: 2008	Federal Cat: N.H.S.		Engineering: R/W: Construction: FFOS: Payments:	0 0 6,097 5,300 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Greene Route: US 60 Job No.: 8P0898 Length: 0.40 Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst	Improve westbound bridge L5142 over James River/ Lake Springfield in southeast Springfield. Includes $654,000 of On-System Bridge (BRM) funds allocated by the Ozarks Transportation Organization. To be let in combination with projects 8P0683C and 8P0897. MPO: Y Award Date: 2009	Federal Cat: S.T.P.		Engineering: R/W: Construction: FFOS: Payments:	300 0 0 0 0	150 0 6,768 654 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0

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Engineering includes PE costs, CE costs and R/W incidentals.

			STATE FISCAL YEAR PROJECT BUDGETING				
			7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Greene Route: US 65 Job No.: 8P0605B Length: 2.34 Fund Cat: Major Projects & Emerging Needs Sec Cat: System Expansion	**Improve capacity from Route 60 (James River Freeway) to Battlefield Road. Subject to Ozarks Transportation Organization concurrence and approval.** MPO: Y Award Date: 2010 Federal Cat: N.H.S.	Engineering:	100	100	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	0	10,200	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: BU 65 Job No.: 8P0789 Length: 0.20 Fund Cat: Safety Sec Cat: Safety	**Add dual left-turn lanes, improve right-turn lane capacity at the Primrose Street intersection with Glenstone Avenue in Springfield. Cost share project with the City of Springfield.** MPO: Y Award Date: 2008 Federal Cat: Safety	Engineering:	10	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	2,650	0	0	0	0
		FFOS:	2,650	0	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: US 65 Job No.: 8P0880 Length: 9.54 Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay	**Pavement improvement from Rte. 60 to the Ozarks Transportation Organization boundary. Let in combination with project 8P0893 to provide smooth pavement south to Rte. EE.** MPO: Y Award Date: 2010 Federal Cat: S.T.P.	Engineering:	0	25	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	0	4,424	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: US 65 Job No.: 8P0897 Length: 0.40 Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst	**Improve northbound bridge A0647 over Rte. 60 in southeast Springfield. To be let in combination with projects 8P0683C and 8P0898.** MPO: Y Award Date: 2009 Federal Cat: S.T.P.	Engineering:	200	100	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	4,321	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: US 65 Job No.: 8P0914 Length: 0.40 Fund Cat: Safety Sec Cat: Safety	**Improve safety on northbound bridge over Lake Springfield. Subject to Ozarks Transportation Organization concurrence and approval.** MPO: Y Award Date: 2008 Federal Cat: Safety	Engineering:	5	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	255	0	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

			STATE FISCAL YEAR PROJECT BUDGETING				
			7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Greene Route: MO 744 Job No.: 8P0879B Length: 3.66 Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst	Resurface roadway, diamond grind pavement from Springfield-Branson National Airport to Rte. 13. MPO: Y Award Date: 2009 Federal Cat: S.T.P.	Engineering:	2	23	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	900	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: RT H Job No.: 8S0724 Length: 0.79 Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst	Build new bridge, reconfigure existing alignment to diamond interchange on Rte. H from north of FR 102 (Valley Water Mill) to south of I-44. Cost share project with Greene County and the City of Springfield. MPO: Y Award Date: 2009 Federal Cat: Bridge	Engineering:	10	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	10,896	0	0	0
		FFOS:	2,550	1,890	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: RT M Job No.: 8S0835 Length: 1.02 Fund Cat: Major Projects & Emerging Needs Sec Cat: Safety	Add turn lanes and signal at Republic High School. Cost share project with the Republic R-III School District and the City of Republic. Project includes STP-Urban funds allocated to the City of Republic. MPO: Y Award Date: 2009 Federal Cat: State	Engineering:	5	5	0	0	0
		R/W:	75	0	0	0	0
		Construction:	0	1,641	0	0	0
		FFOS:	75	1,602	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: NEW Job No.: 8S0795 Length: 0.00 Fund Cat: Major Projects & Emerging Needs Sec Cat: System Expansion	Construct roadway connection to serve new Midfield Terminal at Springfield/Branson National Airport. Funded by the City of Springfield and Greene County. To be let in combination with project 8S0851. Subject to Ozarks Transportation Organization concurrence and approval MPO: Y Award Date: 2008 Federal Cat: S.T.P.	Engineering:	5	2	0	0	0
		R/W:	800	0	0	0	0
		Construction:	5,602	0	0	0	0
		FFOS:	6,402	0	0	0	0
		Payments:	0	0	0	0	0
County: Greene Route: Various Job No.: 8P0761 Length: 0.00 Fund Cat: Taking Care Of System Sec Cat: Systems Operations	Design and construct a traffic management center for the Springfield area. To be let by the City of Springfield. Fed. No. ITS-0329(801) 100% fed. Fed.No. ITS-0429(801) 50% Fed. 10% Springfield, 10% MoDOT Operations, 30% soft match from previous work. MPO: Y Award Date: Let by Others Federal Cat: S.T.P. Federal Oversight	Engineering:	0	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	740	0	0	0
		FFOS:	0	740	0	0	0
		Payments:	0	0	0	0	0

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Engineering includes PE costs, CE costs and R/W incidentals.

			STATE FISCAL YEAR PROJECT BUDGETING				
			7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: **Greene** Route: **Various** Job No.: **8Q0830B** Length: **0.00** Fund Cat: **Taking Care Of System** Sec Cat: **Systems Operations**	**Phase II of field device deployment of the Intelligent Transportation System on various routes in the Springfield Area. To be let by the City of Springfield. Project involves Federal ITS project number ITS-0529(801).** MPO: **Y** Award Date: **Let by Others** Federal Cat: **S.T.P.** **Federal Oversight**	Engineering:	0	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	1,326	0	0	0	0
		FFOS:	1,105	0	0	0	0
		Payments:	0	0	0	0	0
County: **Various** Route: **Various** Job No.: **5B0800X** Length: **0.00** Fund Cat: **Taking Care Of System** Sec Cat: **Rehab And Reconst**	**Payback for Safe and Sound bridges in the Ozarks Transportation Organization area (District 8).** MPO: **Y** Award Date: **N/A** Federal Cat: **Bridge**	Engineering:	0	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	0	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	14	0	0	276	276
County: **Various** Route: **Various** Job No.: **8I0869** Length: **0.00** Fund Cat: **Taking Care Of System** Sec Cat: **Routine Maintenance**	**SFY 2008 on-call guardrail and guard cable repair in the Ozarks Transportation Organization area. To be let in combination with project 8P0873.** MPO: **Y** Award Date: **2007** Federal Cat: **S.T.P.**	Engineering:	0	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	342	0	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0
County: **Various** Route: **Various** Job No.: **8I0870** Length: **0.00** Fund Cat: **Taking Care Of System** Sec Cat: **Routine Maintenance**	**SFY 2009 on-call guardrail and guard cable repair in the Ozarks Transportation Organization area. To be let in SFY 2008 in combination with 8P0874.** MPO: **Y** Award Date: **2008** Federal Cat: **S.T.P.**	Engineering:	3	0	0	0	0
		R/W:	0	0	0	0	0
		Construction:	201	0	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0
County: **Various** Route: **Various** Job No.: **8P0856** Length: **0.00** Fund Cat: **Taking Care Of System** Sec Cat: **Routine Maintenance**	**SFY 2010 on-call guardrail and guard cable repair in the Ozarks Transportation Organization area. To be let in SFY 2009 in combination with 8P0857.** MPO: **Y** Award Date: **2009** Federal Cat: **State**	Engineering:	0	3	0	0	0
		R/W:	0	0	0	0	0
		Construction:	0	201	0	0	0
		FFOS:	0	0	0	0	0
		Payments:	0	0	0	0	0

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Engineering includes PE costs, CE costs and R/W incidentals.

				STATE FISCAL YEAR PROJECT BUDGETING				
				7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Various Route: Various Job No.: 8P0858 Length: 0.00 Fund Cat: Taking Care Of System Sec Cat: Routine Maintenance	**SFY 2011 on-call guardrail and guard cable repair in the Ozarks Transportation Organization area. To be let in SFY 2010 in combination with 8P0859.** MPO: Y Award Date: 2010 Federal Cat: S.T.P.	Engineering: R/W: Construction: FFOS: Payments:		0 0 0 0 0	0 0 0 0 0	3 0 201 0 0	0 0 0 0 0	0 0 0 0 0
County: Various Route: Various Job No.: 8P0881 Length: 0.00 Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst	**SFY 2011 pavement improvements on major routes throughout the Ozarks Transportation Organization area.** MPO: Y Award Date: 2011 Federal Cat: S.T.P.	Engineering: R/W: Construction: FFOS: Payments:		0 0 0 0 0	0 0 0 0 0	73 0 0 0 0	0 0 2,040 0 0	0 0 0 0 0
County: Various Route: Various Job No.: 8P0907 Length: 0.00 Fund Cat: Safety Sec Cat: Safety	**SFY 2008 on-call work zone enforcement in the Ozarks Transportation Organization Area.** MPO: Y Award Date: N/A Federal Cat: Safety	Engineering: R/W: Construction: FFOS: Payments:		0 0 75 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
County: Various Route: Various Job No.: 8P0909 Length: 0.00 Fund Cat: Safety Sec Cat: Safety	**SFY 2010 on-call work zone enforcement in the Ozarks Transportation Organization area.** MPO: Y Award Date: 2010 Federal Cat: Safety	Engineering: R/W: Construction: FFOS: Payments:		0 0 0 0 0	0 0 0 0 0	0 0 150 0 0	0 0 0 0 0	0 0 0 0 0
County: Various Route: Various Job No.: 8P0911 Length: 0.00 Fund Cat: Safety Sec Cat: Safety	**SFY 2009 on-call work zone enforcement in the Ozarks Transportation Organization area.** MPO: Y Award Date: 2009 Federal Cat: Safety	Engineering: R/W: Construction: FFOS: Payments:		0 0 0 0 0	0 0 30 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0

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Engineering includes PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING				
		7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
County: Various Route: Various Job No.: 8Q0876 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Systems Operations Award Date: N/A Federal Cat: S.T.P.	**SFY 2008 Operation and management of the OzarksTraffic intelligent transportation system throughout the Ozarks Transportation Organization area.**					
	Engineering:	0	0	0	0	0
	R/W:	0	0	0	0	0
	Construction:	516	0	0	0	0
	FFOS:	0	0	0	0	0
	Payments:	0	0	0	0	0
County: Various Route: Various Job No.: 8Q0882 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Systems Operations Award Date: 2010 Federal Cat: S.T.P.	**SFY 2010 operation and management of OzarksTraffic intelligent transportation system throughout the Ozarks Transportation Organization area.**					
	Engineering:	0	0	0	0	0
	R/W:	0	0	0	0	0
	Construction:	0	0	709	0	0
	FFOS:	0	0	0	0	0
	Payments:	0	0	0	0	0
County: Various Route: Various Job No.: 8Q0883 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Systems Operations Award Date: 2011 Federal Cat: S.T.P.	**SFY 2011 operation and management of OzarksTraffic intelligent transportation system throughout the Ozarks Transportation Organization area.**					
	Engineering:	0	0	0	0	0
	R/W:	0	0	0	0	0
	Construction:	0	0	0	800	0
	FFOS:	0	0	0	0	0
	Payments:	0	0	0	0	0
County: Various Route: Various Job No.: 8Q0884 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Systems Operations Award Date: 2009 Federal Cat: S.T.P.	**SFY 2009 operation and management of OzarksTraffic intelligent transportation system throughout the Ozarks Transportation Organization area.**					
	Engineering:	0	0	0	0	0
	R/W:	0	0	0	0	0
	Construction:	0	686	0	0	0
	FFOS:	0	0	0	0	0
	Payments:	0	0	0	0	0
County: Various Route: Various Job No.: 8Q0913 Length: 0.00 MPO: Y Fund Cat: Major Projects & Emerging Needs Sec Cat: Systems Operations Award Date: 2012 Federal Cat: S.T.P.	**SFY 2012 operations and management of OzarksTraffic intelligent transportation system throughout the Ozarks Transportation Organization area.**					
	Engineering:	0	0	0	0	0
	R/W:	0	0	0	0	0
	Construction:	0	0	0	0	849
	FFOS:	0	0	0	0	0
	Payments:	0	0	0	0	0

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Engineering includes PE costs, CE costs and R/W incidentals.

County: **Various** — **SFY 2008 pavement improvement in the Ozarks Transportation Organization area.**
Route: **Various**
Job No.: **8S0889**
Length: **0.00** MPO: **Y**
Fund Cat: **Taking Care Of System**
Sec Cat: **Rehab And Reconst** Award Date: **2008** Federal Cat: **S.T.P.**

	STATE FISCAL YEAR PROJECT BUDGETING				
	7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	7/2011-6/2012
Engineering:	0	0	0	0	0
R/W:	0	0	0	0	0
Construction:	1,183	0	0	0	0
FFOS:	0	0	0	0	0
Payments:	0	0	0	0	0
FFOS:	27,217	7,862	300	0	0
Total R/W:	5,210	1	0	0	0
Total Construction:	38,254	74,464	28,461	2,840	849
Paybacks:	14	0	300	276	276
Sub-Total:	43,478	74,465	28,761	3,116	1,125
Total Engineering:	1,804	490	86	0	0
Grand Total:	45,282	74,955	28,847	3,116	1,125

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TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.F

Glenstone and Republic Road Interchange TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: The City of Springfield is requesting that existing TIP project #SP0406 be amended to include an additional $1.9 million for improvements to Republic Road in association with the revised Glenstone and James River Freeway interchange project. The funds will come from the City's STP-Urban allocation (80%) and local 1/8 cent sales tax (20%). The amendment does not change the STP-Urban allocation for other jurisdictions and is obligating a portion of Springfield's STP-Urban balance.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to include STP-Urban funds and local sales tax proceeds to fund improvements to the Glenstone and James River Freeway Interchange in FY07. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the June Board of Directors meeting.

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2007

Glenstone and Republic Road Interchange at James River Freeway (MoDOT #8P0692C) .....**TIP #SP0406**
Construct loop ramp SW Quadrant and revise Old Glenstone and Harvard Intersections with Republic Road. Republic Road will be widened to Charleston.

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

Greene County STP-Urban: $500,000
Springfield STP-Urban: ~~$1,726,400~~ $3,246,400
FHWA: $2,000,000
Local (Springfield 1/8 cent sales tax): ~~$556,000~~ $936,000
2007 MoDOT: $266,000
TOTAL FY2007: ~~$5,048,400~~ $6,948,400

Project is subject to the approval of the Missouri Highway Transportation Commission and/or the Springfield City Council.

National and Chestnut Expressway (MoDOT Project # 8S0788).....**TIP # SP0415**
Add left and right turn lanes, drainage, sidewalks, lighting and signals.

Federal Source Agency: FHWA
Federal Funding Category: STP Safety
MoDOT Funding Category: Safety
Work or Fund Category: Design/ROW/Construction

Local (City of Springfield): $32,000
FHWA: $750,000
FHWA (Springfield STP-Urban): $1,400,000
TOTAL FY2007 $2,182,000
Previous funding: $1,318,000
Project Total: $3,500,000

National and Grand ..... **TIP # SP0416**
Add left and right turn lanes, drainage, sidewalks, lighting and signals.

Work or Fund Category: Design/Partial ROW

Local (City of Springfield 1/4 cent sales tax): $150,000
TOTAL FY2007 $150,000

Project is subject to the approval of the Springfield City Council.

National and Primrose .....**TIP # SP0418**
Add lanes, drainage, sidewalks, lighting and signals.

Work or Fund Category: Design/ROW/Construction

Local (2006 City of Springfield 1/4 cent sales tax): $2,000,000
TOTAL FY2007 $2,000,000
Previous funding: $1,200,000
Project Total: $3,200,000

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
CC0701	$200,000					$200,000		$50,000	**$250,000**
CC0702		$231,200				$231,200	$57,800		**$289,000**
GR0512						$0		$1,108,000	**$1,108,000**
GR0614						$0	$23,990,000		**$23,990,000**
GR0701				$924,000		$924,000		$231,000	**$1,155,000**
GR0702				$471,200		$471,200	$117,800		**$589,000**
GR0703			$669,600			$669,600	$167,400		**$837,000**
GR0704				$218,400		$218,400		$66,600	**$285,000**
GR0705		$2,239,200				$2,239,200	$559,800		**$2,799,000**
GR0706		$365,600				$365,600	$91,400		**$457,000**
NX0601						$0	$0	$1,109,750	**$1,109,750**
NX0602						$0		$427,800	**$427,800**
NX0603	$37,911					$37,911		$9,476	**$47,387**
NX0604	$192,800					$192,800		$48,200	**$241,000**
NX0701						$0		$48,200	**$48,200**
OK0701		$575,192				$575,192	$242,028	$43,920	**$861,140**
OK0702	$89,600					$89,600		$22,400	**$112,000**
OK0703		$360,000				$360,000	$90,000		**$450,000**
RP0701						$0		$20,000	**$20,000**
RP0702						$0		$45,600	**$45,600**
RP0703						$0		$4,560	**$4,560**
SP0406	$3,746,400		$2,000,000			$5,746,400	$266,000	$936,000	**$6,948,400**
SP0415	$1,400,000	$750,000				$2,150,000		$32,000	**$2,182,000**
SP0416						$0		$150,000	**$150,000**
SP0418						$0		$2,000,000	**$2,000,000**
SP0423						$0		$75,000	**$75,000**
SP0427						$0		$1,400,000	**$1,400,000**
SP0603						$0		$450,000	**$450,000**
SP0604						$0		$425,000	**$425,000**
SP0606						$0		$750,000	**$750,000**
SP0609						$0		$1,000,000	**$1,000,000**
SP0610						$0		$3,000,000	**$3,000,000**
SP0617						$0		$450,000	**$450,000**
SP0620		$857,000				$857,000	$96,500	$96,500	**$1,050,000**
SP0626						$0	$100,000		**$100,000**
SP0706						$0		$350,000	**$350,000**
SP0707						$0		$100,000	**$100,000**
SP0708						$0		$175,000	**$175,000**
SP0710						$0		$150,000	**$150,000**
SP0712		$1,471,102				$1,471,102	$243,961	$243,961	**$1,959,024**
SP0716		$200,000				$200,000		$50,000	**$250,000**
SP0717						$0		$700,000	**$700,000**
SP0718						$0		$310,000	**$310,000**
SP0719						$0		$940,000	**$940,000**
SP0720		$800,000				$800,000		$200,000	**$1,000,000**
SP0721						$0	$335,000		**$335,000**

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
SP0803		$1,120,000				$1,120,000		$280,000	**$1,400,000**
MO0701		$205,600				$205,600	$514,000	$428,762	**$1,148,362**
MO0703		$824,000				$824,000	$206,000		**$1,030,000**
TOTAL	**$5,666,711**	**$9,998,894**	**$12,183,200**	**$1,613,600**	**$596,862**	**$30,059,267**	**$32,079,890**	**$19,935,761**	**$82,074,918**

FINANCIAL SUMMARY

--Highways/ Roads--

FINANCIAL CONSTRAINTS

	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
2007 Anticipated	$14,893,603	$9,998,894	$12,183,200	$1,613,600	$596,862	$39,286,159	$32,079,890	$19,935,761	**$91,301,810**
2007 Programmed	$5,666,711	$9,998,894	$12,183,200	$1,613,600	$596,862	$30,059,267	$32,079,890	$19,935,761	**$82,074,918**
Balance	$9,226,892	$0	$0	$0	$0	$9,226,892	$0	$0	**$9,226,892**
2008 Anticipated*	$2,853,954	$8,854,286	$4,750,000	$311,200	$739,656	$17,509,096	$8,169,285	$13,588,597	**$39,266,978**
2008 Programmed	$6,661,284	$8,854,286	$4,750,000	$311,200	$739,656	$21,316,426	$8,169,285	$13,588,597	**$43,074,308**
Balance	-$3,807,330	$0	$0	$0	$0	-$3,807,330	$0	$0	**-$3,807,330**
2009 Anticipated*	$2,853,954	$8,487,549	$0	$654,051	$0	$11,995,554	$47,332,200	$5,448,673	**$64,776,427**
2009 Programmed	$0	$8,487,549	$0	$654,051	$0	$9,141,600	$47,332,200	$5,448,673	**$61,922,473**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**
2010 Anticipated*	$2,853,954	$2,199,200	$0	$0	$0	$5,053,154	$549,800	$9,439,769	**$15,042,723**
2010 Programmed	$0	$2,199,200	$0	$0	$0	$2,199,200	$549,800	$9,439,769	**$12,188,769**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**

TOTAL BALANCE REMAINING 2007-2010 **$11,127,469**

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.G

Glenstone and I-44 Interchange TIP Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: Greene County and the City of Springfield successfully applied for Statewide Cost Share funds to make improvements to the I-44 and Glenstone Interchange. Because the Cost Share funds are available statewide on a competitive basis, the project represents additional transportation funds being brought into the Ozarks Transportation Organization study area and do not subtract from any funding pot that other jurisdictions would normally have access to.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on amending the TIP to program STP-Urban funds for a MoDOT cost share project at the Glenstone and I-44 Interchange in FY07. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period for the TIP amendment can be conducted and comments received prior to the June Board of Directors meeting.

I-44/ Chestnut Expressway Interchange(MoDOT #8S0851)..... **TIP #SP0723**
Improve Capacity on Chestnut Expressway at the I-44 interchange and between I-44 and Farm Road 107. To be let with project 8S0795.

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

FHWA (STP): $8,008,000
FHWA(STP-Urban): $872,000
Local (Springfield): $218,000
MoDOT: $2,002,000

TOTAL FY 2007: $11,100,000

I-44/ Glenstone (Highway H) (MoDOT #8S0724)..... **TIP #SP0724**
Build New Bridge, reconfigure existing alignment to diamond interchange on Route H from north of Farm Road 102 to south of I-44. Cost share between Greene County and Springfield.

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

FHWA (STP): $360,000
FHWA(STP-Urban-Springfield): $402,500
Local (Springfield): $150,000
FHWA(STP-Urban-Greene): $402,500
Local (Greene): $150,000
MoDOT: $90,000

TOTAL FY 2007: $1,555,000

FY2008

National and Kearney (MoDOT Project # 8S0790) .....**TIP # SP0417**
Add lanes, drainage, sidewalks, lighting and signals.

Work or Fund Category: Design

Local (City of Springfield 1/4 & 1/8 cent sales tax): $200,000
TOTAL FY2008: $200,000

Project is subject to the approval of the Springfield City Council.

CITY OF SPRINGFIELD (Incorporated City Limits)

FY2008

Republic Road, Scenic to Golden (Farm Road 170) .....**TIP # SP0421**
Widen to 5 lanes, drainage, sidewalks and lighting.

Work or Fund Category: Design/ROW/Construction

FINANCIAL SUMMARY

--Highways/ Roads--

2007

PROJECT	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
SP0722		$1,000,000				$1,000,000			**$1,000,000**
SP0723	$872,000	$8,008,000				$8,880,000	$2,002,000	$218,000	**$11,100,000**
SP0724	$805,000	$360,000				$1,165,000	$90,000	$300,000	**$1,555,000**
SP0803		$1,120,000				$1,120,000		$280,000	**$1,400,000**
MO0701		$205,600				$205,600	$514,000	$428,762	**$1,148,362**
MO0703		$824,000				$824,000	$206,000		**$1,030,000**
TOTAL	**$7,343,711**	**$19,366,894**	**$12,183,200**	**$1,613,600**	**$596,862**	**$41,104,267**	**$34,171,890**	**$20,453,761**	**$95,729,918**

FINANCIAL SUMMARY

--Highways/ Roads--

FINANCIAL CONSTRAINTS

	FEDERAL						MoDOT	Local	Total
	STP Urban	STP	NHS	BRIDGE	ITS	TOTAL			
2007 Anticipated	$14,893,603	$19,366,894	$12,183,200	$1,613,600	$596,862	$48,654,159	$34,171,890	$20,453,761	#######
2007 Programmed	$7,343,711	$19,366,894	$12,183,200	$1,613,600	$596,862	$41,104,267	$34,171,890	$20,453,761	**$95,729,918**
Balance	$7,549,892	$0	$0	$0	$0	$7,549,892	$0	$0	**$7,549,892**
2008 Anticipated*	$2,853,954	$8,854,286	$4,750,000	$311,200	$739,656	$17,509,096	$8,169,285	$12,808,597	**$38,486,978**
2008 Programmed	$6,661,284	$8,854,286	$4,750,000	$311,200	$739,656	$21,316,426	$8,169,285	$12,808,597	**$42,294,308**
Balance	-$3,807,330	$0	$0	$0	$0	-$3,807,330	$0	$0	**-$3,807,330**
2009 Anticipated*	$2,853,954	$8,487,549	$0	$654,051	$0	$11,995,554	$47,332,200	$5,448,673	**$64,776,427**
2009 Programmed	$0	$8,487,549	$0	$654,051	$0	$9,141,600	$47,332,200	$5,448,673	**$61,922,473**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**
2010 Anticipated*	$2,853,954	$2,199,200	$0	$0	$0	$5,053,154	$549,800	$9,439,769	**$15,042,723**
2010 Programmed	$0	$2,199,200	$0	$0	$0	$2,199,200	$549,800	$9,439,769	**$12,188,769**
Balance	$2,853,954	$0	$0	$0	$0	$2,853,954	$0	$0	**$2,853,954**

TOTAL BALANCE REMAINING 2007-2010 **$9,450,469**

TECHNICAL COMMITTEE AGENDA 05/16; ITEM II.H

MPO High Priority Project Listing

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: At the April Technical Committee meeting, a special subcommittee was formed to recommend a new Top Five MPO Priority Project to replace the completed North-South Corridor Study and to develop a list of projects to submit to MoDOT Central Office for inclusion in a Statewide Priorities needs analysis. MoDOT is looking to develop a list of statewide transportation needs totaling $200 million and $600 million to share with the legislature in hopes of securing an additional transportation funding package for voter consideration. The subcommittee selected six projects for consideration. Because not all jurisdictions were represented the subcommittee felt that narrowing the list to six projects was sufficient and would allow a focused discussion at the full Technical Committee meeting.

TECHNICAL COMMITTEE ACTION REQUESTED:

To develop the following:

- A suggestion for one project to be added to the MPO Top Five Priority Project List; and
- A package of regional priority projects to submit to MoDOT Central Office for consideration in a competitive statewide priority needs analysis.

Priorities

Top 5 Priority Projects

- **U.S. 60 and U.S. 65 Interchange including at-grade rail crossing on James River Freeway)**
- **U.S. 65 and I-44 Interchange**
- **Glenstone/Republic Road and James River Freeway Interchange**
- **Development of Multi-Modal Corridor(s) to New Airport Terminal**
- **Transportation Planning Study to Enhance Connectivity within the MPO Region and MPO with Emphasis on North/South Corridors**

Additional Proposed:

- **Passenger Rail Service to SW Missouri**
- **US 160 ITS and Operational Improvements from James River Freeway to Nixa to include the James River Freeway/ Campbell interchange**
- **US 60 East to Rogersville**
- **EIS for North South Corridor**
- **4 lane US 160 to Willard**
- **Establishment of a Regional Transit Authority**

TECHNICAL COMMITTEE AGENDA 05/16; ITEM III.C

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.

http://www.reason.com
http://www.reason.com/news/show/119192.html

reasononline
FREE MINDS AND FREE MARKETS

How Traffic Jams Are Made In City Hall

The bad logic and failed policies of transportation planners

Sam Staley and Ted Balaker | April 2007 Print Edition

If you want to know why so few people use mass transit, meet Sue, a college administrator in Minneapolis. If anyone would use transit, Sue would. She's single, she lives in a condominium, and she can afford any additional out-of-pocket expense. She could use her city's Hiawatha Line, a light rail route newly completed at a cost of $715 million. But she doesn't, although she feels guilty about it. That's because her car gets her where she needs to go. Faster.

According to the U.S. Census Bureau, the typical driver in America's metropolitan areas takes 21 minutes to get from home to work. If you take public transit, the average commute stretches to 36 minutes. That's 71 percent longer. Workers in the New York metropolitan area have the longest commute: There it takes an average of 52 minutes to get to work, even though the New York-New Jersey-Connecticut mass transit systems are among the most extensive in the nation.

Minneapolis-St. Paul is about average. The typical commuter takes 21 minutes to get to work by car or 32 minutes by public transit. Congestion can be pretty bad: The average driver in the Twin Cities spends 43 hours-more than an entire work week-stuck in traffic every year. According to the Texas Transportation Institute at Texas A&M University, that costs Twin Cities drivers almost $1 billion in wasted time and fuel. But mass transit takes even longer, and it isn't as flexible as a car when it comes to picking where and when you'd like to go. Is it any wonder Sue drives to work rather than taking the bus or train?

The U.S. Department of Transportation puts the yearly cost of congestion at $168 billion. But the planning gurus who are supposed to solve our transportation problems are in the grip of transitphilia and autophobia; their beliefs about how cities and transportation work are grounded more in nostalgia than in a realistic view of the world we live in now. The public policies they design and try to enforce make it harder for us to get to work, pick up our kids from school, or go shopping. They are *deliberately* fostering congestion. In the words of David Solow, head of the Metrolink commuter rail in Southern California, congestion is "actually good" because "it drives people out of their cars."

Keeping Minneapolis Congested

Every major urban area in the country has an official bureaucracy responsible for planning roads, highways, and mass transit. It has to; it's required by federal law.

Minneapolis has one of the more competent planning agencies. The Metropolitan Council-or Met Council, as locals call it-has at least acknowledged the importance of congestion and has tried a few innovative ways to address it. Unfortunately, its solutions will have minimal impact on the problem. It

provides an instructive example of how poorly even our better regional planning agencies are addressing one of the most important policy problems they face.

The Met Council has some extraordinary powers. Established by the Minnesota legislature in 1967, it has legal responsibility for managing the Twin Cities' sewers, parks, transportation, aviation, and land use planning. But the primary focus of its huge organizational bureaucracy is transportation. Of its 3,718 employees, 73 percent do transportation-related work, spending three-quarters of the agency's annual budget.

The council says it aims to enhance "transportation choices" and to "improve the ability of Minnesotans to travel safely and efficiently through the region." So far, so good. The council goes even further: "To a growing number of metro area residents, traffic congestion ranks as the No. 1 livability issue. It affects the length of their daily commute, the times of day they choose to make trips, and the amount of time they sit in traffic, even where they choose to live and work."

But is the Met Council really focused on reducing congestion? Its stated goal isn't to solve the problem; it merely calls for "slowing the *growth* in traffic congestion and improving mobility" (emphasis added). In other words, traffic will continue to get worse, just not as much worse as it would if the council did nothing. The Met Council also has priorities besides congestion: reducing the number of people living in single-family homes, preserving open space, limiting sprawl-and increasing transit use.

During the next 10 years, the Met Council is planning to invest $4.2 billion in the highway system and $1.4 billion in transit facilities. In other words, the region's primary transportation planning agency has decided to spend 25 percent of its budget on mass transit. But transit accounts for just 2.5 percent of all trips in the region, whether they're for pleasure, taking kids to school, going to the supermarket, or commuting to the office. Less than 5 percent of the Minneapolis-St. Paul region's population uses public transit to get to work, and that share is declining: According to U.S. Census statistics, the number of passengers using mass transit increased slightly in absolute terms between 1990 and 2000, but its market share fell by 12 percent.

The Met Council hopes to double bus capacity by 2030 and greatly expand its light rail line and commuter train system. It also intends to boost transit use from 74.9 million passenger trips per year to 150 million by 2030, even though the current trend projects virtually no growth in use and even though transit lost market share from 1990 to 2000, according to the Census Bureau's decennial data. The Met Council expects 574,625 new jobs to be created in the area by 2030. But even though the vast majority of Minneapolis-St. Paul's population travels to work by car, the planners improbably expect per capita road use to *decline*.

The council does plan to expand the road system. It will add 300 additional lane-miles of freeway, or about 12 lane-miles per year. That works out to about three miles of a two-lane (in each direction) freeway each year. That's well below the expected growth in travel demand.

The net result? Without road improvements, highway congestion is expected to increase from 28 hours annually per traveler in 2001 to 40 hours in 2030. With the improvements, congestion should "moderate" to 37 hours in 2030. Congestion would be 32 percent higher than in 2001, rather than 42 percent higher without the improvements. "Just to keep pace with these [highway] needs," the council's *2030 Regional Development Framework* says, "would add $4.7 billion to current plans for the next decade" above the currently planned spending.

For most regional planning agencies, automobility and congestion relief simply are not high on the

priority list. Sometimes they aren't on the list at all. Portland, Oregon, distinguished itself among its peers when it made a conscious decision in the mid-1990s to let congestion approach gridlock because it feared that otherwise fewer people would use the transit system. The drive to reduce sprawl creates a conflict of interest, too, since congestion relief makes it easier to commute long distances.

To make "more effective use" of the road system, the Met Council believes it has to get people out of their cars. That's unfortunate, especially since the agency admits congestion is many residents' "No. 1 livability issue." The council is spending 25 percent of its transportation funds on a solution that, at most, might improve the quality of life for 5 percent of the population, and it will do nothing for people like Sue. Even transit users might not be better off, since they will be spending more time commuting than if they used a car. Drivers will definitely be worse off. They will be spending *much* more time stuck in traffic in 2030 than they did in 2006.

If Minneapolis has one of the best planning agencies, what are the others like?

Fiddling While Atlanta Burns Gas

According to the Texas Transportation Institute, Atlanta is the nation's fourth most traffic-clogged metropolitan area, measured by the amount of time stuck in traffic. Its residents crawl and wind through more than 5,000 congested lane-miles each day. Most of these congested roads are arterials and collectors-local roads that let residents navigate short trips around town or their neighborhood or that take them to major highway interchanges. An analysis by the Atlanta Regional Commission of 75 intersections found that 60 were "deficient"-that is, they performed below engineered standards-during the morning rush hour and 68 were deficient during the afternoon rush. The freeways are even worse off: Almost 60 percent of Atlanta's interstates are congested, twice the incidence for local roads.

The South isn't normally seen as a hotbed of progressive government, but the Atlanta Regional Commission was the nation's first government-supported multi-county planning commission. The Atlanta Chamber of Commerce hatched the idea in 1938, and it became official with an act of the Georgia General Assembly in 1947.

As clogged roads slowly choke Atlanta's economy and its quality of life, traffic reduction should be the commission's No. 1 priority. And the commission appears to take its role seriously. During the next 25 years, it plans to spend $57 billion on transportation projects even if the federal, state, or local governments don't cough up more money. (Presumably the funds would come from tolls or other user fees.) Its plan, however, assumes that vehicle miles traveled per person-a common measure of travel demand-will fall by 5 percent and that average travel time won't change. The plan anticipates "significant improvement in congestion and travel times" along the corridors targeted for investment, saving billions of dollars through improved efficiency and productivity.

The commission has some reason for optimism. Travel demand appears to have fallen in Atlanta from a peak of 35 vehicle miles traveled per person each day in 1998 to 31 vehicle miles in 2002. Total demand has increased-from 109 million vehicle miles traveled in 1998 to 113 million in 2002-but that's because population has grown so much. (The number of people living in the Atlanta area increased by more than 200,000 during the same four years.) Each person is driving slightly less, but since there are so many more people, the roads are getting more use than ever.

Naturally, congestion increased during this period too, reflecting the increase in travel demand without a similar investment in roadway capacity. Travel times to work also increased, according to the U.S. Census Bureau, rising 24 percent during the 1990s to 30 minutes in 2000. The commission reports that

this was the largest increase in the nation.

So congestion is increasing, even though demand seems to be moderating. And local policy makers aren't expecting much more help from the federal, state, or local governments.

What's Atlanta's plan? Roadway expansion will get $8 billion. Car pool lanes will get another $5 billion, bringing the total pavement capacity building budget to $13 billion. The commission has slotted another $14 billion for nontransit operations and maintenance. These efforts will add 2,000 additional miles of arterial and collector roads and 300 miles of new freeway lanes. Another $3 billion is slated for improving the management of the road system.

Atlanta also believes that improving traffic signal timing to smooth out traffic flows, using meters on entrance ramps to prevent too many cars from entering the freeway at the same time, and similar measures that "manage" travel demand will reduce delays on local roads by 25 percent and increase freeway speeds by a similar magnitude. If those plans are implemented comprehensively and efficiently, that estimate may be plausible.

Meanwhile, $5 billion will be used to expand public transit, while $15 billion more will go toward maintenance and operations. A program expanding options for bicyclists, walkers, and others not using cars will get $2 billion. All in all, 38 percent of the regional planning budget is devoted to getting people out of their cars and onto buses and trains. Transit ridership, the commission boldly asserts, will increase "72 percent between now and 2030."

That conclusion is hard to swallow. Transit isn't fulfilling its promise in Atlanta now, and the trends in the city's census data aren't much different from what's happening in Minneapolis. Atlanta's regional work force is 2 million. Transit ridership increased to 75,272 workers in 2000 (an 8 percent increase), hardly making a dent in general commute patterns. And despite that modest uptick in absolute numbers, transit's market share fell from 4.7 percent of all commuting trips in 1990 to 3.7 percent in 2000.

Almost 2 million jobs will be added to the regional economy during the next 30 years. If Atlanta achieves its transit ridership goal, 129,467 people will be using mass transit in 2030. And even then, transit's commute share would fall. Put another way, Atlanta is investing almost 40 percent of its transportation budget on less than 4 percent of the market, and the latter number is shrinking.

This might be a worthy investment if the main beneficiaries were people too poor to afford cars or otherwise restricted from getting around. But the commission wants to compete with the automobile-to get working-class and middle-income commuters out of their cars and onto buses and trains.

Even our more skeptical analysis of the city's transit trends might be overly optimistic. According to the U.S. Department of Transportation's National Transit Database, Atlanta's bus transit system logged 235 million passenger miles in 2003. That's down from 273 million miles reported in 2000. Atlanta's subway system reported 487 million passenger miles in 2003, down from 504 million reported in 2000. So transit use is falling even in absolute terms. For transit to turn around and increase market share would be unprecedented.

Atlanta's policy makers can still shift course. Traffic in the city has become so bad that in 2004 Gov. Sonny Perdue convened a task force that called for making congestion reduction the top priority for regional transportation planners. The Atlanta Regional Commission, along with the Georgia Department of Transportation and other agencies, recently agreed to set specific targets for reducing congestion in absolute terms, as measured by travel delay in peak periods, by 2030. Local officials appear receptive,

but have not yet revealed how and to what extent they will follow the recommendations.

We'll see if the follow-through lives up to the promises. If it does, we can only hope the rest of the country's urban planners are paying attention. The myths that have held Atlanta back are hardly unique to that city.

City House, Country House

In 2005 the *Urban Transportation Monitor*, a biweekly industry newsletter, surveyed more than 600 transportation professionals to find out their thoughts on traffic congestion. About 19 percent responded. Of those, 45 percent thought the profession was "doing all it can do" to stop congestion. Half thought congestion was the result of too many people using their cars, and 45 percent attributed it primarily to the desire to live in low-density suburbs.

The preferred solutions were predictable: 51 percent thought mass transit should be improved or expanded, and 50 percent thought the government should manage demand better by getting people to telecommute or carpool. Only 29 percent believed increased highway capacity could be a cost-effective way to reduce congestion significantly. (The survey did not ask whether new capacity should be provided if it were privately funded.)

Many believed the problem is simply too many cars. Fifty-one percent said one of "the main reasons for the high level of congestion in many metropolitan areas" is the desire "of many to use cars for all their trips." Indeed, of the 11 options offered by the survey, that was the biggest vote getter. For traffic engineers, planners, and other transportation professionals, the solution to traffic jam is to keep us from using our automobiles.

The planning profession clings tenaciously to its foundational myths. Even as overwhelming evidence to the contrary piles up, planners keep claiming that cars are inefficient and socially destructive; that expanding road capacity isn't practical; and, most fundamentally, that the government can determine how we choose to travel by planning where and how we live.

That last assumption is the logical conclusion of a rather sophisticated (if largely incorrect) way of looking at human behavior. It's rooted in a common-sense observation: How we live influences how we travel. If we live on a farm, we are going to travel by car. Buses simply don't go out to farms to pick people up and take them into town for work or to buy groceries. Trains don't either. A neighbor might, but she would probably be driving a car and doing this as a service because you don't have a car. School buses are the exception that proves the rule. They pick up a large number of kids, but only because they're being delivered to one destination, the school building.

The flip side is the experience of the Manhattanite. If someone lives in the densest neighborhood of an American city, cars are costly, frustrating, and inefficient. Most Manhattan residents can get to their destination far more efficiently using the subway, taking a bus, or walking. Because parking is so costly, they also can get around fairly efficiently using taxis.

So people in dense urban areas have more choices, and personal automobiles are inefficient ways to get around town. Congestion, in fact, leads people to use alternative modes of transportation. Many regional planners, like those in Atlanta, conclude that the way a region develops dictates how people are likely to travel and what transportation strategies are most feasible. And the way to influence development patterns, they believe, is to carefully plan where and how much to invest in the transportation system. But proximity to work is only one of many factors people consider when finding a home; other criteria,

such as price, neighborhood safety, and proximity to good schools, are often deemed more important than living close to the office.

Of course, Atlanta is not Manhattan. In fact, it's virtually the opposite. At 1,783 people per square mile, Atlanta is the poster child for low-density residential development. The New York metropolitan area is three times as dense, with 5,309 people per square mile. Manhattan's density is even higher: more than 50,000 people per square mile.

According to the Atlanta commission, "Land use is an important determinant of how people choose to travel. No other variable impacts [mobility] to a greater extent. The Regional Development Plan policies help shape future growth and protect existing stable areas by encouraging appropriate land use, transportation, and environmental decisions."

To say this is an exaggeration would be charitable. While land use can influence travel behavior in small and crude ways, to claim that it is the biggest factor distorts the mainstream research on the subject. A 2004 study sponsored by the Federal Transit Administration (FTA) cautioned against the tendency to "overemphasize vertically mixed uses such as ground-floor retail and upper-level residential." In particular, it noted that "outside of dense urban locations, building mixed-use products in today's marketplace can be a complex and risky proposition; few believe that being near a train station fundamentally changes this market reality."

This isn't to say that these developments can't generate more transit riders. The FTA study found that those living near rail stations were five to six times more likely to commute using transit than other residents. While those seem like dramatic effects, the majority of commuters near transit stations (often two-thirds or more) still use cars to get to work. Moreover, many of the people living in these transit areas were transit users already. They just moved so they could be closer to transit.

Put differently, if 5 percent of a region commutes using transit-about the national average-then 25 or 30 percent of those living in a transit-oriented development will commute using transit. This is consistent with case studies of transit use in San Francisco and Chicago. (Incidentally, those results invariably come from studies of predominantly *heavy rail* commuter systems, such as subways. Light rail and buses are more fashionable in planning circles these days, but they're also slower and carry fewer riders.)

To get such high use rates, densities have to be very high. The traditional American home with a private yard doesn't fit this model. The typical new house in the United States is built on about one-fifth of an acre. A study in San Francisco found that doubling densities from 10 units per acre to 20 units per acre would increase transit's commute share from 20 percent to 24 percent.

In short, even cramming four times more people into the typical U.S. subdivision of 4-5 units per acre would produce only a modest uptick in transit use. And it isn't an uptick for the region. It's an uptick for the neighborhood-those living within a quarter mile of a transit stop. There is virtually no effect beyond the immediate vicinity of the transit stop, regardless of density.

At these densities, Americans would literally have to give up any hope of having a decent-sized yard and most would have to live in townhouses. The land use pattern would have to fundamentally change, resembling the landscape more common in the carless 19th century than in the highly mobile and adaptable 21st century.

Forget, at least for the moment, whether the government *should* effect such a sweeping change. It almost

certainly *can't*. In a forthcoming report, Adrian Moore of the Reason Foundation (the nonprofit organization that publishes this magazine) and Randal O'Toole of the Thoreau Institute examine data from the National Personal Transportation Survey and find that doubling an urban area's density would, at most, reduce the total number of car trips by 10 percent to 20 percent. No U.S. urban area has managed to double its density or to reduce car travel by such magnitudes.

Real Solutions

Believe it or not, there *are* ways to reduce traffic congestion, even if most politicians and planners haven't been eager to adopt them. Here are five potent suggestions, ideally done not alone but in conjunction with one another:

Creative construction. Expanding capacity doesn't always mean adding lanes to congested roads, although that's often a good idea as well. In densely populated Southern California, portions of the highway network are elevated well above the ground, including the Harbor Transitway approaching downtown Los Angeles. In Texas, San Antonio and Austin have double-decker freeways as well. In 2006 Tampa opened its cross-town expressway, an elevated road built in the median of an existing four-lane highway.

If going up is a problem, you can also go down. Australia has done an effective job of using tunnels to connect highways while preserving neighborhoods, an excellent alternative to destroying businesses and homes.

Smarter management. Building new capacity can get you only so far. The Federal Highway Administration estimates that half of all congestion could be eliminated simply through better management of the existing road network. Among other approaches, this could mean metering freeway ramps, turning two-way streets into one-way streets, and improving traffic light coordination. According to the Institute of Transportation Engineers, better-coordinated lights can reduce stops by as much as 40 percent, thereby cutting gas consumption, emissions, and travel times.

Market pricing for roads. One especially fruitful idea is high-occupancy toll (HOT) lanes, which allow drivers who put the highest priority on quick commutes to pay a premium for uncongested lanes. These have been built in Denver, Houston, and-yes-Minneapolis, among other cities. In Atlanta several private companies have submitted plans to build new HOT lanes on their own dime. During rush hour, the congestion difference between the special lanes and the regular lanes can be the difference between going 15 miles per hour and doing 65.

Areas with lots of car pool lanes could convert those to HOT lanes, add some connectors, and create a congestion-free HOT network. Transit boosters, take note: It would be easy to tweak the arrangement to guarantee bus riders a speedy trip too.

Market pricing for parking. On 99 percent of our trips we park for free, thanks largely to the minimum parking requirements embedded in our zoning codes. Eliminating those requirements would allow market forces to reflect the true cost of parking. Instead of adhering to arbitrary regulations that often order more spaces than necessary, developers would have greater flexibility to build only the number of spaces that is needed. Workplaces would be more likely to adopt parking cash-out programs, which give employees who do not drive to work a share of the money that otherwise would have gone toward parking costs. Employees would be more likely to work from home.

Market pricing for parking would reduce traffic too. If drivers had to pay the full cost of parking, they

might be less inclined to take certain trips, thus putting a dent in congestion. More important, when parking is scarce but free (or underpriced), drivers have an incentive to keep the spots as long as possible. When it is scarce but costs money, drivers are less likely to dally. One additional result: Other drivers have less need to circle around and around, hoping eventually to spot an empty space.

Traditional parking meters can be notoriously inconvenient, but they aren't the only way to pay for parking. Aspen, Colorado, uses a variety of new technologies, including personal in-vehicle meters. The town determines its parking rates by zones; prices are highest in the city center and drop the further you are from the core. Motorists simply park, type in the number of their parking zone, turn on the meter, and hang it from the rearview meter. A timer deducts the prepaid amount until the driver returns. No one has to hunt for loose change.

Privatization. We're much more likely to adopt ideas like the above when roads are built and managed by companies responding to market incentives, not by government officials responding to planning fads and political clout. Private companies can create and operate highways using toll revenues as a funding source. The government can also convert existing roads to privately managed systems to allow improvements and expansions of the existing network.

For a spectacularly successful example, consider the 407 Electronic Tollway outside Toronto. This innovative road isn't fully private, but it was built by a private company (the Canadian Highways International Corporation) and is now managed by another private company (407 International) that bought a 99-year lease from the government of Ontario. Yet another company, Hughes Electronics, equipped it with an electronic toll-collecting system that eliminates toll booths and the congestion they can cause.

Baby, You Can Drive Your Car

There is a fundamental disconnect between transportation planners and the typical American commuter. Most travelers believe the car is a good thing, a source of freedom and mobility. Giving up the flexibility of the private automobile reduces our quality of life; it's a step back, not a step forward. That's the main reason the use of mass transit is declining in the U.S., despite the billions of dollars poured annually into such systems.

Yet transportation planners believe public transit and sharing rides with strangers increases the typical American's quality of life. It doesn't, and our behavior reflects this. That's why the vast majority of us *choose* not to use public transit.

Back in Minneapolis, Sue may hop aboard the Hiawatha Line from time to time. But when even well-off, condo-dwelling rail fans like her continue to rely on their cars, the currently dominant school of transportation policy seems destined to create many more traffic jams than transit users.

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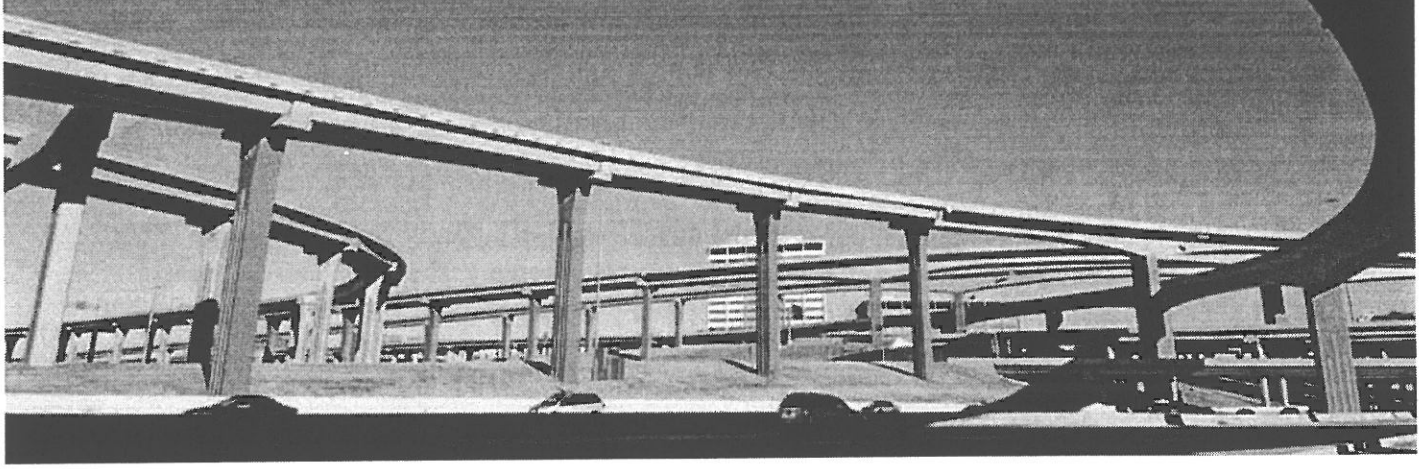
Policy Brief No. 58

Building New Roads through Public-Private Partnerships: Frequently Asked Questions

by Leonard C. Gilroy, Robert W. Poole, Jr., Peter Samuel, and Geoffrey Segal



What is a Public-Private Partnership?

Public-Private Partnerships (PPPs or P3s) are collaborations between governments and private companies that aim to improve public services and infrastructure in a manner which captures the benefits of private sector involvement (such as cost- and time-savings) while maintaining public accountability.

While PPPs can take a variety of forms, in transportation, long-term PPPs are increasingly being used for new road construction and modernizing existing roadways. These PPPs involve a private company investing risk capital to design, finance, construct, operate, and maintain a roadway for a specific term during which it collects toll revenues from the users. The public agency oversees all aspects of the agreement, from maintenance to setting toll rates. In some cases the private toll company pays the public agency an upfront fee for the contract, and in others the public and private partners share in the revenue generated by the road. When the contract expires, the government can negotiate a new arrangement or take over the facility at no cost.

What are the benefits to state governments?

PPPs are an effective way of financing, managing and operating roads while minimizing taxpayer costs and risks. Governments across the country and around the world are seeking ways to finance much-needed infrastructure projects and trying to deliver better services to taxpayers. Public-private partnerships maximize the strengths of both the public and private sectors, offering taxpayers more efficiency, accountability, and cost- and time-savings. PPPs can be used to build roads and highway projects that may have been delayed or shelved altogether due to fiscal constraints.

In fact, the major highway funding shortfall is a key reason governments are increasingly turning to long-term PPPs to deliver new transportation projects. A recent Federal Highway Administration report estimated that the annual capital investment in our highways totals $68 billion, which is $6 billion less than what's needed simply to properly maintain the condition of our highways and bridges. Moreover, an additional $51 billion per year would be needed to improve and expand the highway network just to keep up

with the increasing demand for auto and truck travel.

The existing state and federal fuel tax and highway trust fund system is unable to meet these investment needs. Neither Congress nor most state legislatures have increased fuel taxes to levels that would even offset increases in fuel efficiency and inflation, let alone funding needed road maintenance and increased travel demand. So increasingly, states are turning to toll finance and PPPs to begin to fill the funding gap.

How common are public-private partnerships in the transportation world?

PPPs for complex, multi-billion dollar transportation projects have been used for decades in Europe, and more recently in Australia and Latin America. During the 1990s they began to be used in the United States and Canada as well. PPP toll projects are in operation in California, Texas, and Virginia, as well as several Canadian provinces. Large transportation PPPs in excess of $1 billion are in operation or under construction in Melbourne, Sydney, Paris, Israel, Santiago, and Toronto.

What is a long-term concession?

Concessions are essentially leases, and the term long-term concession is generally used to describe PPPs where the private toll road company designs, finances, constructs and operates a toll facility for anywhere from 30 to 99 years.

How does a long-term concession PPP work?

In exchange for a long-term lease arrangement, an investor-owned company will finance, design, build, operate, modernize, and maintain a highway project, financing its expenditures from the toll revenues it is allowed to charge. However, the state or local government still owns the roadway and protects the public interest through negotiating and enforcing the terms of the concession contract.

Essentially this model extends the investor-owned utility concept from network industries like electricity and telecommunications to highways. Just as those industries are vital to the public interest, so too are highways.

Are there other ways of involving private enterprise in toll roads without large upfront payments to governments and nothing for taxpayers beyond that?

The state (or county or city) has flexibility in how it negotiates the lease payments. Texas and Virginia have both negotiated long-term leases which provide for a smaller upfront payment but a 50/50 profit share beyond a set rate of return. In Europe, concession agreements have been crafted which provide annual payments with no upfront fee. In Australia, the bidding on one particular project was not based on the size of the concession fee but on the lowest toll rates.

For a state entering into a concession deal, there are two key trade-offs between upfront payment versus ongoing lease revenues over the life of the agreement: (1) current capital needs versus long-term needs, and (2) a "sure thing" (upfront payment) versus some risk as to what future revenues may be. There is no right answer; each state must weigh the trade-offs involved with each individual project.

Regardless of how the state is paid for the concession, when it involves the construction of a new roadway, the taxpayers gain a state-owned asset that can continue to provide mobility and generate revenue long after the lease term.

"Now, much of [our] vital infrastructure is showing its age [...] And at the very same time, our growing economy is placing increasing demands on every one of our systems, even while the funding sources we have relied on are less and less able to keep pace. If we are going to escape the forces of the perfect storm that are gathering before us, we must find fresh angles and creative ways to improve the performance of our transportation systems."
—U.S. Secretary of Transportation Mary Peters, Swearing-in Ceremony, Oct. 17, 2006

What are the advantages of PPP toll roads?

1. Delivery of needed transportation infrastructure: PPPs offer governments and taxpayers a way to fund roads that otherwise would not be built. Many states are facing a "perfect storm" in transportation: growing transportation needs are outstripping available funding; the need for maintenance and renovation of existing systems is using up available resources; and congestion is getting worse by the day. In short, there's just not enough funding to adequately maintain the roads we already have, much less build all of the new roads needed to relieve traffic congestion.

With long-term PPPs, not only does the private sector take on much or all of the responsibility of financing new roads, but governments can use the funds generated through upfront concession fees or revenue sharing agreements to invest in the rest of their transportation infrastructure. For example, Indiana will be using the $3.8 billion payment it received for the Indiana Toll Road concession to cover a multi-billion dollar funding shortfall in the state's 10-year transportation plan; planned transportation investments statewide that were previously unfunded are now able to be undertaken.

Further, taxpayers and drivers enjoy a double benefit through PPPs: not only do they benefit from new roads that reduce congestion, but the willingness of the private sector to finance highway projects offers policymakers an attractive alternative to tax hikes as a means of funding new roads.

2. Ability to raise large, new sources of capital for toll projects: Rebuilding and modernizing our freeways and Interstates will be far more costly than most people realize. The long-term concession model can raise significant investment capital for new transportation infrastructure because it is attractive to many different types of investors, including equity investors and lenders. For example, highway infrastructure is increasingly appealing to institutional investors like pension funds that seek stable, low-risk investment opportunities.

There is also growing evidence that the long-term concession model can generate significantly more funding for a given toll project than the traditional government financing models. For a new toll road in Texas, for example, a toll traffic and revenue study estimated the state's ability to finance $600 million, less than half of the project's total $1.3 billion cost. Texas DOT turned to a long-term concession approach, in which the private sector will finance the entire $1.3 billion project, in exchange for a 50-year concession. Four factors seem to drive these differences:

1. The concession agreement adds certainty to future toll rates that are less predictable under public toll agencies.
2. The private sector is more aggressive in both attracting motorists and in reducing costs (e.g., by making full use of electronic toll collection).
3. The private sector can take depreciation as a tax write-off, like any other business, but toll agencies can't, since they pay no income taxes.
4. Infrastructure has become a fashionable asset class for a host of investors that do not normally invest in tax-exempt toll-agency bonds. Michael Wilkins of Standard & Poor's recently estimated that $100-150 billion in private capital was raised in 2006 alone to invest in infrastructure.

3. Shifting risk from taxpayers to investors: PPPs involve parceling out duties and risks to the party best able to handle them. The state is the party best able to handle rights-of-way and environmental permitting, so those roles remain with the state. The private sector in these deals nearly always takes the risks of construction cost overruns and possible traffic and revenue shortfalls. Given the difficulty of completing transportation mega-projects on time and within budget, being able to shift construction and traffic/revenue risk to investors is a major advantage.

4. More businesslike approach: Compared with government-run toll agencies, private toll road companies are less susceptible to pressure from narrow political interests

and are more customer service oriented, since it directly affects their economic viability. They are quick to adopt cost-saving and customer-service oriented technology and specialized products and services to meet customer needs.

5. Major innovations: One of the most important advantages of investor-owned toll road companies is their motivation to innovate in order to solve difficult problems or improve their service to customers. Today, we know that variable pricing (also known as value pricing) works very well to eliminate traffic congestion during peak periods, actually maximizing throughput while maintaining high speeds. It was a private toll company in California that took the initiative to introduce and perfect value pricing; no state toll agency was willing to take the risk of doing so.

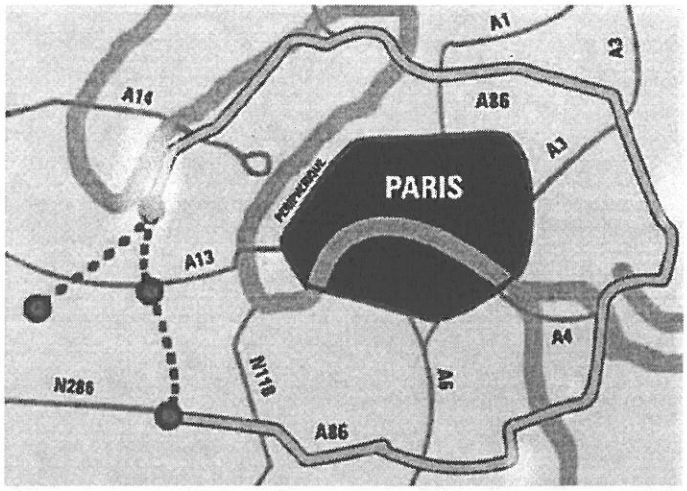
Toll road companies are also good at value engineering—thinking outside the box to dramatically reduce the costs of new capacity. A case in point is the forthcoming High-Occupancy Toll (HOT) lanes project on the Capital Beltway in northern Virginia. The Virginia DOT's plans to add two HOV lanes in each direction on that section of the Beltway would have cost taxpayers $3 billion—money that Virginia did not have. The private sector team's unsolicited proposal called for adding two HOT lanes in each direction—the same amount of physical capacity—for under $1 billion. The savings came from value engineering that reduced or eliminated many expensive bells and whistles held little real benefit.

Private toll road companies are motivated to think outside the box, to solve difficult design problems. In France, an unsolicited proposal from a private toll firm resolved a 30-year impasse over how to complete the missing link of the A86 Paris ring road, which would need to pass through historic Versailles. The company is building a deep-bore tunnel underneath—instead of through—Versailles, and is financing the $2 billion project with value-priced tolls.

How is the public interest protected in a PPP? Won't the state be losing control of the public highways?

Roads built using public-private partnerships belong to the state. When drafting the contract with the private sector, the government can—and should—completely protect taxpayers by demanding accountability.

Concession agreements are typically several hundred pages long and may incorporate other documents (e.g., detailed performance standards) by reference. No detail is too small; for instance, the Indiana Toll Road lease specifies

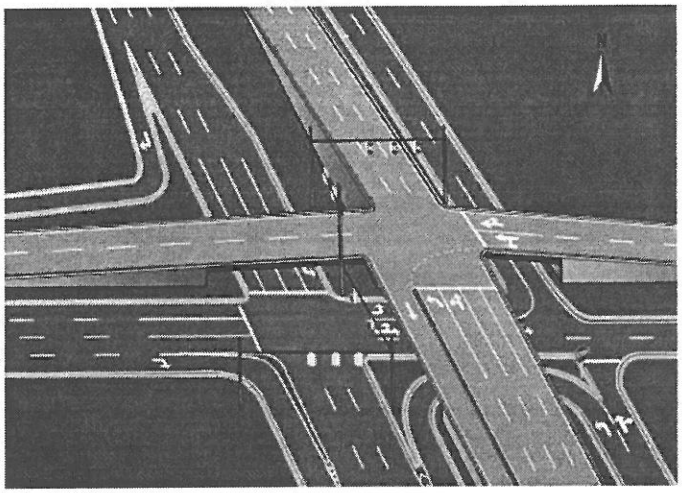


that the private company has to clear dead animals from the road within eight hours and fill potholes within 24 hours. The public interest is protected by incorporating enforceable, detailed provisions and requirements into the contract to cover such things as:

- Who pays for future expansions and rebuildings;
- How decisions on the scope and timing of those projects will be reached;
- What performance will be required of the toll road and the private toll company (i.e., safety, maintenance, plowing, and many other requirements);
- How the contract can be amended without unfairness to either party;
- How to deal with failures to comply with the agreement;
- Provisions for early termination of the agreement;
- What protections (if any) will be provided to the company from state-funded competing routes; and
- What limits on toll rates or rate of return there will be.

Isn't 50+ years far too long to lease valuable roads? State governments are committing future generations when they cannot predict what the needs will be.

It is entirely possible that changing circumstances will require revisions to the lease. That is why all concession agreements have detailed provisions to permit changes during their term. Concession agreements have detailed provisions for negotiating and arbitrating disputes, and employing independent parties to make fair financial estimates. The only limit to changes in the terms of the conces-



sion is normally that neither side should be disadvantaged financially by the changes.

State governments regularly make commitments that impact taxpayers for longer than 50 years. Bonding for infrastructure and changing pension benefits are two examples. Because the capital costs for major infrastructure projects are so high, it is necessary to finance them over long periods of time.

What happens if the private concessionaires go bankrupt after a new toll road is built?

If a concessionaire were to file for bankruptcy or close during a lease period, the contract would end and the state would take the toll road back without any obligation to repay concession fees. The state would essentially get the road for "free," and it could then re-concession the toll road or run it itself.

Where are PPPs being used to build new toll road projects?

There are more than $25 billion in PPP highway projects planned or already approved across the United States. The largest is the Trans Texas Corridor-35 (TTC-35) where a private consortium has been chosen by the Texas DOT to build 316 miles of new toll road. The company will spend about $7.2 billion—$6 billion on construction plus $1.2 billon in concession fees—in return for a 50-year concession agreement. This project will produce a completely new route between Dallas and San Antonio, providing an alternative to congested I-35. The new road will eventually be extended south to Mexico and north to the Oklahoma state line.

There are also several billion-dollar-plus proposals being negotiated in Virginia: new HOT lanes on the Capitol Beltway (I-495) and I-95/I-395 in northern Virginia, and a new Crossing complex in Hampton Roads. Colorado is also receiving private sector proposals, as are Florida and Georgia. In all, 21 states and one U.S. territory have passed legislation enabling the use of PPPs for highway projects.

Overseas, investor-built toll roads are far more common; in fact, they have become the conventional way to provide major new highway capacity in many countries. The private sector is financing, building, and operating most of the major new highways in countries as diverse as China, India, Canada, Britain, Ireland, France, Spain, Italy, Greece, Hungary, Poland, Pakistan, Turkey, Indonesia, Malaysia, Israel, South Africa, Australia, Philippines, Argentina, Brazil, Chile, and Jamaica. Most of the postwar toll motorway systems in France, Italy, Portugal, and Spain were also built using the concession model.

Though PPPs in transportation are relatively new to the U.S., over the past 15 years, the private sector has built several new toll roads under long-term franchise agreements with state governments, including the 91 Express Lanes in Orange County, California, the SR 125 in San Diego, the Dulles Greenway in Northern Virginia, and the Camino-Colombia Toll Road near Laredo, Texas.

"Texas is showing the rest of the country how to expand major parts of its highway system by leveraging private capital. That is why more states need to follow Texas' lead and pass legislation allowing the private sector a broader role in funding and operating transportation systems." – former U.S. Secretary of Transportation, Norman Mineta

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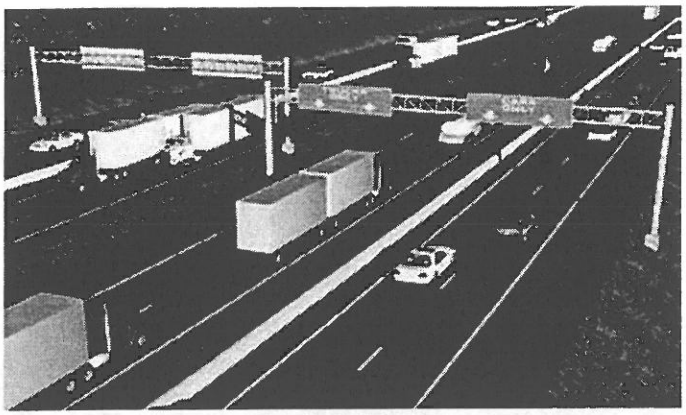
Why are so many of the companies building toll roads foreign companies?

Until recently the United States had used only public-sector agencies to build and operate toll roads, so there has been no opportunity for the industry to grow in the U.S. Foreign countries have been using transportation PPPs for decades, so it makes sense that foreign firms would be the most experienced toll road providers. A responsible state government will take experience and track record into account when choosing a private firm to operate a roadway.

As the U.S. market matures, we are starting to see the emergence of domestic toll road companies. Already, joint ventures between U.S. and global companies are bidding on



PPP projects—Fluor/Transurban, Zachry/Cintra, Kiewit/Macquarie, to name several recent examples. Likewise, U.S. financial institutions have been creating multi-billion-dollar infrastructure investment funds, so these deals will soon be tapping U.S. capital in a major way.

It's important to remember that even deals which only involve foreign companies are very good for the U.S. economy. Attracting billions of dollars in global capital (and expertise) to modernize America's vital highway infrastructure and provide local employment in both operation and construction is a large net gain for this country. Further investment in our transportation infrastructure only makes the U.S. more competitive in the global marketplace as well.

Isn't it wrong to sell off a major government transportation asset to private or overseas interests?

Concessions are not the sale of an asset. Concessions are essentially a lease—only the right to do business under highly specified contractual conditions is being transferred to a private entity. The state retains full title and ownership of the asset itself.

In the post 9/11 world, wouldn't we be safer if the government or U.S. companies —as opposed to foreign companies—were managing U.S. infrastructure?

Fears regarding the foreign management of domestic infrastructure are based on the prevalent, but false, myth that there is a greater risk of a security breach when American infrastructure assets are managed by foreigners. Foreign-owned companies have successfully operated numerous critical infrastructure systems and assets in the United States—from airports to highways to water and wastewater plants—for many years. The country has remained safe under these arrangements because these companies have a strong interest in keeping their customers healthy and happy and maintaining their business. Further, foreign firms are subject to the same legal and regulatory security requirements as any domestic firm or public agency. Concession agreements usually provide for state police to do their policing on the road, as before. Security vetting of employees can be implemented, and improved surveillance systems made part of the concession agreement.

Won't private companies just try to make a profit by raising tolls or reducing service?

Lowering service would lose the toll company paying customers, which is the last thing a business wants to do. Higher tolls can also drive customers away if they aren't accompanied by reduced travel times and better service. While it is true that many drivers aren't able to be flexible about the route they take to work, there are always enough drivers with options to keep the toll company focused on service. Toll road companies have a strong incentive to increase profits by greater efficiency—by doing more with less. A more efficient toll road will benefit users.

But couldn't a private company double tolls and make just as much money with half the traffic?

The fear that PPPs will lead to uncontrolled, sky-high tolls is unjustified. Most concession agreements to date specify an annual cap on toll increases using various inflation indices. It is important to note that those caps are ceilings; the actual rates a company charges will depend on market conditions. Before entering into any toll road project, a company would develop detailed traffic and revenue forecasts to determine how many vehicles would use the toll road at what price; too high a toll rate means fewer choose to use the toll road, which generally means lower total revenue. So the toll road must select the rate that maximizes total revenue. Over time, a company may choose to set the toll rate lower than the caps provided in the concession agreement, especially in recession years, to attract more drivers.

By contrast, there are some types of PPP projects—such as HOT lanes or Express Toll Lanes—where tolling is used to manage traffic flow. Toll rates are allowed to vary throughout the day to keep these lanes flowing freely. In those cases, pre-defined limits on toll rates defeat the purpose. When such lanes are operated under a concession

agreement, instead of limiting the toll rates, the agreement can limit the rate of return the company is allowed to make, with surplus revenues going into a state highway or transportation fund. This is how California's original pilot program for long-term concessions dealt with the issue, as have similar deals in Texas and Virginia.

"[O]ur economy depends on us having the most efficient, reliable transportation system in the world. If we want people working in America, we've got to make sure our highways and roads are modern. We've got to bring up this transportation system into the 21st century." —U.S. President George W. Bush, Safe, Accountable, Flexible, Efficient Transportation Equity Act Signing Ceremony, Aug. 10, 2005

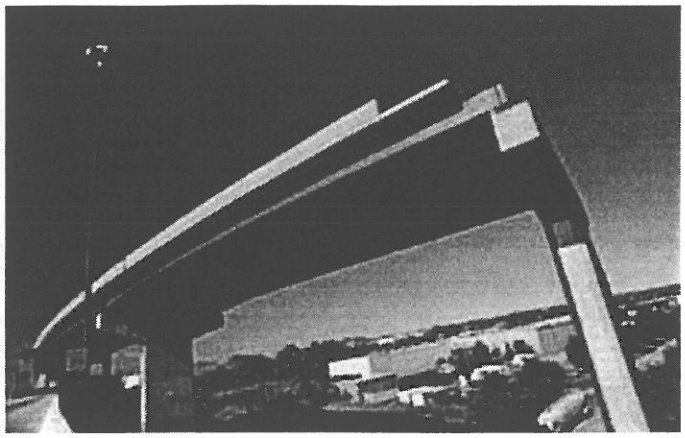
Isn't this just a ploy by the major investment banks on Wall Street to earn big commissions?

Toll roads have to be financed, whether government toll authorities sponsor them or toll road companies do. Both public and private financings involve big commissions to the financiers who put together these transactions. Private transactions sometimes require smaller financing commissions than do the public equivalent because part of the money is private equity, and there is less need for large reserve funds. These services are paid for by the toll companies, who have every incentive to shop around for the best service and the lowest commission.

Non-compete clauses in concession agreements prevent the construction or improvement of parallel roads, preventing competition. Isn't this bad?

Nearly all self-financing toll roads, whether government or privately owned, need some protection from tax-financed alternative roads. This is akin to the world trade rules that limit European governments subsidizing Airbus. Just as Boeing cannot be expected to sell in competition with a heavily subsidized Airbus, so toll roads cannot be financed if taxes are used in unrestricted fashion to provide equivalent parallel service free of charge.

Clauses designed to protect toll road operators from the construction of new, parallel "free" roads have evolved over the years. The earliest approach—an outright ban on alternative facilities—proved to be unnecessary as well as politically unpopular, giving rise to modern agreements that include a much wider definition of what the state may build: generally, everything in its current long-range



transportation plan. And for new roadways the state builds that are not in its existing plan and which do fall within a narrowly-defined competition zone, the current approach is to spell out a compensation formula. The idea is to achieve a balance between, on one hand, limiting the risk to toll road finance providers (of potentially unlimited competition from taxpayer-provided "free" roads) and, on the other hand, the public interest.

Two recent long-term lease transactions provide a useful illustration. For the Chicago Skyway concession, there were no protections for the private-sector lessee. For the Indiana Toll Road, the concession agreement set up a narrow competition zone alongside the toll road. The state may add short, limited-access parallel roads (e.g., local freeways), but if it builds a long-distance road within the competition zone, there's a formula for compensating the private sector for lost toll revenue.

Couldn't the public sector raise just as much money as the private concession leases?

Not likely. The single most important factor driving the higher valuation accorded to concession toll road deals is the certainty of being able to set toll rates over the life of the agreement to ensure a return on investment. No one has yet devised a way to bind future elected officials from interfering in the toll-setting decisions of state toll agencies—and the capital markets take that into account in judging what they will finance. But by allowing the state to enter into concession agreements—which are legally enforceable long-term contracts—a legislature can choose to limit its future ability to intervene in toll-setting decisions, thus creating certainty and stability, which are essential to encouraging investment.

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Leonard C. Gilroy, AICP is a senior policy analyst at Reason Foundation, a nonprofit think tank advancing free minds and free markets. He is the managing editor of the world's most respected newsletter on privatization, *Privatization Watch*, and is the editor of the widely-read *Annual Privatization Report*, which examines trends and chronicles the experiences of local, state, and federal governments in bringing competition to public services.

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In the field of surface transportation, Poole has advised the Federal Highway Administration, the Federal Transit Administration, the White House Office of Policy Development, National Economic Council, Government Accountability Office, and state DOTs in numerous states.

Peter Samuel founded and edited *Toll Roads Newsletter*, now replaced by the comprehensive Web site, www.tollroadsnews.com. He has been a contributing editor to *World Highways and Intelligent Transportation Systems International.*

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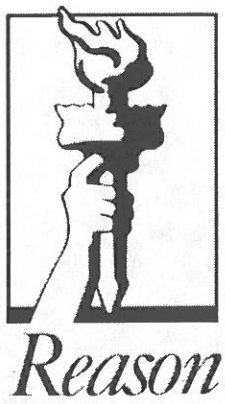

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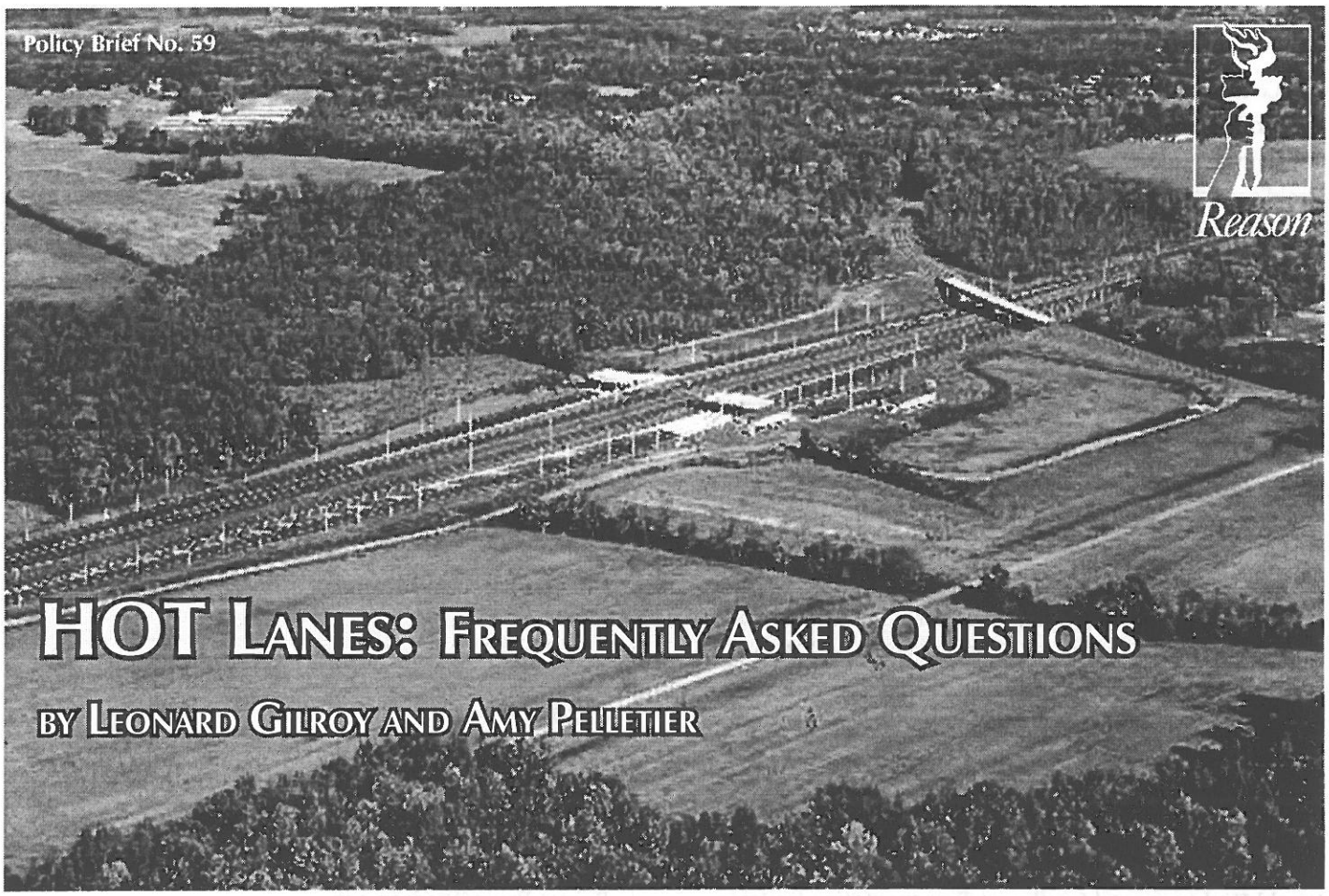


HOT Lanes: Frequently Asked Questions

BY LEONARD GILROY AND AMY PELLETIER

What are HOT lanes?

High-Occupancy Toll (HOT) lanes are limited-access lanes reserved for buses and other high occupancy vehicles but open to single occupant vehicles upon payment of a toll. The number of cars using the reserved lanes can be controlled through variable pricing (via electronic toll collection) so as to maintain free-flowing traffic at all times, even during the height of rush hours. The occupancy rate for free or discounted passage varies by project—some allow High-Occupancy Vehicle (HOV)-2 or HOV-3 to ride free, while others are free only to super-high occupancy vehicles like vanpools and buses. The term and concept of HOT lanes was first set forth in a 1993 policy study by Reason Foundation[1] and subsequently endorsed by the Federal Highway Administration under its Value Pricing Pilot Program.

Where are HOT lanes being used?

There are currently HOT lanes in operation in Orange County, California, San Diego, Houston, Denver, Salt Lake City, and Minneapolis. More are planned in Miami, the Capital Beltway (Washington D.C. and Northern Virginia), Seattle, Maryland (on I-95), Austin, Dallas, Atlanta, the San Francisco Bay Area, Raleigh-Durham, and Portland, OR.

Why are so many governments turning to HOT lanes?

There is increasing dissatisfaction with HOV lanes. Although intended to reduce traffic by getting drivers to share rides, more than half of all "car pools" in many cities are actually "fam-pools," made up of family members who would travel together anyway. Violation rates are high in many cases. Lots of HOV lanes are poorly used, leading to resentment by drivers whose taxes paid for their creation but who cannot use them, since their trips aren't conducive to car pooling. And in highly congested cities, HOV lanes are filling up and losing their original time-saving advantage. Value pricing is the only known way to main-

tain uncongested traffic flow over the long term, thereby preserving the time-saving benefits of special lanes. Hence, many transportation experts have concluded that HOT lanes are a more useful and more sustainable form of special lane than HOV lanes.

How do HOT lanes work?

HOT lanes make use of variable pricing collected through electronic tolling. The price to use the lanes changes to keep traffic moving at the maximum speed limit, even during rush hours. As demand increases, the tolls rise to ensure the ideal number of cars are moving through the lanes. At off-peak times, the tolls drop.

What are the benefits to carpoolers, commuters and solo-drivers?

Free-flowing lanes give every motorist "congestion insurance"—an alternative to gridlocked freeways for those times when you really need it—to pick the kids up at daycare, make it to their soccer game, or catch a flight. Unlike traditional freeway lanes and many HOV lanes, HOT lanes will not become congested over time. Variable pricing allows roadway managers to change the price to ensure sustainable congestion-free travel over the long term.

By using a price to discourage some people from traveling in peak hours, HOT lanes actually provide more mobility. A free-flowing freeway lane has much higher throughput per hour than a congested freeway lane—about 50% more. Orange County's HOT Lanes represent just one-third of the highway's lanes but carry half of all traffic during rush hour

What are the benefits to emergency vehicles?

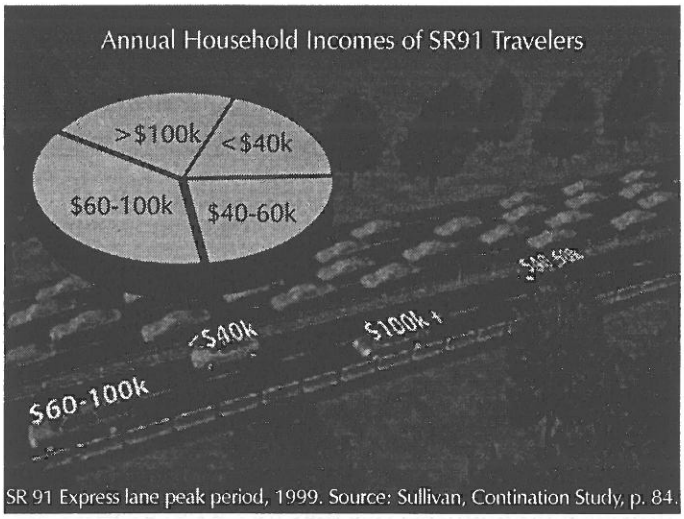
HOT lanes offer congestion-free routes for emergency vehicles to reach the scene of incidents and then the emergency room in significantly less time.

What are the benefits to taxpayers?

While the vast majority of transportation projects around the country continue to be funded from traditional sources—gas and vehicle taxes—these revenue sources do not even cover the costs of ongoing maintenance of roads, let alone raise enough money for needed expansions and new roads. As a result, a substantial percentage of the cost of building and maintaining roads comes from sources such as property and sales taxes, where payments are completely unrelated to how much one actually drives. Money raised by congestion tolls could be used to replace these non-transportation taxes.

What are the benefits for mass transit?

Because HOT lanes operate uncongested at high speeds, even during the busiest rush hours, they can provide a reliable, high-speed path for express bus service (sometimes known as Bus Rapid Transit). Transit agencies would ideally like to operate Bus Rapid Transit on exclusive busway lanes, but few can afford the cost of building new lanes just for buses. Value pricing keeps HOT lanes uncongested and free-flowing, making them the virtual equivalent of exclusive busways, from the transit agency's perspective. Both Houston and San Diego are planning expanded express bus service on HOT lanes.



SR 91 Express lane peak period, 1999. Source: Sullivan, Contination Study, p. 84.

"Tax roads are depreciating liabilities. They are like an old car. It costs more and more to maintain it and it is eventually worthless and in need of costly replacement. Toll roads are the appreciating asset of a business. It pays for itself and becomes more valuable over time. Like any profitable, revenue-generating business, it provides its owners (the public) with wealth and options for growth."
– Texas Representative Mike Krusee

What is a HOT Network?

A HOT Network is an interconnected network of HOT lanes on the freeway system of an urban area, allowing congestion-free travel throughout the region. There are currently no HOT networks in operation, but a number of metro areas (including San Diego and the San Francisco Bay area) include them in their long-term transportation plans.

Are HOT Lanes just "Lexus lanes"? Do they only benefit the wealthy?

In 2005, there were over 12 million trips on Orange County's HOT Lanes. Over a decade of data is available from the 91 Express Lanes in Orange County and the HOT lanes on I-15 in San Diego. It indicates that the vast majority of drivers—high and low income—use the HOT lanes only on occasion, instead of every day.

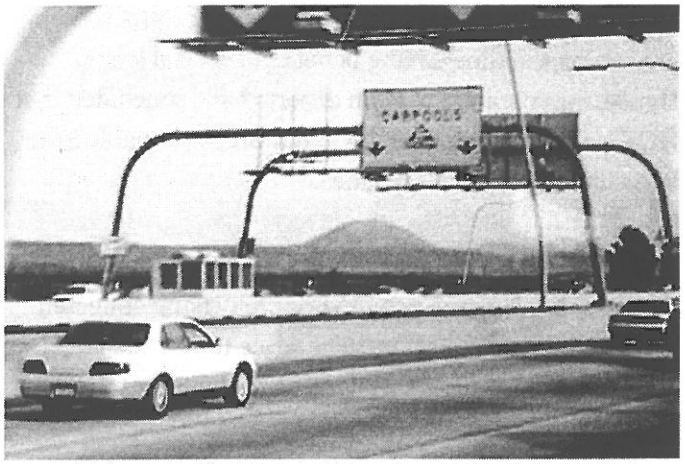
While studies of the 91 Express Lanes indicate that use increases slightly with income group, 19% of the users have an annual household income of less than $40,000, and another 23% have household incomes between $40,000 and $60,000.[2]

A 2001 telephone survey of San Diego I-15 Express Lane users revealed that 80% of the lowest income motorists (<$40,000 annual household income) in the corridor agreed that "People who drive alone should be able to use the I-15 Express Lanes for a fee." In fact, they were more likely to agree with that statement than the highest income users.[3]

Aren't tolls just another tax?

No. With HOT lanes, no one pays twice for something they've already bought. It's similar to the difference between free television and cable: HOT lanes provide a premium service that would not be there otherwise. Unlike taxation, no one is forced to pay; motorists would simply have a choice to pay to get premium service—an uncongested lane.

When an HOV lane is converted to a HOT lane, no one is required to pay a toll to use any lane that he is now using for free:



- Drivers in regular freeway lanes will still use those lanes at no charge.
- Carpoolers in what are now HOV lanes will still use them at no charge when they become HOT lanes.
- Solo drivers will have a new choice of staying in the regular lanes (no charge) or getting to use what are now HOT lanes (which they cannot use today) if they're willing to pay a toll.

Where brand-new HOT lanes are added to a freeway, the only ones who will pay tolls are those who choose to use the new HOT lanes.

How do you collect the tolls?

Tolling in HOT lanes is always all-electronic. Most tolls are charged using dashboard-mounted transponders to debit pre-paid toll accounts. Another option uses license plate recognition to identify users, and bills are paid through credit cards or other means. Old-fashioned toll booths or toll plazas are never used for HOT lanes.

How do you enforce toll collection on HOT lanes?

Enforcement is done through a combination of technology and visual checks for occupancy (as with HOV lanes). Electronic toll systems include video enforcement equipment, in which the license plate of a vehicle without a valid transponder is imaged so that follow-up action can be taken due to non-payment. Police can also use a handheld reader to ensure that the transponder on the vehicle is operating. Minne-

apolis has found a reduction in violations from the traditional HOV lanes, because frustrated solo drivers tempted to cheat and use the faster lane now are able to pay to do so, and the toll is cheaper than risking a ticket.

The HOV lanes in my city are already congested. Wouldn't converting them to HOT lanes just make congestion worse?

Most cities' HOV systems operate as HOV-2 systems, granting access to vehicles with as little as two occupants. As HOV-2 lanes become congested, they lose their value as a means to combat gridlock and increase vehicle occupancy, producing an unsustainable situation that will have to be addressed. This will most likely require upgrading them to HOV-3 lanes (open to vehicles with three or more occupants), as in Houston and Northern Virginia today. An HOV-2 to HOV-3 upgrade would open up excess capacity that can then be "sold" to single and double-occupancy vehicles and priced through variable rate tolling.

Will the public accept HOT lanes?

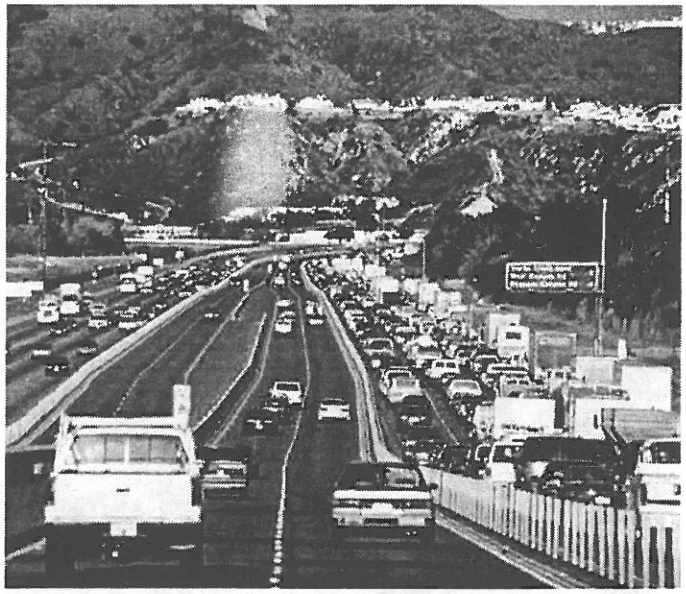
There were 12 million trips on Orange County's HOT lanes in 2005. In the Washington, DC area, where HOT lanes have recently been approved for construction, an *ABC News / Washington Post* survey found that 58% of residents approved of the lanes.[4]

In a 2001 survey of San Diego's I-15 Express Lanes users, 89% of customers surveyed supported extension of the HOT lanes, and 66% of non-users supported the HOT lanes.[5]

Surveys in several states including Washington, Minnesota, and Florida show that a majority of drivers in areas with high levels of congestion would be willing to pay to avoid it.[6]

Is there political support for HOT lanes?

Variable pricing has become widely accepted as sustainable congestion relief technology, and is supported by the political left and the right, from environmental groups like Environmental Defense, to local business associations.



Implementing variable pricing is a top priority of the U.S. Department of Transportation's National Congestion Initiative, and has been highlighted by the President in his annual budget blueprint unveiled on February 5, 2007. The U.S. DOT will be offering financial support to urban areas that implement new pricing projects.

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Leonard C. Gilroy, AICP is a senior policy analyst at Reason Foundation, a nonprofit think tank advancing free minds and free markets. Gilroy, a certified urban planner (AICP), researches housing, urban growth, privatization, and government reform issues. He is the managing editor of the world's most respected newsletter on privatization, *Privatization Watch*, and is the editor of the widely-read *Annual Privatization Report*, which examines trends and chronicles the experiences of local, state, and federal governments in bringing competition to public services.

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ENDNOTES

[1] Gordon J. Fielding and Daniel B. Klein, *High Occupancy/Toll Lanes: Phasing in Congestion Pricing a Lane at a Time*, Policy Study No. 170 (Los Angeles: Reason Foundation, November 1993).

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[5] Norman, San Diego Association of Governments.

[6] Benjamin Perez and Gian-Claudia Sciara, *A Guide for HOT Lane Development*, (Washington DC: Federal Highway Administration) pp 30. http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/13668_files/images/13668.pdf ■

"Virtually every major financial institution on Wall Street has created—or is in the process of creating—an infrastructure fund with transportation as a major component. They correctly recognize the enormous potential in American infrastructure. And it is imperative that future transportation decision-makers continue to foster this interest, not take steps to discourage it.

History may well reflect back on this as one of the defining public policy debates of our time—as consequential as the one that gave birth to the Interstate Highway System some 50 years ago. And the business community must be active participants.

Finding a way to tackle congestion more meaningfully and successfully is not a problem for some future generation. It is an urgent challenge for today's leaders." —Former U.S. Secretary of Transportation Norman Mineta, Farewell Remarks, U.S. Chamber of Commerce, July 6, 2006

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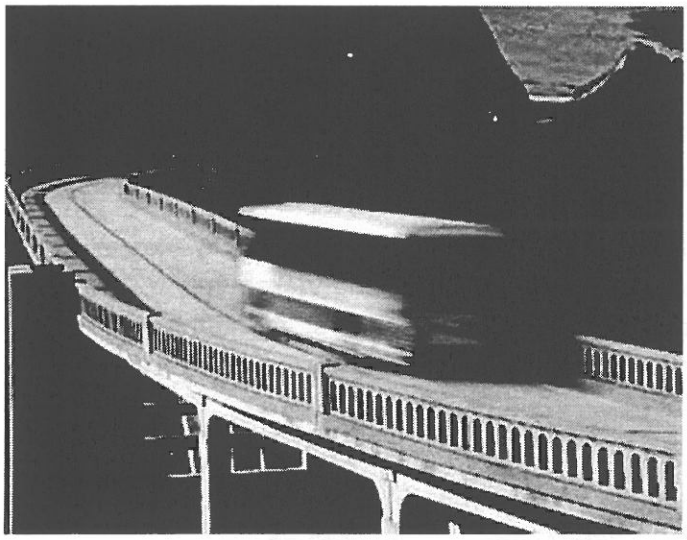

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Plymouth hoping to increase the foot factor

The city must work around huge parking lots and poor street layout in designing a more walkable city center. It has halted development to consider just how to make that happen.

By Jenna Ross, Star Tribune

Last update: May 02, 2007 – 4:50 PM

Victoria Rosenbaum frequents many businesses in what Plymouth calls its city center -- Cub or Lunds for food, Life Time to work out, the post office to mail packages, Old Chicago for drinks.

If she's stopping at two or more places in one trip, she doesn't walk the block between them. She drives.

Plymouth city leaders want people like Rosenbaum to walk those in-betweens.

Last week, the City Council approved a moratorium on development in the city center -- bounded in part by Hwy. 55, Vicksburg Lane and Plymouth Boulevard. While development is paused, the city will decide how to make the area more walkable.

"For all that the city center is," said Steve Juetten, economic development director, "one thing it's not is walkable."

The council is interested in building new roads through the area. More roads could divide large stretches of land and attract new businesses -- some are hoping clothing shops -- that want street-side storefronts.

The city also is considering improving crosswalks; building pedestrian trails through parking lots; eliminating multiple accesses to Hwy. 55; and encouraging mixed-use development in spots.

In short, it wants the area to be more like a downtown.

The moratorium comes at a critical time. Many business owners have come to the city with redevelopment ideas. Cub is considering building a strip of retail along Vicksburg Lane. Owners of the State Farm building have mentioned redeveloping the site. And the Hennepin County Library is readying plans to replace its Plymouth Library building.

A grid of streets

In creating new roads, the city might be eliminating an existing trail in the area. Right now, the trail, which starts almost haphazardly near 36th Avenue N., "doesn't go anywhere," Juetten said.

A road that runs north-south between 36th and 38th avenues N. might be more useful, he

said. It could be built in phases.

The grid-like street pattern that road would help create would leave the busy roads -- such as Vicksburg Lane -- to cars and give pedestrians their own blocks to walk.

Right now, crossing from the Cub parking lot to the library "means taking your life into your hands," said Council Member Ginny Black.

Remaking the library

The city doesn't want the moratorium to hinder or prevent development. But it does want a plan in place before that development comes.

"We have the opportunity to do it right," said City Council Member Tim Bildsoe.

The council is particularly concerned about not slowing down the new library, and because of that, it plans to lift the moratorium long before its year is up. The Hennepin County Library had intended to submit its plans to the city by the end of summer for construction in 2008.

If a new road were to pass near the library property, that could change the building's design. But in general, staff working on Plymouth's new 30,000-square-foot library made it clear that they support a more grid-like street system and more walkable area. In fact, one of the project's architects gave a pitch for those things at a city meeting in March.

The existing library, with only 12,000 square feet of public space, has enjoyed a huge clientele: In one year, people checked out more than 900,000 items. Compare that to Ridgedale's 55,000-square-foot branch, which moves 1.2 million items a year.

The new library site cannot provide enough parking space for all those patrons, said Michael McConnell, manager for the Center for Innovation and Design and the library's "point-person" on the Plymouth project.

"We really would want as many people to walk up to our building as possible," McConnell said.

Not a new idea

Plymouth was at a similar point with its city center in the 1990s. The City Council could see the influx of development coming to the area, and it wanted to be prepared.

"People have talked about this idea of having a downtown city center area for decades," said former Mayor Judy Johnson.

Plymouth created a vision for the area, which was then woven into the city's zoning and comprehensive plan. More than 10 years later, suburbs are moving toward more downtown-like development and mixed use.

"Over time, there's been a mind-shift of people that embrace that walkable community idea," Johnson said. "So now the city is saying, 'OK, a lot of development has taken

place. Now let's take it to the next level.' "

But the same challenges remain. Dozens of property owners claim pieces of the city center. They work at different rates, with different ideas, which makes creating a consistent vision difficult, many of those involved said.

"If the city had the luxury of buying all the property, we could get what we wanted," said Council Member Black.

The city can zone the area for the development it would like to see. Beyond that, it must work with business owners, Black said.

The TwinWest Chamber of Commerce recently organized businesses in the city center and surrounding area into a group called "City Center Connection." It met for the first time in April and will meet quarterly.

Members plan to be highly involved with the City Council's planning for the area, said Johnson, who began this year as the TwinWest Chamber's director of community relations.

"We need to talk to these different groups," Black said. "We need to say, 'Here's where we're at. How can how we do this to benefit both you and residents?' "

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THE NEW YORKER

ANNALS OF TRANSPORT

THERE AND BACK AGAIN

The soul of the commuter.

by Nick Paumgarten

APRIL 16, 2007

Last year, Midas, the muffler company, in honor of its fiftieth anniversary, gave an award for America's longest commute to an engineer at Cisco Systems, in California, who travels three hundred and seventy-two miles—seven hours—a day, from the Sierra foothills to San Jose and back. "It's actually exhilarating," the man said of his morning drive. "When I get in, I'm pumped up, ready to go." People like to compare commutes, to complain or boast about their own and, depending on whether their pride derives from misery or efficiency, to exaggerate the length or the brevity of their trip. People who feel they have smooth, manageable commutes tend to evangelize. Those who hate the commute think of it as a core affliction, like a chronic illness. Once you raise the subject, the testimonies pour out, and, if your ears are tuned to it, you begin overhearing commute talk everywhere: mode of transport, time spent on train/interstate/treadmill/homework help, crossword-puzzle aptitude—limitless variations on a stock tale. People who are normally circumspect may, when describing their commutes, be unexpectedly candid in divulging the intimate details of their lives. They have it all worked out, down to the number of minutes it takes them to shave or get stuck at a particular light. But commuting is like sex or sleep: everyone lies. It is said that doctors, when they ask you how much you drink, will take the answer and double it. When a commuter says, "It's an hour, door-to-door," tack on twenty minutes.

Seven hours is extraordinary, but four hours, increasingly, is not. Roughly one out of every six American workers commutes more than forty-five minutes, each way. People travel between counties the way they used to travel between neighborhoods. The number of commuters who travel ninety minutes or more each way—known to the Census Bureau as "extreme commuters"—has reached 3.5 million, almost double the number in 1990. They're the fastest-growing category, the vanguard in a land of stagnant wages, low interest rates, and ever-radiating sprawl. They're the talk-radio listeners, billboard glimpsers, gas guzzlers, and swing voters, and they don't—can't—watch the evening news. Some take on long commutes by choice, and some out of necessity, although the difference between one and the other can be hard to discern. A commute is a distillation of a life's main ingredients, a product of fundamental values and choices. And time is the vital currency: how much of it you spend—and how you spend it—reveals a great deal about how much you think it is worth.

This winter, a friend told me about a colleague of hers named Judy Rossi, a legal secretary at Arnold & Porter, a firm in Manhattan, who has a commute of three hours and fifteen minutes each way—six and a half hours a day, five days a week. If you discount vacation time, this adds up to two months a year. Rossi lives in Pike County, Pennsylvania, in the northeast corner of the state. (It is the fastest-growing county in Pennsylvania, owing in part to an infusion of extreme commuters.) Her alarm goes off at 4:30 A.M. She's out of the house by six-fifteen and at her

desk at nine-thirty. She gets home each evening at around eight-forty-five. The first thing Rossi said to me, when we met during her lunch break one day, was "I am not insane."

Rossi has an extensive commuter career; it encapsulates a broad range of fortunes. She is fifty-seven years old. Born and reared in Flatbush, Brooklyn, she married at the age of twenty and had a son, but was divorced after four years. She paid her lawyer by going to work for him as a secretary. For ten years, she took the subway to his office in Manhattan every day—an hour and a half each way. When the neighborhood began to change, in the early eighties—when her son could no longer ride his bicycle around the corner without being pushed off it—she moved upstate, to Orange County, a burgeoning exurb. She married a firefighter, with whom she commuted to the city by motorcycle (an hour and a half each way). She would sometimes fall asleep on the back. His firehouse was in the South Bronx; he'd drop her off at a subway station nearby, and she'd complete the journey to midtown. He died in 1999. Five years ago, she bought four acres in Pike County, on the outskirts of Milford, and built her dream house there, a piece of the country, a place to retire. For a while, she tried driving, but found that her fatigue at the end of the day made the trip treacherous. And it got expensive—gas, tolls, tires. The bus was cheaper, but it depressed her. So she began to take the train, which (with parking) costs her four hundred dollars a month. This does not include the cost of her reading material, which Rossi, employing prison logic, treats as a kind of tinder for the burning of time. "Books cost money"—she doesn't have time to go to a library—"so I try to stretch them out," she told me. Still, she reads a book a week.

One evening, Rossi let me tag along. I met her in the lobby of her office building, on Lexington Avenue, at Fifty-third Street. It was five-thirty. Out of haste rather than rudeness, she didn't stop to greet me but headed through the revolving doors and diagonally across the avenue, toward the subway entrance. She wore a down overcoat, a red backpack, a pin that read "I [heart] my dog," a fortifying layer of makeup, and an expression of wry resignation. Her trip home consists of a subway ride on the E train to Pennsylvania Station (seventeen minutes), a New Jersey Transit train to Secaucus (eleven minutes), and a transfer there to a train that heads northwest to the end of the line, in Port Jervis, New York (two hours). From there, she drives across the Delaware River into Pennsylvania (thirty minutes). Missing the six-eighteen to Port Jervis can cost her an additional twenty-one minutes, so she has crafted a commute with just enough slack time (a total of about fifteen minutes) to keep it anxiety-free. She's an escalator-stander. "I hate running for trains," she said.

The commuter takes on compulsive attributes. Some people decipher where on a subway train it is best to ride, for optimum exiting, and, therefore, where to stand on the platform, by a particular pay phone or blackened patch of gum. On the E train, Rossi knows where she should be—the front positions her best for Penn Station—but she prefers to be farther back, where it is less crowded. Also, she never boards any train's first or last car. "If there's an accident, they're the first to go off the track," she said. On the subway, she always stands, and never reads, for fear of missing her stop. She stood on the next train, too—the five-fifty-two to Long Branch, first stop Secaucus. "We'll make it fine, unless we get stuck in the tunnel," she said, then added quickly, "I shouldn't say that."

In Secaucus, she joined other regulars out on the platform. One of them was a man who works at an auto-parts dealership in Queens, commuting two hours each way from Harriman, New York. He had on a T-shirt that said "Daytona Bike Week 2007," and in 1995 he was one number away from winning ten million dollars in the lottery. He reasoned that he makes thirty-five per cent more money working in the city than he would near home. Rossi, whose salary is under a hundred thousand dollars, estimates that she makes twice as much, although it's been years since she actually looked.

The train arrived, and we sat down, finally. From the backpack Rossi produced some photographs of her house, her swimming pool, and her granddaughter: her recompense, her consolation. "I keep these pictures above my desk at work," she said. "Whenever I get fed up, I look at these and say, 'That's why I commute.' " Her son lives with his wife and two children in a separate house on the lot; unable to endure the same commute, he found a job working for Orange County, half an hour away. The property is surrounded by woods. Deer come and go. In her calculations, such blandishments outweigh the inconveniences and squandered hours.

At Harriman, most of the passengers disembarked, and Rossi removed her coat and put her bag on the floor. She took out her book, a James Patterson hardcover. For an hour, the train rattled through the night. Middletown, Otisville, Port Jervis, the end of the line. With keys in hand, she stepped out onto an open-air platform. The parking lot was part of a larger one abutting a mall. The night was dead-battery cold. "It's a half hour from here," she said.

Her car, a Toyota hatchback, smelled of cigarettes and dogs. (Rossi's dogs—a standard poodle, a pit-lab, and a bichon frise—pass the days indoors.) She put on an oldies station—the Jackson 5 serendipitously singing "I'll Be There"—and drove along a state road past shopping centers whose varying vintages indicated the advance of rural ruin. We passed a Price Chopper market, where Rossi does her food shopping twice a month. She gave up cooking some years ago. Now she gets home, feeds her dogs, then heats up soup or pizza she buys at a pizzeria on weekends. She takes a shower and goes to bed, maybe watching a taped episode of "CSI."

The road grew windy and dark. We pulled in to her driveway at eight-thirty-seven. The headlights washed over a single-story seventeen-hundred-square-foot clapboard ranch-style house, in a clearing. The house's darkened windows brought to mind arriving at a borrowed country house in the dead of night. "It may not seem like it's worth it in the winter," she said, "but in the summer, when it's green and lush and someone just cut his lawn and you get that smell—"

The next morning, she caught the six-fifty-four out of Port Jervis. The train was nearly empty. The conductor sat in the row in front of her, looking through a catalogue advertising semi-automatic weapons. Rossi played solitaire on a handheld device—"I try to win three games before I hit Middletown," she said—until she dozed off. She generally sleeps for an hour. A man sat across from her tearing bank correspondence into bits, which he then stuffed into an empty plastic-foam coffee cup. The train filled up and came out of the Hudson highlands. At Secaucus, Rossi made her way to the next track. A train into Penn Station was waiting when she reached the platform, but she did not make a run for it. It pulled away without her. She'd catch the next one.

There are, of course, all kinds of commuters—from migrant workers to intercontinental business-class weekenders. Last year, the Transportation Research Board of the National Academies released an exhaustive, decennial report titled "Commuting in America III." "What a privilege it is to work on a subject that is a source of endless interest," its author, Alan Pisarski, wrote. Pisarski calls commuting "the interaction of demography with geography," and the nuances are legion. (Hispanics drive alone less; women leave home later.) But the average travel time keeps going up.

Americans, for all their bellyaching, are not the world's most afflicted commuters. They average fifty-one minutes a day, to and from work. Pity the Romanians, who average fifty-four. Or the citizens of Bangkok, who average—average!—two hours. A business trip to Bangkok will buck up the glummest Van Wyck Expressway rubbernecker; the traffic there, as in so many automobile-plagued Asian mega-capitals, is apocalyptic. In Japan, land of the bullet train, workers spend almost ninety minutes a day.

The term "commute" derives from its original meaning of "to change to another less severe." In the eighteen-forties, the men who rode the railways each day from newly established suburbs to work in the cities did so at a reduced rate. The railroad, in other words, commuted their fares, in exchange for reliable ridership (as it still does, if you consider the monthly pass). In time, the commuted became commuters. In New York, and in cities like Philadelphia, Boston, and Chicago, railways begat reachable and desirable suburbs, so that, by the time the automobile came along, patterns of development, and a calculus of class and status, had already been established. It was this kind of commute—the forty-minute train trip, bookended by a short drive or walk or subway ride—that people grew accustomed to, and even fond of. Here was a measure of inconvenience that could be integrated into daily life, albeit with certain bleak side effects, as chronicled by John Cheever and Richard Yates. Commuting by rail became a kind of gateway drug.

Is there a perfect commute? Many citizens of Bronxville, a small, exclusive, affluent, mostly white enclave that is as close as a town can be to New York City without being part of it, would nominate theirs. A place like this could not exist, of course, without a daily influx of labor from neighboring towns. ("Every Bronxville needs its Yonkers," the historian Kenneth T. Jackson told me.) The Bronxville commute—twenty-eight minutes from Grand Central Terminal—is a well-oiled one, and it has its proud and cagey veterans, some of them whose fathers made the same commute, back when men wore hats. Many people still walk to the train station, timing their arrival on the platform to coincide with the opening of the train's doors. And many walk through tunnels from Grand Central to their office buildings; they hardly ever see the street.

Commuting is an exercise in repetition. The will to efficiency varies, but it expresses itself in the hardening of commuters' habits, as they seek to alleviate the dissipation of time and sanity. Some people travel with coffee; they have a place to buy it, a preferred approach to not spilling it, a manner of discarding the cup. You can spot the

novice: he's rifling through pockets in search of his ticket, coffee bubbling up out the pinprick holes of his flattop lid, leading him to wonder how it is possible for the coffee to be leaking when the top is on tight. He has no strategy for newsprint stain. The pros have their routines. There's a group that plays bridge on the seven-fifty-eight to Grand Central. To get in a game during the short ride, they play speed bridge, a customized version with complicated rules. They often get into game-halting arguments about these rules, so they wind up playing less bridge than they would at normal speed. Still, the fellowship, and the attempt at optimization, must bring some measure of happiness.

Nationwide, the automobile took over from the train long ago. Nine out of ten people travel to work by car, and, of those, eighty-eight per cent drive alone. The car, and the sprawl that comes with it (each—familiar story—having helped to engender and entrench the other), ushers in another kind of experience. The gray-suited armies of Cheever's 5:48 have given way to the business-casual soloists, whose loneliness is no longer merely existential. They hardly even have the opportunity to feel estranged at home, their time there is so brief.

"Drive until you qualify" is a phrase that real-estate agents use to describe a central tenet of the commuting life: you travel away from the workplace until you reach an exit where you can afford to buy a house that meets your standards. The size of the wallet determines that of the mortgage, and therefore the length of the commute. Although there are other variables (schools, spouse, status, climate, race, religion, taxes, taste) and occasional exceptions (inner cities, Princeton), in this equation you're trading time for space, miles for square feet. Sometimes contentment figures in, and sometimes it does not.

Commuting makes people unhappy, or so many studies have shown. Recently, the Nobel laureate Daniel Kahneman and the economist Alan Krueger asked nine hundred working women in Texas to rate their daily activities, according to how much they enjoyed them. Commuting came in last. (Sex came in first.) The source of the unhappiness is not so much the commute itself as what it deprives you of. When you are commuting by car, you are not hanging out with the kids, sleeping with your spouse (or anyone else), playing soccer, watching soccer, coaching soccer, arguing about politics, praying in a church, or drinking in a bar. In short, you are not spending time with other people. The two hours or more of leisure time granted by the introduction, in the early twentieth century, of the eight-hour workday are now passed in solitude. You have cup holders for company.

"I was shocked to find how robust a predictor of social isolation commuting is," Robert Putnam, a Harvard political scientist, told me. (Putnam wrote the best-seller "Bowling Alone," about the disintegration of American civic life.) "There's a simple rule of thumb: Every ten minutes of commuting results in ten per cent fewer social connections. Commuting is connected to social isolation, which causes unhappiness."

Commuter-wise, New York City is an anomaly. New Yorkers have the highest average journey-to-work times (thirty-nine minutes) of any city in the country, but are apparently much happier with their commutes than people are elsewhere. It could be that New Yorkers are better conditioned to megalopolitan hardships, or that public transportation ameliorates some of the psychic costs. Or maybe they're better at lying to themselves.

Drivers often say they prize the time alone—to gather their wits, listen to music, or talk on the phone. They also like the freedom, the ability, illusory though it may be, to come and go as they please; schedules can seem an imposition, as can a crowded train's cattle-car ambience. But the driver's seat is a lonely place. People tend to behave in their cars as though they are alone in a room. Road rage is one symptom of this; on the street or on the train, people don't generally walk around calling each other assholes. Howard Stern is another; you can listen to lewd evocations without feeling as though you were pushing the bounds of the social contract. You could drive to work without your pants on, and no one would know.

The loneliness quotient might also account for some of the commute tolerance in New York. On the train or the bus, one can experience an illusion of fellowship, even if you disdain your fellow-passengers or are revolted by them. Perhaps there's succor in inadvertent eye contact, the presence of a pretty woman, shared disgruntlement (over a delay or a spilled Pepsi), or the shuffle through the doors, which requires, on a subconscious level, an array of social compromises and collaborations. Train riding has other benefits. Passengers can sleep or read, send e-mails or play cards. Delays are out of their control.

Three years ago, two economists at the University of Zurich, Bruno Frey and Alois Stutzer, released a study called "Stress That Doesn't Pay: The Commuting Paradox." They found that, if your trip is an hour each way, you'd have to make forty per cent more in salary to be as "satisfied" with life as a noncommuter is. (Their data come from Germany, where you'd think speedy Autobahns and punctual trains would bring a little *Freude* to the proceedings,

and their methodology is elaborate and thorough, if impenetrable to the layman, relying on equations like $U=\alpha+\beta_1 D+\beta_2 D^2+\gamma X+\delta_1 w+\delta_2 w^2+\delta_3 log\ y$.) The commuting paradox reflects the notion that many people, who are supposedly rational (according to classical economic theory, at least), commute even though it makes them miserable. They are not, in the final accounting, adequately compensated.

"People with long journeys to and from work are systematically worse off and report significantly lower subjective well-being," Stutzer told me. According to the economic concept of equilibrium, people will move or change jobs to make up for imbalances in compensation. Commute time should be offset by higher pay or lower living costs, or a better standard of living. It is this last category that people apparently have trouble measuring. They tend to overvalue the material fruits of their commute—money, house, prestige—and to undervalue what they're giving up: sleep, exercise, fun.

"They have to trade off social goods for material goods," Stutzer said. "This is very difficult for people. They make systematic mistakes. We are very good at predicting whether we'll like something but not at knowing for how long." People adapt to a higher living standard but not to social isolation. Frey and Stutzer infer that some people, even when the costs become clear, just lack the will power to change. "People have limited self-control and insufficient energy, inducing some people to not even try to improve their lot," they write. In this regard, they say, commuting resembles smoking and failing to save money.

This analysis presupposes that commuting represents what economists call a rational choice, as opposed to a constrained choice. Postwar zoning laws aggressively separated living space from commercial space, requiring more roads and parking lots—known to planners as Euclidean zoning (after a Supreme Court decision involving Euclid, Ohio), and to civilians as sprawl. Putnam likes to imagine that there is a triangle, its points comprising where you sleep, where you work, and where you shop. In a canonical English village, or in a university town, the sides of that triangle are very short: a five-minute walk from one point to the next. In many American cities, you can spend an hour or two travelling each side. "You live in Pasadena, work in North Hollywood, shop in the Valley," Putnam said. "Where is your community?" The smaller the triangle, the happier the human, as long as there is social interaction to be had. In that kind of life, you have a small refrigerator, because you can get to the store quickly and often. By this logic, the bigger the refrigerator, the lonelier the soul.

Putnam's favorite city is Bologna, in Italy, which has a population of three hundred and fifty thousand; it's just small enough to retain village-like characteristics. "It would be interesting to swap the citizens of Bologna with the population of New Jersey," Putnam said. "Do the Bolognese become disconnected and grouchy? Is there a sudden explosion of malls in Bologna? How much of the way we live is forced on us? How much is our choice?"

Atlanta is perhaps the purest specimen of a vexed commuter town, a big-fridge paradise. Los Angeles, the country's most sprawling megalopolis, may boast a more dizzying array of horrible commutes, but many of them are the result of a difficult landscape—ocean restricting growth on one side, mountains on another. Chicago, Washington, D.C., and the Bay Area are worthy candidates, but they, too, owe a degree of complication to bodies of water. But Atlanta, like Houston, sprawls without impediment in all directions, and an inordinate number of the commutes range from one edge of the sprawl to the opposite side. People live and work on the outskirts. For them, the city itself is little more than an obstacle and an idea.

Atlanta is a beltway town—it is defined by the interstate, known as the Perimeter, that encircles it. It has a notoriously paltry system of public transportation. The Metropolitan Atlanta Rapid Transit Authority, or MARTA, operates two rail lines, which form a cross whose ends extend, at most, a few stops past the Perimeter. Most communities have no access to it, and there are prejudices against it. (You don't have to be in Atlanta long before someone relates, ruefully or conspiratorially, an alternative source of the acronym—"Moving Africans Rapidly Through Atlanta.") Decades ago, residents of two counties surrounding the city voted down an extension of the MARTA system. Ninety-four per cent of Atlantans commute by car, and the city has the highest annual per-capita gasoline costs in the country. According to the last census, the travel time in Atlanta grew faster in the nineties than in any other American city, and it's getting worse. Travelling ten miles can take forty-five minutes.

Road-building doesn't much help. Atlanta is a showcase for a phenomenon called "induced traffic": the more highway lanes you build, the more traffic you get. People find it agreeable to move farther away, and, as others join them, they find it less agreeable (or affordable), and so they move farther still. The lanes fill up.

The antidote, in vogue in planning circles, if not in state houses, is mixed-use zoning and mixed-income

dwelling, so that people don't have to travel so far to go to work or to buy what they need. Smaller triangles, in other words. Michael Dobbins, a planner and architect at Georgia Tech, told me that to substantially reduce congestion all you'd need to do is cut the average daily driving miles from thirty-five to thirty-one. He noted, as others had, that Atlanta was in the midst of a reurbanizing boom, with people moving downtown again and condominium towers sprouting up, amid increasingly vigorous agitations for more public transportation. Still, the centrifugal force of exurban growth was overpowering.

A few weeks before I visited Atlanta this winter, to do some commuting, a perfect storm of traffic struck: twenty-five accidents on the Downtown Connector (the interstate that bisects the city), a poultry exposition downtown, and, at the sports arena, a Get Motivated seminar. The highways in Atlanta follow what are known as dendritic patterns: as you near the city, the routes converge, and alternatives disappear, so that an accident on a main highway creates bottlenecks all the way up the line. I half hoped for such luck.

My first ride was with Tom Scruggs, a program manager in the I.T. department at a credit-card company. Its headquarters are situated near Dunwoody, north of the city, in an office park with the evocatively oxymoronic name of the Perimeter Center. The building stands across a parking lot from a Fuddruckers; outdoor speakers play easylistening music, for the smokers who may linger in the pines that surround it. From the lot, you can look out over the trees and see a landscape of office buildings, which look as though they'd been overtaken, in a "Logan's Run" kind of way, by the woodlands that they are in fact rapidly displacing. Dunwoody, in the vulgate, is an "edge city"—a commercial district virtually without residents.

Scruggs, who is thirty-seven, with sandy hair, a few extra pounds, and kind but weary eyes, has a wife and three young children. He lives fifty miles from his office, in a newish subdivision well south of the city, in the town of Sharpsburg. His commute home starts in his cubicle. "This is my jail cell," he told me, when I met up with him there at five one evening. He was dressed in a blue shirt, brown slacks, and brown square-toed shoes. "This is the first time in a week and a half that I get to leave while it's still light out." He got in his car, a BMW sedan, and, as he laid out his things in the center console, it occurred to him that he'd forgotten his sunglasses, useful for the drive into the setting sun. He's a Perimeter man, although others like to take the Downtown Connector. "Usually, that's a parking lot, too, so it's pick your poison." The parking lot itself can be a problem: getting out of it has taken him as long as an hour, because of traffic generated by an adjacent mall.

It was a Monday, the lightest of Atlanta traffic weekdays. Scruggs put on the radio, which was playing the traffic report—gibberish, to an out-of-towner. (He'd already looked up the traffic cams online.) The traffic nudged along, with occasional soul-corroding full stops. He usually listens to sports talk or a personal-finance show. "People are calling in all the time to talk about how much debt they have," he said. "It makes you feel better."

Scruggs's commute is not outrageous. On a perfect day, it is not even extreme, technically, although at least once a week it can take two hours or more, and it has taken as long as three, such as when a truck flipped on the interstate and spilled a load of battery acid. But the trip wears him down, with its toxic blend of predictability and unpredictability—tedium broken by episodes of aggravation and despair. Barring the invention of the jet pack, the trip can only get longer. Ultimately, his decision not to move closer to work is based on inertia and vague reasoning. His wife grew up on the south side and her parents live nearby. They have friends, although they don't often see them. Their social life consists of a get-together with the neighbors once a month or so for a barbecue or a theme party: beach, Mardi Gras, the eighties. Scruggs said, "If you had told me ten years ago that I'd be going fifty miles to and from work, I would have said, 'No way.' I kind of eased into it."

Scruggs tapped the steering wheel as traffic slowed again. "When you've had a long day and then sit in traffic for two hours, you say, I gotta find something else," he said. "But then when you're home there's a reality check. My commute's no different really from the commutes of people who are coming from the north side, where the cost of living is substantially higher. When you take all the factors into consideration, as frustrated as you get, I'm still not sure whether it's worth making a move."

I had talked to one Atlanta commuter who smokes a cigar to stay awake on his drive home each day, and to another who plays harmonica. One commuter began trying a meditation technique—breathe in one nostril and out the other—and got pulled over for speeding. Scruggs favored a more traditional approach. "The key is to eat a light lunch," he said.

He exited the interstate at 6:06 P.M. "It's ten or twelve minutes from here," he said. "Piece of cake." The road

passed by a golf course, a high school, and a series of ranch houses with boats and cars out front, most of them apparently still operational. After a while, he made a right on Kripple Kreek Drive, which led him into a development called Barrington Farms. Home: 6:30 P.M.—one hour and twenty-two minutes. Deep twilight. His house was an off-white clapboard four-bedroom, on a one-acre lot. The kids were out playing on a swing set in the back yard. There was no arrival fanfare: Ulysses, ignored. He tends to see his kids for five minutes in the morning, and an hour in the evenings.

Scruggs's wife was waiting in the kitchen, checking on the kids through the window, looking forward to a beer and some grownup company. When I asked her what she thought of his commute, she said, "I hate it." She's a part-time preschool teacher, eager to get back to full time. "He works eight to five but is gone from six-thirty to seven. I can't rely on the fact that he'll even be here."

"When I get off work, I don't know what I'm up against," Scruggs said. "Frankly, today was the best day I've had in a month."

The home or the job: to shorten the trip between the two, you usually have to give one of them up. A year ago, Stephen Kocis, a Pittsburgh native who has lived in (or, at least, near) Atlanta for twenty years, got a new job, as a design manager at Silgan Plastics, developing containers for shampoo, mouthwash, and powdered drinks. His office is on the outskirts northeast of the city, and his home is well to the south, in Peachtree City (population 35,000)—a planned community of well-heeled developments connected by golf-cart paths. The commute is fifty-two miles. Though Kocis is normally a fitness freak, with a black belt in karate, in the past year he'd put on twenty pounds and developed nerve problems in his back. For a while, he tried leaving at five, to get to the office at six-thirty, in time to work out, but it exhausted him. So he gave up exercise.

"I don't have a social life," he told me. He and his wife, Martha, get a babysitter once a month or so and go out for dinner in Peachtree City; they hardly ever go into Atlanta. Generally, he comes home, helps his two sons with their homework, puts them to bed, works a little bit, then watches "Grey's Anatomy" or "Desperate Housewives" on TV. "My wife enjoys it, but, God, I hope she doesn't relate to it," he said.

I joined the family one morning around dawn. The kids were eating Cheerios, and Martha was in her bathrobe, making them lunch. Kocis was checking traffic reports on TV. The house was a stucco five-bedroom in a cul-de-sac, but it was no longer theirs. Nine days earlier, they had sold it, having decided that they could no longer endure his commute. They were moving in a few weeks to a house on the north side of town, closer to his office. Martha had had to give up a career in real estate for a job at a pharmaceutical company. The kids were changing schools, but would be commuting back to Peachtree once a week for karate lessons.

We got into Kocis's pickup truck, which had a dent in the driver's-side door, caused by a collision with a deer. The trip took eighty minutes, with no accidents or extenuating circumstances—just enough time to engender the feeling that we deserved a nap or a big greasy breakfast. He parked his car outside his office: a one-story industrial building overlooking the interstate. He had worked downtown previously and so had come into contact with other people—in the foyer, at lunch, on the way to the garage. "That's what makes this so damn boring," he said. "I wouldn't have moved if I could've taken public transportation. I could read a book or talk to somebody." He slipped in through a side door and into his office; it was a little like going into a motel. There was no one around to greet him or to make small talk.

"Here are some of our products," he said, showing me svelte ergonomic containers for soup (Campbell's Soup at Hand) and dog treats (Pup-peroni to Go). There was a watercolor of his kids over his desk. We went to get a cup of coffee. A few lab workers in hairnets wandered about in the corridors. In the kitchen, a TV was playing an ad for Ambien.

One remedy for social isolation and frequent tire replacement is the van pool. I caught a ride in one that evening, heading north from Cumberland, Georgia, another edge city on the north side of the Atlanta Perimeter, up into the countryside near Tennessee—a commute with no city in it, and yet with some of the worst traffic in the country. The van-pool driver was a woman named Janice Moss, who works as a property manager in Cumberland, in a two-mile-long ring of office buildings called Circle 75. Moss, who is fifty-eight, lives two hours away, with her sister and two cats, near the town of Ellijay, in the foothills of the Blue Ridge Mountains.

Moss and the other members of the pool met through an organization called the Commuter Club, which provides

the van; Moss, as the farthest-flung rider, is its keeper. The pickups and drop-offs have lengthened her trip a bit, but the company and the savings (each rider pays just fifty dollars a month) make up for that. "You've got someone to talk to when you're stuck in all this traffic," she told me, as we retrieved the van from a basement garage. "It's been nice to meet people I wouldn't normally meet." It was 5 P.M. She drove around Circle 75 and picked up her passengers, six of them. The last to get in was the only man, Glenn, an auto-parts buyer. He climbed in back and asked that the heat be turned down, then began to read a book—"The Postman," the post-apocalyptic fantasy that became a Kevin Costner film. Moss steered the van onto I-75, where it joined a river of steel: eight northbound lanes, none of them flowing. A sign over the freeway relayed that it would take twenty-five minutes or more to travel the next seven miles, but the ladies hardly paid that any mind, engaged as they were in an appraisal of Costner's career. "I liked 'Robin Hood.' "

" 'Tin Cup. ' "

"I liked that one, too."

No one mentioned "Fandango." Moss finally took note of the grim vista beyond her dash. "This is what we call merging madness," she said. "The designers of the roads down here did not take things into consideration."

Among those things was the fact that there was no H.O.V. or express lane, although there might not have been anybody to take advantage of it: every car, save ours, seemed to have just one person in it. Long lines of stalled traffic were still trying to join the flow north, even though we were now nearly thirty miles outside Atlanta.

After about an hour, four passengers disembarked in the town of Woodstock, in the parking lot of a Home Depot, where they got into their own cars to head home (some several miles back in the direction we'd just come from). The van then continued north on a newer spur, I-575. The last rider got off in Canton, at another Home Depot. From this point, Moss is on her own.

Seven years ago, she and her sister built a custom cedar house, thirty-four hundred square feet, on a five-and-a-half-acre lot, overlooking a creek. They are dedicated knitters, and recently, as a sideline, they opened a yarn shop in Ellijay, which her sister runs. They are also very involved in their church; Moss is a devout Baptist, having been born again in 1978, after surviving a life-threatening illness. She has no children.

After a while, a sign indicated that Ellijay was thirty-three miles away. We'd been on the road for an hour and twenty minutes. The Blue Ridge Mountains came into view; fog settled in the marshes and creek beds, and pinewoods stretched in all directions. "When I get up here, the stress of the day, it all starts melting away," Moss said.

As we entered Ellijay's outskirts, we passed a place where a mountain had been levelled to make way for a shopping center, whose chief tenants—a Wal-Mart, a Lowe's, a Wendy's—were the same as those along Judy Rossi's drive, in Pennsylvania, and it occurred to me that Moss's commute, and her situation, were not unlike Rossi's. Both women had the unquittable job, the dream house in the sticks, and the gantlet in between. In their determination to live in the country, they had almost, but not quite, outflanked a landscape of sprawl that resolutely discouraged them from trying. Still, they had their patch—hours be damned.

Before going home for the night, Moss stopped at the yarn shop, which occupied a storefront in a shopping center that had until recently been home to a bath-mat factory. She and her sister had named it Strings & Sticks. Moss parked the van and went inside. Racks and racks of multicolored yarn looked resplendent in the fluorescent light. Her sister was there with a neighbor who had come for a knitting lesson. The three women sat around a table counting stitches. For a moment, you could say the trip had been worth it. ♦

ILLUSTRATION: KEVIN H.