

Ozarks Transportation Organization



July 19, 2006

Technical Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

**Technical Committee Meeting Agenda, July 19, 2006
Missouri State University Plaster Student Union Room 317 (Third Floor)**

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

I. Administration

A. Approval of Technical Committee Meeting Agenda

(2 minutes/Bingle)

TECHNICAL COMMITTEE ACTION REQUESTED

B. Approval of March 15, 2006 Meeting Minutes..... Tab 1

(2 minutes/Bingle)

TECHNICAL COMMITTEE ACTION REQUESTED

C. Public Comment Period

(3 minutes/Bingle)

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

D. Executive Director's Report

(3 minutes/Rudge)

Dan Rudge will provide a review of the Metropolitan Planning Organization (MPO) staff activities since the March Technical Committee meeting.

II. New Business

A. Consideration of FY2007 – 2010 Transportation Improvement Program

(15 minutes/Edwards)

Under MPO bylaws, the region's Transportation Improvement Program (TIP) must be updated on an annual basis. In the past, the TIP has had a three year horizon to remain in conformance with federal law. However, with the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the TIP must now be based on a four-year cycle. The FY 2007 – 2010 TIP will serve as the guidance document for all transportation projects being undertaken in the MPO service area over the next four years. (Materials sent under separate cover.)

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND THE
FY 2007 – 2010 TRANSPORTATION IMPROVEMENT PROGRAM TO THE
BOARD OF DIRECTORS FOR ADOPTION. 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 CAN BE CONDUCTED AND COMMENTS RECEIVED PRIOR TO THE AUGUST BOARD OF DIRECTORS MEETING.

B. Missouri Department Of Transportation STIP Adoption Request..... Tab 2
(10 minutes/Miller)

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). As part of its efforts to continue to work closely with its planning partners, MoDOT has requested that the portion of the STIP covering the OTO service area be adopted by the MPO. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND THE FY 2007-2011 STIP TO THE BOARD OF DIRECTORS FOR ADOPTION.

D. Designated Recipient Resolution for FTA Section 5307, 5316, 5317 Funds Tab 3
(10 minutes/Cruise)

As part of Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), two new funding categories were revised from discretionary to formula funding as it relates to FTA programs. Under federal requirements, all FTA formula funds must have one local designated recipient to receive and administer these funds. In the past, Section 5307 funds were the only formula funds received in the OTO service area and the designated recipient was City Utilities Transit. The FTA has requested that the MPO revise their designated recipient resolution to include the new Section 5316 (Job Access Reverse Commute or JARC) and Section 5317 (New Freedoms Initiative). As before, the MPO would develop selection criteria and rate and rank the funding request submissions. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON REVISIONS TO THE DESIGNATED RECIPIENT RESOLUTION TO INCLUDE SECTION 5316 AND 5317 FUNDS.

E. Long-Range Transportation Plan Citizen Comment Review
(10 minutes/Rudge)

As part of the Long-Range Transportation Plan process, federal regulations require that significant public comments must be reviewed and considered by the Board of Directors before adoption of the plan. At the April Board meeting, staff shared six significant public comments with the Board. The Board determined that five of the six comments were adequately addressed by staff and the Long-Range Plan Subcommittee and no additional action was required on those comments. The sixth comment involves extensive revisions to the Major Thoroughfare Plan in and around Republic. Since the last Board meeting, the City of Republic has decided to table consideration of these revisions until a later date. However, because the comment involves the Major Thoroughfare Plan the Technical Committee needs to decide if it would like to review the suggested revisions or table them until the City of Republic decides to re-consider the recommendations.

TECHNICAL COMMITTEE ACTION REQUESTED TO EITHER FORM A SUBCOMMITTEE TO REVIEW THE MAJOR THOROUGHFARE PLAN REVISIONS OR TO TABLE THE REVIEW UNTIL THE CITY OF REPUBLIC DECIDES TO REVISIT THE RECOMMENDATIONS.

F. Selection of Additional Priority Projects Subcommittee

(10 minutes Miller/Bingle)

As of June of this year, all five of our regional priority projects are either in scoping, design, or construction. As a result, MoDOT has requested that the MPO consider developing a short list of other priority projects so that MoDOT can use this list to draw from when deciding which projects should begin the scoping process. Our original priority projects would remain as our top five priorities until such time as construction on them is complete.

NO FORMAL ACTION REQUIRED. THE CHAIR MAY APPOINT ANY MEMBER OF THE TECHNICAL COMMITTEE TO SERVE ON THE SUBCOMMITTEE, HOWEVER VOLUNTEERS ARE WELCOME.

G. Functional Classification Map Subcommittee

(10 minutes/Miller and Bingle)

As part of the MPO's Triennial Review Process, it was recommended that MoDOT, in consultation with the OTO, update its Functional Classification Map prior to December of 2006. The roadway Functional Classification Map differs from the Major Thoroughfare Plan Map in that the adopted Major Thoroughfare Plan Map represents what functional classification each roadway will be in 2030. The Functional Classification Map represents what type of roadway currently exists as built.

NO FORMAL ACTION REQUIRED. THE CHAIR MAY APPOINT ANY MEMBER OF THE TECHNICAL COMMITTEE TO SERVE ON THE SUBCOMMITTEE, HOWEVER VOLUNTEERS ARE WELCOME.

H. Update on the North-South Corridor Study

(10 minutes/Edwards)

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

III. Other Business

A. Technical Committee Member Announcements

(5 minutes/Technical Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to MPO Technical Committee members.

B. Transportation Issues For Technical Committee Member Review

(5 minutes/Technical Committee Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the MPO Technical Committee.

C. Information Items Tab 4
(Articles attached.)

IV. Adjournment

Targeted for 3:00 P.M. Next Technical Committee meeting scheduled for Wednesday, September 20, 2006 at 1:30 PM at the Missouri State University Plaster Student Union.

DR/dr

Attachments and Enclosure

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

MEETING MINUTES

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

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
MARCH 15, 2006**

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

The following members were present:

Mr. Brian Bingle, City of Nixa (Chair)	Mr. Dan Smith, Greene Co. Highway Dept. (Chair Elect)
Mr. Earl Newman, City of Springfield	Mr. Frank Miller, MoDOT
Mr. Fred Marty, Missouri State University	Mr. Duffy Mooney, Greene Co. Highway Department
Mr. Fred Gress, City of Willard	Mr. Wally Schrock, City of Republic
Mr. Ralph Rognstad, City of Springfield	Ms. Eva Voss, MoDOT
Ms. Carol Cruise, City Utilities	Mr. Bill Robinett, MoDOT
Mr. David Hutchison, City of Springfield	Mr. Roger Howard, Burlington Northern Railroad
Mr. Steve Childers, City of Ozark	Mr. Marc Thornsberry, City of Springfield

The following members were not present:

Mr. Arthur Bean, City of Strafford	Mr. Kevin Lambeth, City of Battlefield
Mr. Matt Seiler, MoDOT	Mr. Kent Morris, Greene County
Mr. Gary Cyr, Airport	Mr. Mike Tettamble, Jr., Trucking Representative
Mr. Mokhtee Ahmad, FTA	Ms. Natasha Longpine, SMOG
Mr. Thomas Coates, FAA	Mr. Brad McMahon, FHWA
Mr. Ryan Mooney, Chamber of Commerce	Mr. Jim Dow, Springfield R-12 Schools

Others present were: Carl Carlson, Scott Consulting Engineers; Ms. Stacy Burks, Senator Kit Bond's Office; Steve McIntosh, Senator Roy Blunt's Office; Ralph Rognstad, City of Springfield; Kyle Kittrell, TranSystems; Dan Rudge, Sara Edwards, Davonna Morgan and Danée Avery, Ozarks Transportation Organization.

Mr. Bingle called the January 18, 2006 Technical Planning Committee Meeting to order at 1:40 p.m.

I. Administration

A. Approval of Technical Committee Meeting Agenda

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

B. Approval of November, 2005 Meeting Minutes

Mr. Rognstad motioned to approve the September meeting minutes as presented. Mr. Mooney seconded and the motion was carried unanimously.

C. Public Comment Period

No one from the public spoke.

D. Executive Director's Report

Mr. Rudge announced the retirement of Gen. Fred Marty and his replacement on the Technical Committee by Mr. Gary Snively. He thanked Mr. Marty for his contribution to the committee.

Mr. Rudge also announced the resignation of Ms. Davonna Morgan from the Ozarks Transportation Organization, thanking her and wishing her luck in her future endeavors.

II. New Business

A. Consideration of the FY2007 Unified Planning Work Program

Mr. Rudge reported changes to the UPWP as approved by the UPWP Subcommittee for the fiscal year 2007 as follows:

- As part of the new SAFETEA-LU legislation, transportation improvement programs must be four years instead of three, which is reflected in the document
- An overage in estimated planning funding was offset in in-kind professional services with the City of Springfield, and an in-kind contribution of office space.
- a SAFETEA-LU-required coordinated Public Transit Human Services Transportation Plan has been added to the program
- All other items remain unchanged from what was distributed in the agenda package.

Mr. Gress made a motion to recommend the UPWP to the Board for approval. Mr. Rognstad seconded, and the motion was carried unanimously.

B. Consideration of the Long Range Transportation Plan

Ms. Edwards presented an overview of the updated LRTP, focusing on a list of changes to the financial plan and a list of public meeting dates that she distributed to committee members. In 2004, the Technical Committee recommended several sections to the Board of Directors, but the board hesitated to adopt the LRTP until it was complete. Questions and concerns regarding the revised LRTP were as follows:

1. Mr. Thornsberry felt it was important to change the wording of the I44/266 interchange project to clarify the improvements would be made to both freeways and not just the interchange area.
2. Mr. Thornsberry felt that construction for widening of US 65 should be moved from the Vision list to the High Priority list to secure funding. In order to make the change, however, other projects would need to be removed from the list for financial constraint. In addition, all interchanges along US 65 must be improved and all other mitigation strategies in the Congestion Management System exhausted before widening could occur. Mr. Miller suggested adding scoping for the project to a study currently underway. He agreed that the need to expand must be justified.
3. A duplicate project at 65 and Division was discovered in the High Priority table. As this is a \$10 million project, removal of the duplicate will allow funds for projects currently classified as Medium Priority.
4. Mr. Miller suggested rewording 60 West Bypass to read US60 West Bypass Relocation.
5. Mr. Thornsberry made a motion to amend the LRTP to include US 65 Phase I Construction. Mr. Schrock seconded, and the motion was carried unanimously.
6. Mr. Schrock requested moving the project at 174/Main back into the High Priority list.

Mr. Rognstad made a motion to recommend the LRTP to the Board for approval. Mr. Gress seconded and the motion was carried unanimously.

C. MoDOT Intelligent Transportation System (ITS) TIP Amendment Request

Mr. Newman made a presentation of the ITS, which illustrated the advantages of the traffic monitoring system. Mr. Miller requested committee approval of the use of \$750,000 annually in Emerging Needs funds for electronics and software maintenance and upgrades, as well as ITS personnel. Mr. Rudge asked that the amount be shown as a percentage of the total funds available when the request is presented to the Board. Mr. Rognstad motioned to recommend the amendment request to the Board for approval, and Mr. Schrock seconded. The motion was carried unanimously.

D. Route 14 and OTC South TIP Amendment Request

Following the rejection of an Economic Development Funding request by MoDOT for turn lanes at OTC's south campus, MoDOT resubmitted their application and received preliminary approval of the use of Cost Share Program funds. Mr. Miller requested the TIP be amended to reflect the new funding source. Mr. Rognstad made a motion to recommend the TIP amendment as requested. Mr. Marty seconded, and the motion was carried unanimously.

E. MoDOT Guardrail and Guard Cable TIP Amendment Request

Mr. Miller requested the TIP be amended to include guardrail and guard cable improvements along I44. The project will use Taking Care of the System funds. Mr. Rognstad motioned to recommend the amendment, and Mr. Gress seconded. The motion was approved unanimously.

F. North-South Corridor Update

Ms. Edwards reported that, of the six firms that responded to the RFQ for the study, the top three were chosen and will be interviewed on March 27. When a decision has been made, the final draft of the contract will be forwarded to the Technical Committee on July 19 for approval. The first report will be due in May.

III. Other Business

A. Technical Committee Member Announcements

No announcements were made.

B. Transportation Issues for Technical Committee Member Review

Mr. Gress distributed a copy of an article regarding Conco Quarries going to a 24/7 operation and the resulting impacts on US 160 north of I-44.

C. Information Items

Materials were included in the agenda packet for member review.

IV. Adjournment

Mr. Marty made a motion to adjourn the meeting. Mr. Schrock seconded the motion. The meeting was adjourned at 3:05 p.m.

The next scheduled meeting of the Technical Committee has been scheduled for Wednesday, May 17, 2006, 1:30 – 3:30 p.m., Plaster Student Union, Missouri State University.

TECHNICAL COMMITTEE AGENDA 07/06; ITEM ILC

Missouri Department of Transportation Statewide Transportation Improvement Program (STIP) Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). As part of its efforts to continue to work closely with its planning partners, MoDOT has requested that the portion of the STIP covering the OTO service area be adopted by the MPO.

STAFF RECOMMENDATION: The request is being made to comply with MoDOT's internal mandate to work closely with and keep informed its planning partners. Because the items contained in the STIP and our own TIP are identical, staff recommends that the Technical Committee endorse the OTO section of the STIP and ask the Board of Directors to adopt the STIP.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the MoDOT STIP to the Board of Directors for adoption or to form a special subcommittee to further study the issue.



Missouri Highway and Bridge 2007 - 2011 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

County	Route	Job Number	Improvement and Location
Christian	MO 14	8P0588	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.
Christian	MO 14	8P0786	Scoping for roadway safety improvements at Tiffany/Majestic Oak Drive in Nixa.
Christian	RT CC	8S0736	Scoping for capacity improvements from Rte. 160 to Rte. 65.
Christian	US 65	8P0605	Scoping to improve system efficiency and capacity from Valley Water Mill Road in Springfield to Rte. F in Ozark.
Greene	44	8I0860	Scoping for SFY 2010 on-call guard cable repair in the Ozarks Transportation Organization area.
Greene	44	8I0862	Scoping for SFY 2011 on-call guard cable repair in the Ozarks Transportation Organization area.
Greene	BU 65	8P0789	Scoping for intersection improvements at Glenstone and Primrose in Springfield.
Greene	MO 13	8P0841	Scoping to improve interchange capacity at I-44.
Greene	MO 266	8S0851	Scoping to improve capacity on Chestnut Expressway at the I-44 interchange and between I-44 and Route AB.
Greene	MO 744	8S0790	Scoping for intersection improvements at Kearney and National in Springfield.
Greene	MO 744	8S0852	Scoping to determine pavement rehabilitation needs from Route 65 to Route OO.
Greene	NEW	8S0795	Scoping to determine a roadway connection to serve new Midfield Terminal at Springfield/Branson National Airport.
Greene	RT H	8S0724	Scoping to determine needs at interchange and intersections on Rte. H from north of FR 102 (Valley Water Mill) to south of I-44.
Greene	RT M	8S0835	Scoping for adding turn lanes, signal at Republic High School.
Greene	US 160	8P0896	Scoping to improve intersection capacity at Hughes Road in Willard.
Greene	US 60	8P0683B	Scoping for interchange and ramp improvements at Rte. 60/65 interchange in southeast Springfield.
Greene	US 60	8P0683D	Scoping for corridor preservation for Rtes. 60/I/NN interchange with corresponding outer roads from west of Highland Springs Road to east of Farm Road 213.
Greene	US 60	8P0683E	Scoping for corridor preservation for interchange at Route 125 and outer roads from west of FR 213 to FR 247.
Greene	US 60	8P0791	Scoping to improve interchange safety and capacity at James River Freeway and National Avenue in Springfield.
Greene	US 60	8P0792	Scoping to improve interchange safety and capacity at James River Freeway and Route 160 (Campbell Avenue) in Springfield.
Greene	US 65	8P0850	Scoping to improve interchange capacity at Rte. Business 65 (Chestnut Expressway).
Greene	Var	8P0760	Scoping for Transportation Management System software for congestion and incident management various routes in the Springfield area.
Greene	Var	8Q0830C	Scoping for Field Device Development Deployment of Intelligent Transportation System in the Ozarks Transportation Organization Area on various routes in the Ozarks Transportation Organization area.
Various	Var	8P0856	Scoping for SFY 2010 on-call guardrail repair in the Ozarks Transportation Organization area.
Various	Var	8P0858	Scoping for SFY 2011 on-call guardrail repair in the Ozarks Transportation Organization area.



2007-2011 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 contingency 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.
Incidentals include PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2006-6/2007	7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	
County: Christian	Widen, add turn lanes at the Ozarks Technical College South campus entrance. Cost share project with Ozarks Technical Community College.	0	0	0	0	0	Incidentals:
Route: MO 14		0	0	0	0	0	R/W:
Job No.: 8P0588E		861	0	0	0	0	Construction:
Length: 1.55	MPO: Y						FFOS:
Fund Cat: Major Projects & Emerging Needs		853	0	0	0	0	Payments:
Sec Cat: System Expansion	Award Date: 2007 Federal Cat: State	0	0	0	0	0	
County: Christian	Partial milling and resurfacing, and 3 3/4" asphalt resurfacing from Finley River Bridge south to Bus. 65 east junction.	10	0	0	0	0	Incidentals:
Route: MO 14		0	0	0	0	0	R/W:
Job No.: 8P0781		289	0	0	0	0	Construction:
Length: 1.48	MPO: Y						FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Thin Lift Overlay	Award Date: 2007 Federal Cat: S.T.P.	0	0	0	0	0	
County: Christian	Remove existing pavement and replace with concrete or asphalt at intersection of Rte. 14/Bus. 65/Selmore Rd. in Ozark.	11	0	0	0	0	Incidentals:
Route: MO 14		0	0	0	0	0	R/W:
Job No.: 8P0787		630	0	0	0	0	Construction:
Length: 0.20	MPO: Y						FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Preventative Maint	Award Date: 2007 Federal Cat: S.T.P.	0	0	0	0	0	
County: Greene	Replace bridge over James River 0.5 mile north of Rte. AD. Project involves bridge X710.	50	50	0	0	0	Incidentals:
Route: MO 125		71	0	0	0	0	R/W:
Job No.: 8S0563		0	2,314	0	0	0	Construction:
Length: 0.70	MPO: Y						FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2008 Federal Cat: Bridge	0	0	0	0	0	
County: Greene	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.	10	10	0	0	0	Incidentals:
Route: US 160		0	0	0	0	0	R/W:
Job No.: 8S0758		0	2,045	0	0	0	Construction:
Length: 1.01	MPO: Y						FFOS:
Fund Cat: Safety		0	2,127	0	0	0	Payments:
Sec Cat: Safety	Award Date: Let by Others Federal Cat: Safety	0	0	0	0	0	

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.
Jul-10-2006

TMA

Section 4 - 1

District 8

Dollars in Thousands



2007-2011 Highway and Bridge Construction Schedule

Transportation Planning

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P.O. Box 270
Jefferson City, MO 65102

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

Construction contingency 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.
Incidentals include PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2006-6/2007	7/2007-6/2008	7/2008-6/2009	7/2009-6/2010	7/2010-6/2011	
County: Greene	Redeck northbound bridge L0598 over Wilson Creek east of Republic.	30	0	0	0	0	Incidentals:
Route: MO 413		0	0	0	0	0	R/W:
Job No.: 8S0818		589	0	0	0	0	Construction:
Length: 0.04	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2007 Federal Cat: Bridge	0	0	0	0	0	
County: Greene	SFY 2008 on-call guard cable repair in the Ozarks Transportation Organization area. To be let in combination with 810869, 8P0873, 8P0871.	2	0	0	0	0	Incidentals:
Route: 44		0	0	0	0	0	R/W:
Job No.: 810867		0	174	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Routine Maintenance	Award Date: 2008 Federal Cat: I/M	0	0	0	0	0	
County: Greene	SFY 2009 on-call guard cable repair in the Ozarks Transportation Organization area. To be let in combination with 810870, 8P0874, 8P0872.	0	2	0	0	0	Incidentals:
Route: 44		0	0	0	0	0	R/W:
Job No.: 810868		0	0	180	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Routine Maintenance	Award Date: 2009 Federal Cat: I/M	0	0	0	0	0	
County: Greene	Add left turn lanes, improved right turns and signals at Chestnut Expressway and National Avenue in Springfield. Cost share project with the City of Springfield. To be let by the City of Springfield.	0	0	0	0	0	Incidentals:
Route: LP 44		0	0	0	0	0	R/W:
Job No.: 8S0788		1,750	0	0	0	0	Construction:
Length: 0.20	MPO: Y	1,750	0	0	0	0	FFOS:
Fund Cat: Safety		0	0	0	0	0	Payments:
Sec Cat: Safety	Award Date: Let by Others Federal Cat: Safety	0	0	0	0	0	
County: Greene	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.	35	35	34	0	0	Incidentals:
Route: US 60		0	3,120	0	0	0	R/W:
Job No.: 8P0683C		0	0	44,694	0	0	Construction:
Length: 1.40	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Amendment 3		0	0	2,976	0	0	Payments:
Sec Cat: System Expansion	Award Date: 2009 Federal Cat: N.H.S.	0	0	0	0	0	

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

Jul-10-2006

Section 4 - 2

District 8

TMA

Dollars in Thousands



2007-2011 Highway and Bridge Construction Schedule

Transportation Planning

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Incidentals include PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2006- 6/2007	7/2007- 6/2008	7/2008- 6/2009	7/2009- 6/2010	7/2010- 6/2011	
County: Greene	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.	20	0	0	0	0	0
Route: US 60		0	0	0	0	0	0
Job No.: 8P0692C		4,951	0	0	0	0	0
Length: 1.00	MPO: Y						
Fund Cat: Major Projects & Emerging Needs		5,300	0	0	0	0	0
Sec Cat: System Expansion	Award Date: 2007 Federal Cat: N.H.S.	0	0	0	0	0	0
County: Greene	Redeck and widen westbound bridge L5142 over James River/ Lake Springfield in southeast Springfield. To be let in combination with projects 8P0683C and 8P0897.	150	300	150	0	0	0
Route: US 60		0	0	0	0	0	0
Job No.: 8P0898		0	0	6,055	0	0	0
Length: 0.40	MPO: Y						
Fund Cat: Taking Care Of System		0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Award Date: 2009 Federal Cat: S.T.P.	0	0	0	0	0	0
County: Greene	Mill and resurface sections of the northbound and southbound lanes from Independence Street to Berkeley Street.	0	0	0	0	0	0
Route: BU 65		0	0	0	0	0	0
Job No.: 8P0848		335	0	0	0	0	0
Length: 2.15	MPO: Y						
Fund Cat: Taking Care Of System		0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Award Date: 2007 Federal Cat: State	0	0	0	0	0	0
County: Greene	Rebuild northbound bridge A0647 over Rte 60 in southeast Springfield To be let in combination with projects 8P0683C and 8P0898.	100	200	100	0	0	0
Route: US 65		0	0	0	0	0	0
Job No.: 8P0897		0	0	4,131	0	0	0
Length: 0.40	MPO: Y						
Fund Cat: Taking Care Of System		0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Award Date: 2009 Federal Cat: S.T.P.	0	0	0	0	0	0
County: Greene	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.	0	0	0	0	0	0
Route: Various		0	0	0	0	0	0
Job No.: 8P0761		954	0	740	0	0	0
Length: 0.00	MPO: Y						
Fund Cat: Taking Care Of System		857	0	740	0	0	0
Sec Cat: Systems Operations	Award Date: Let by Others Federal Cat: S.T.P.	0	0	0	0	0	0

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

Jul-10-2006

Section 4 - 3

District 8

TMA

Dollars in Thousands



2007-2011 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 contingency 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.
Incidentals include PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2006- 6/2007	7/2007- 6/2008	7/2008- 6/2009	7/2009- 6/2010	7/2010- 6/2011	
County: Greene	Incidentals:	0	0	0	0	0	
Route: Various	R/W:	0	0	0	0	0	
Job No.: 8Q0830	Construction:	1,715	0	0	0	0	
Length: 0.00	FFOS:	1,471	0	0	0	0	
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	
Sec Cat: Systems Operations	Award Date: Let by Others Federal Cat: S.T.P.						
County: Greene	Incidentals:	1	0	0	0	0	
Route: Various	R/W:	0	0	0	0	0	
Job No.: 8Q0830B	Construction:	0	1,326	0	0	0	
Length: 0.00	FFOS:	0	1,105	0	0	0	
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	
Sec Cat: Systems Operations	Award Date: Let by Others Federal Cat: S.T.P.						
County: Various	Incidentals:	1	0	0	0	0	
Route: Various	R/W:	0	0	0	0	0	
Job No.: 8I0869	Construction:	0	168	0	0	0	
Length: 0.00	FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	
Sec Cat: Routine Maintenance	Award Date: 2008 Federal Cat: S.T.P.						
County: Various	Incidentals:	0	1	0	0	0	
Route: Various	R/W:	0	0	0	0	0	
Job No.: 8I0870	Construction:	0	0	173	0	0	
Length: 0.00	FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	
Sec Cat: Routine Maintenance	Award Date: 2009 Federal Cat: S.T.P.						
County: Various	Incidentals:	150	0	0	0	0	
Route: Various	R/W:	0	0	0	0	0	
Job No.: 8P0877	Construction:	2,720	0	0	0	0	
Length: 0.00	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: 2007 Federal Cat: S.T.P.						

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.
Jul-10-2006

TMA

Section 4 - 4
District 8

Dollars in Thousands



2007-2011 Highway and Bridge Construction Schedule

Transportation Planning

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

		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2006- 6/2007	7/2007- 6/2008	7/2008- 6/2009	7/2009- 6/2010	7/2010- 6/2011	
County: Various	SFY 2008 pavement improvements on major routes throughout the Ozarks Transportation Organization area.	73	0	0	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8P0878		0	2,040	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2008 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2009 pavement improvements on major routes throughout the Ozarks Transportation Organization area.	0	20	0	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8P0879		0	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	555	0	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2009 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2010 pavement improvements on major routes throughout the Ozarks Transportation Organization area.	0	0	73	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8P0880		0	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	2,040	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2010 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2011 pavement improvements on major routes throughout the Ozarks Transportation Organization area.	0	0	0	73	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8P0881		0	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	2,040	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2011 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2007 Operation and Management of the Ozarks Traffic intelligent transportation system throughout the Ozarks Transportation Organization area.	1	0	0	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8Q0875		257	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Major Projects & Emerging Needs		0	0	0	0	0	Payments:
Sec Cat: Systems Operations	Award Date: 2007 Federal Cat: S.T.P.	0	0	0	0	0	

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.
Jul-10-2006

Section 4 - 5

District 8

TMA

Dollars in Thousands



2007-2011 Highway and Bridge Construction Schedule

Transportation Planning

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

		STATE FISCAL YEAR PROJECT BUDGETING					
		7/2006- 6/2007	7/2007- 6/2008	7/2008- 6/2009	7/2009- 6/2010	7/2010- 6/2011	
County: Various	SFY 2008 Operation and management of the Ozarks Traffic intelligent transportation system throughout the Ozarks Transportation Organization area.	1	0	0	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8Q0876		0	516	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Major Projects & Emerging Needs		0	0	0	0	0	Payments:
Sec Cat: Systems Operations	Award Date: 2008 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2010 operation and management of Ozarks Traffic intelligent transportation system throughout the Ozarks Transportation Organization area.	0	0	1	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8Q0882		0	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	709	0	FFOS:
Fund Cat: Major Projects & Emerging Needs		0	0	0	0	0	Payments:
Sec Cat: Systems Operations	Award Date: 2010 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2011 operation and management of Ozarks Traffic intelligent transportation system throughout the Ozarks Transportation Organization area.	0	0	0	1	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8Q0883		0	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	800	FFOS:
Fund Cat: Major Projects & Emerging Needs		0	0	0	0	0	Payments:
Sec Cat: Systems Operations	Award Date: 2011 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2009 operation and management of Ozarks Traffic intelligent transportation system throughout the Ozarks Transportation Organization area.	0	1	0	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8Q0884		0	0	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	686	0	0	FFOS:
Fund Cat: Major Projects & Emerging Needs		0	0	0	0	0	Payments:
Sec Cat: Systems Operations	Award Date: 2009 Federal Cat: S.T.P.	0	0	0	0	0	
County: Various	SFY 2008 pavement improvement on minor roadways in the Ozarks Transportation Organization area.	43	0	0	0	0	Incidentals:
Route: Various		0	0	0	0	0	R/W:
Job No.: 8S0889		0	1,183	0	0	0	Construction:
Length: 0.00	MPO: Y	0	0	0	0	0	FFOS:
Fund Cat: Taking Care Of System		0	0	0	0	0	Payments:
Sec Cat: Rehab And Reconst	Award Date: 2008 Federal Cat: S.T.P.	0	0	0	0	0	

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

Jul-10-2006

Section 4 - 6

District 8

TMA

Dollars in Thousands

TECHNICAL COMMITTEE AGENDA 07/06; ITEM II.D

Designation of City Utilities as Recipient of FTA Section 5307, 5316, and 5317 Transit Formula Funds

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Under Federal law, all metropolitan areas with an MPO must designate one local legal body that is eligible to receive federal funds to be the recipient of Federal Transit Administration formula-based grants for the metropolitan area. In the past, Section 5307 funds were the only formula funds received in the OTO service area and the designated recipient was City Utilities Transit.

As part of Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), two funding categories were revised from discretionary to formula funding as it relates to FTA programs. These formula funding categories are Section 5316 (Job Access Reverse Commute or JARC) and Section 5317 (New Freedoms Initiative). The FTA and MoDOT have requested that the MPO revise their designated recipient resolution to include the new Section 5316 and Section 5317 formula funds. As before, the MPO would develop selection criteria and rate and rank the funding request submissions. The Technical Committee would serve as arbiter should disputes arise between City Utilities and the MPO-selected fund recipients.

STAFF RECOMMENDATION: The request is being made to comply with Federal law. Therefore staff recommends that the Technical Committee endorse the designated recipient resolution and forward it on to the Board of Directors for adoption.

TECHNICAL COMMITTEE ACTION REQUESTED: To either endorse the designated recipient resolution to the Board of Directors for adoption or to form a special subcommittee to further study the issue.

**A RESOLUTION DESIGNATING CITY UTILITIES AS THE RECIPIENT OF
SECTION 5307, 5316, and 5317 FEDERAL TRANSIT FUNDS**

WHEREAS, The Federal Transit Administration requests that all transportation management areas designate a single public agency to be the recipient for Section 5307 Large Urban Area Transit funds, Section 5316 Job Access and Reverse Commute funds, and Section 5317 New Freedom Initiative Funds:

AND WHEREAS, the Springfield Area MPO has two publicly owned transit operators, City Utilities and Missouri State University, within the MPO study area boundary, and both providers have received and are eligible to receive federal transit funds for providing public transportation services in the Springfield urbanized area;

AND WHEREAS, City Utilities provides its services across a larger service area than other transit operators in the region and may expand that service area to meet future transit needs;

AND WHEREAS, City Utilities provides vital transit service to the general population including but not limited to low-income residents, students, the elderly and the disabled population thus ensuring that fixed-route, paratransit and express transit service are viable options to the citizens of the region;

NOW THEREFORE BE IT RESOLVED, that the Ozarks Transportation Organization, (Springfield, Missouri Area MPO) requests that City Utilities be designated as the area's recipient of Section 5307, 5316 and 5317 federal transit funds with the understanding that:

1. That the decision on how Section 5307, 5316, and 5317 funds will be distributed shall rest with the Ozarks Transportation Organization and shall be based on objective criteria that is established by the Ozarks Transportation Organization;
2. That a special subcommittee of the Ozarks Transportation Organization Technical Committee shall arbitrate any disputes between City Utilities and any eligible applicant/recipient over Section 5307, 5316, and 5317 transit funds, or applications for said funds.

AFFIRMED this Seventeenth Day of August, 2006 by the Board of Directors of the Ozarks Transportation Organization, (Springfield, MO Area MPO).

ATTEST:

Mr. Thomas Carlson
MPO Chair

Mr. David Coonrod
MPO Chair-Elect

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.

511 Celebrates Fifth Anniversary

A Total of 28 Active Systems in 24 States

More than 53 million calls have been made to 511, the U.S. travel information number, since its inception in June 2001. There are 28 active 511 systems in 24 states, with 10 more states expected to launch services this year. By the end of 2006, roughly half of the U.S. population will be served by 511.

The 511 service provides real-time information to drivers, tourists, and transit riders regarding traffic incidents and delays, special road conditions (including construction and maintenance activities), weather, and transit/ferries. According to Pete Costello, senior project manager with PBS&J, some 511 services "offer car/vanpool, tourist, and ports (both air and sea-) information because they are developed according to local needs, not a national 'mandate'." PBS&J is part of the National 511 Alliance that provides 511 capabilities for local and state agencies.

In addition to proving useful information to commuters and travelers on a daily basis, the 511 service is an invaluable method of conveying critical information to the public during emergencies. The 511 service often receives thousands of calls per hour when highways are closed due to accidents or weather conditions and when AMBER alerts are in effect.

Metropolitan service areas with the most extensive 511 coverage and content are San Francisco Bay and Southeast Florida, both of which provide a wealth of roadway information and public transportation content. San Francisco Bay's 511 website provides the ability to look up a schedule, plan a transit trip, check where a route goes, get information about a transit provider, or use the TakeTransitSM trip planner to build a transit itinerary. Southeast Florida's 511 service includes a speech-enabled service that allows callers to hear travel information including real-time road conditions, estimated travel times, emergency messages, and traffic accident information. The Spanish version of the SunGuide Southeast Florida 511 system (www.sunguide.org) covers the southern region of Florida including

Miami-Dade, Broward, and Palm Beach counties.

North Carolina has the most extensive statewide service, providing public transportation and tourism content to over 13,000 miles of roadway.

The costs to implement and operate a 511 service vary, depending on the content and coverage of the service. Some cost research was performed in 2004 with approximately nine of the statewide services, resulting in the finding that costs average about \$1 per call. According to Mr. Costello, these services are 'free' to travelers, either a local message unit on landline phones and minutes on wireless plans (although roaming charges may apply).

Active 511 Telephone Systems (in order of launch):

1. Cincinnati/Northern Kentucky
2. Nebraska
3. Utah
4. Virginia
5. Arizona
6. Orlando
7. Minnesota
8. Southeast Florida
9. Washington State
10. Iowa
11. South Dakota
12. Kentucky Statewide
13. San Francisco Bay Area
14. Montana
15. Vermont
16. North Dakota
17. Alaska
18. Maine
19. New Hampshire
20. Oregon
21. Kansas
22. North Carolina
23. Sacramento/Northern California
24. Tampa
25. Colorado
26. Rhode Island
27. Florida Statewide
28. Idaho

States have the lead role in coordinating 511 deployments. National leadership is provided by the 511 Deployment Coalition. Led by the American Association of

State Highway and Transportation Officials (AASHTO), and including travel information experts from more than 30 organizations, the Coalition has developed voluntary guidelines for state transportation agencies to follow when they plan 511 service for their states or regions. Other leading member organizations of the Coalition include the American Public Transportation Association (APTA), the Intelligent Transportation Society of America (ITS America), and the U.S. Department of Transportation.

For more information, contact Pete Costello, senior project manager, PBS&J, tel. (407) 806-4440, e-mail: petecostello@pbsj.com.

Continued from Page 8

Transportation Secretary Mineta Resigns

Clinton. He was vice president of Lockheed Martin Corporation before joining the Commerce Department.

From 1975 to 1995, Mr. Mineta served as a member of the U.S. House of Representatives, representing the heart of California's Silicon Valley.

After leaving Congress, the Secretary chaired the National Civil Aviation Review Commission, which in 1997 issued recommendations on reducing traffic congestion and reducing the aviation accident rate. Many of the commission's recommendations were adopted by the Clinton administration, including reform of the Federal Aviation Administration to enable it to perform more like a business.

In 2003, Secretary Mineta received the Panetta Institute's Jefferson-Lincoln Award for his bipartisan leadership in addressing the nation's challenges and was selected by the Council of Excellence in Government to receive the Elliot L. Richardson Prize for Excellence and Integrity in Public Service.

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PR Newswire US

July 11, 2006 Tuesday 4:00 PM GMT

721 words

Zipcar Zips into East Bay; Announces Plans to Double Car Sharing Fleet Throughout San Francisco; North America's largest car sharing service expands local presence; responds to high gas prices and rising customer demand

SAN FRANCISCO July 11

SAN FRANCISCO, July 11 /PRNewswire/ -- Fueled by new vehicle financing and record growth and success in San Francisco and throughout the country, Zipcar, North America's largest car sharing company, today announced plans to rapidly double its Bay Area fleet within the year, expanding into new communities throughout the region while increasing service in existing neighborhoods. As part of this aggressive expansion, Zipcar also announced that it is expanding service into East Bay. Beginning today, Zipcar will place 14 Zipcars at locations throughout Berkeley and Oakland, offering local residents and businesses a convenient, cost-effective and greener alternative to car ownership.

As part of an innovative partnership with Bay Area Rapid Transit (BART) to promote the economic and environmental benefits of car sharing for commuters' short term transportation needs, most of Zipcar's initial East Bay fleet will be located at the North Berkeley, Ashby and Rockridge BART stations. Other Zipcars are to be located throughout downtown Berkeley. These Zipcars will include several of the 20+ makes and models in the Zipcar fleet, including Toyota Prius Hybrids, MINI Coopers, Mazda 3s and BMW 325is.

Zipcar launched service in San Francisco in September of last year and has since built the area's largest car sharing fleet, as thousands of individuals and businesses have embraced Zipcar as an alternative to increasingly high transportation costs. "Our recent growth, and our expansion into East Bay and throughout new and existing neighborhoods, underscore that we have created the foremost car sharing brand and an award-winning user experience," said Dan Shifrin, Regional Vice President at Zipcar. "We look forward to continuing our phenomenal growth as more and more individuals, businesses and universities turn to Zipcar as a fun, affordable and environmentally-friendly alternative to car ownership and high gas prices."

The San Francisco fleet expansion follows the recent announcement that GE Commercial Finance Services has greenlighted \$20 million in vehicle financing, supporting Zipcar's growth and enabling Zipcar to source and roll out new vehicles more quickly and cost-effectively than any company in the category. Earlier this spring, Zipcar also introduced service in Toronto, Canada, the company's first venture into markets outside the United States. Zipcar currently has the largest active membership base of any car sharing service, with more than 60,000 members and 1,500 vehicles in 11 states and provinces.

Zipcar's car sharing service provides new economic and environmental benefits to people who live and work in North America's most populated cities. By freeing a rapidly increasing number of individuals and businesses from the burdens of car ownership, Zipcar makes a positive impact on the affordability and quality of life in urban markets, by reducing demand on already insufficient parking capacity, traffic congestion and greenhouse emissions. Recent studies by Zipcar and other government transportation agencies indicate that each Zipcar takes over 20 privately-owned vehicles off the road. Zipcar members also report they save an average of \$435 per month, drive less each year compared to owning a vehicle and increase usage of public transportation resources by over 47 percent.

About Zipcar

With 60,000 consumer and business drivers, Zipcar is North America's largest car sharing service. The company currently operates over 1,500 vehicles in 11 states and provinces, including metropolitan New York, Boston, San Francisco, Minneapolis, Toronto and Washington, DC. With Zipcar's award-winning technology, accessing and using a Zipcar is as easy as getting cash from an ATM. In minutes or up to a year in advance, members can reserve Zipcars online or by phone, 24 hours a day, seven days a week. Zipcar members have automated access to any Zipcar across North America using a "Zipcard" to simply unlock the door and drive away. With Zipcar, gas, parking and insurance are always included. For more information, visit <http://www.zipcar.com/>.

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St. Louis Post-Dispatch (Missouri)

July 10, 2006 Monday
THIRD EDITION

METRO; Pg. B3

920 words

Along highways, grass may not be greener, but it will be higher

Shane Graber and Elisa Crouch

Next time you're out cruising Illinois or Missouri roads, you might notice that the states are cutting back on a few expenses.

Actually, it's what they're not cutting that's saving money.

In the ongoing fight against the high price of gas, the Illinois and Missouri transportation departments will, among other things, cut less grass along the highways this summer.

Illinois Department of Transportation Secretary Timothy W. Martin ordered the agency last week to reduce fuel consumption by 5 percent.

So IDOT's Division of Highways instructed maintenance yards to mow grass alongside interstates only twice this summer instead of three times.

District road patrols on the interstates also will be reduced to once a week from twice a week, and workers will spend only one day a week in the yards performing maintenance and training.

MoDOT will mow 20 percent less often this year. It usually mows five times. This year, they'll hit the right-of-way only four times, spokesman Tom Miller said.

Gas prices hit the department hard last year. Its gas budget was supposed to be \$1.5 million. The department ended up spending \$2.6 million, Miller said.

"People like a well-groomed right-of-way," Miller said. "But we had to scale that back considerably and concentrate on places with visibility issues."

MoDOT also consolidated some of its Motorist Assist routes and is sending drivers out on specific calls rather than areawide patrols.

Both departments said they wouldn't cut back on safety. So, the roads will be OK to travel on. They just won't be as spiffy.

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The Kansas City Star (Missouri)

Distributed by Knight/Ridder Tribune News Service

July 10, 2006 Monday

STATE AND REGIONAL NEWS

20060710-KC-0710-Trying-to-derail-big-freight-hub

624 words

Trying to derail big freight hub: Gardner residents face a steep hurdle as they protest a \$1 billion project.

Brad Cooper, The Kansas City Star, Mo.

Jul. 10--If southwest Johnson County residents are going to keep a railroad freight yard away from their homes, David Gatch figures they'll need a special friend.

"Do you have any Bill Gateses living next door to it?" asked Gatch, who tried unsuccessfully to stop a 450-acre rail yard in suburban Atlanta.

"To fight something like this, you'd have to have some tremendously deep pockets."

That's just one steep hurdle facing Gardner residents as they protest BNSF Railway's plan to build a nearly \$1 billion freight hub and warehouse complex at their doorstep.

A coalition of neighbors is up against a King Kong of development that brings not only deep pockets but the broad power of federal law to override local zoning laws. A similar situation is playing out in Parkville, where officials are trying to work with BNSF to ease concerns about a second line planned through the city.

Those who have taken on railroads elsewhere said the challenge was daunting. They suggested it may be better to cut losses and negotiate the best deal.

"They will throw everything they've got at you to win," said Bob Beard, an attorney for Cobb County, Ga., which spent more than \$2 million trying to stop the Norfolk Southern rail yard.

The industry said it would not ignore local interests.

"We have a very long record of working with communities to build our infrastructure projects where it makes sense from a community standpoint, from a regional standpoint and from a business standpoint," said Peggy Wilhide, speaking for the Association of American Railroads.

For more than 100 years, the U.S. Constitution has given railroads the power to take property and bypass local zoning laws as a rail network was built to move people and products coast to coast.

The goal was to prevent a mish-mash of laws interfering with commerce.

As the industry has been deregulated over the years, it has gained new power.

In 1995, Congress reaffirmed federal control of railroads and extended it to rail-related activities. That has spawned legal disputes over whether local governments could control areas where trains are loaded with trash, gravel or consumer products.

Some Gardner residents fear the law will be used against them.

"What we're saying is that the rail company has more power than the United States government," said Claud Hobby, who opposes the BNSF freight yard.

"That's going quite a bit overboard."

Hobby acknowledged that preventing BNSF from laying tracks would be virtually impossible, but he hoped to stop the warehouses, which might undercut profits and send the company packing.

"Is it a long shot? Certainly. I'm not naïve about that," he said.

Spokesman Steve Forsberg couldn't comment about how hard BNSF would fight for its plan if its runs into legal trouble with the residents.

"It's not a question that we've even considered," he said.

In other communities, opposing the railroad did result in certain concessions or in monetary benefits.

Gatch and his Georgia neighbors opted to settle in the end, collecting \$1.5 million from the railroad for sound-proof windows and heating and air conditioning, according to The Atlanta Journal-Constitution.

The suburb of Austell got \$5 million and more than 100 acres of land for recreation.

The nearby city of Powder Springs got \$4.3 million.

"We came out really good," Gatch said. "If we had not fought we would have gotten zero."

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Austin American-Statesman (Texas)

July 9, 2006 Sunday
Final Edition

METRO & STATE; Pg. B01

679 words

A vision of places to work, live, shop

Sarah Coppola AMERICAN-STATESMAN STAFF

Picture Lamar Boulevard, with its traffic and smattering of stores and offices, as a denser, walkable area akin to an old-fashioned town center.

Pedestrians would shop and dine at stores and restaurants on street level, and then work and live in office space and apartments above the stores.

That is the vision that **city planners** hope to create by offering incentives to build "mixed-use" buildings (which combine stores, offices and housing) on heavily traveled roads.

The idea grew out of a two-year effort that is almost complete to write design rules for Austin stores and restaurants. **City planners** realized that they did not just want stores to look good; they wanted buildings and streets to function better, as places where people can live, work and shop.

They also wanted to encourage projects that would pack more people near downtown and away from environmentally sensitive areas.

"It would be a fundamental transformation of our major corridors from a low-density suburban model to a more urban development type," said City Council Member Brewster McCracken, who has led the effort.

Mixed-use structures usually cost more to build than one-story stores and offices. So, under a plan to encourage mixed-use buildings, the city would let developers build over more of a lot, add more square feet or housing units and include less parking than current city rules allow.

But developers would have to include some **affordable housing** in the projects, and height would be limited: the maximum allowed on many commercial corridors, 60 feet, would still apply.

If the idea works, commercial strips such as Lamar, Burnet Road and South First Street could become cool, new-urbanist hubs like those that are prevalent in places such as Portland, Ore., and Seattle.

"It fits in well with what the city is trying to accomplish in terms of density," said Perry Lorenz, a developer and design commission member. "I'm not sure there will be a stampede to do it. But it's worth a try."

A group of housing advocates and real-estate professionals is still haggling over several details, such as exactly what the development incentives will be and how many **affordable housing** units would be required.

"We don't want to put in so many restrictions that developers won't try these projects. We're trying to strike a balance," said Cathy Echols, a board member of Housing- Works, a group that wants more **affordable housing** in Austin.

Dallas Kelley of the Real Estate Council of Austin said the group is concerned about the city mandating uses, such as requiring housing instead of offices above a store in a mixed-use building.

"You can't really tell the market what needs to go in a certain spot," she said.

Single-family homes bump up against many of the corridors, and some neighbors might not welcome denser development. Neighborhood activist Jeff Jack said residents are worried about parking from denser projects flowing into residential areas and "commercial creep" - developers buying single-family lots behind mixed-use projects to redevelop them for commercial use.

Individual neighborhoods will be able to tailor the rules for mixed-use projects to their areas. Neighborhood plans - detailed zoning plans that some neighborhood have already written - would also trump rules for mixed-use projects.

Mixed-use buildings would have to follow the design rules for stores and restaurants that the City Council will vote on in August.

Those standards seek to create a pedestrian-friendly, town-center vibe by discouraging big swaths of parking and requiring more sidewalks, shade trees, awnings and shielded lighting in shopping areas. Stores would have to have more windows and some unique design features, such as solar roofs or variations in color and materials, to prevent the building of bigger, boxy structures that are promulgated by national retailers.

Shopping centers would have to have shorter blocks and a simpler grid of streets to make it easier for folks to walk around, and large sites would have to include some open space, such as playgrounds or plazas.

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URBAN MYTHS;
What gridlock?;
L.A. traffic isn't as bad as you think. Try speeding through the center of Paris.

Robert Bruegmann, ROBERT BRUEGMANN, a professor of art history, architecture and **urban planning** at the University of Illinois at Chicago, is the author of "Sprawl: A Compact History."

SPRAWL IS NOT the worst thing that ever happened to the nation's cities. In fact, by many measures, it's been beneficial. Despite the cliché among some academics and intellectuals that sprawl leads to incoherent, unattractive, traffic-clogged cities, the reality is that it has benefited many people over many years. Most Americans today, including the vast majority of suburbanites, are happy where they live, work and play.

So what explains the great crusade against sprawl? How could a recent book on **urban planning** have opened with the unqualified -- and patently ludicrous -- assertion that "sprawl is America's most lethal disease"? How has the campaign against sprawl -- and the American car culture that goes with it -- become a potent political force across the country?

I would argue that to a great extent, worries about sprawl and traffic have developed not because our situation is so bad but precisely because it is so good. In good economic times, expectations tend to run ahead of what is possible. And soaring expectations rather than actual problems are, I believe, responsible for a good deal of our contemporary discontent.

A good example of this is the thunderous din of complaints about traffic in Los Angeles. From one perspective, this reaction is simply bizarre. Even when speeds on the freeway decline to 20 mph, drivers throughout the Los Angeles area move more quickly than they do by car or public transportation at the center of almost any large, older city in Europe or the United States.

Clearly the problem is not that congestion is objectively worse in Los Angeles. It is that the highway builders of the 1950s and 1960s were so successful in building their way out of congestion that people became used to driving across the entire metropolitan area at a mile a minute and made choices about where they lived and worked based on that reality.

When it comes to automobile travel, Los Angeles, perhaps more than almost any other large city in the world, suffers from a deflation of greatly raised expectations. After all, the residents of Paris, New York or Tokyo never even entertained the possibility that they could drive through the center of the city at 60 mph.

In recent years, it is true, L.A.'s congestion has gotten worse. But that is actually less the fault of sprawl than it is the result of things that have been done or not done because of *misconceptions* about sprawl. Consider the history. Today's solid anti-sprawl and anti-highway consensus first began to emerge in the 1960s, in part as a reaction against postwar urban renewal and highway construction. But rather than confine themselves to the quite real and indisputable damage that the intense campaign of freeway construction of those years did to existing urban neighborhoods, the anti-auto activists pushed further and claimed that the entire program hurt central cities by encouraging suburban growth.

Even more dramatically, they argued that constructing new roads was useless as a way to reduce congestion because, they said, the highways themselves "induced" traffic by generating new demand. Their most convincing proof for this assertion was the observation that new highways quickly filled with automobiles. From this they derived the notion that any new highway would simply fill itself up as soon as it was built, producing no net benefit. Hence, the widely accepted aphorism: "You can't build your way out of congestion."

The only way to break the vicious cycle of new roads, more traffic and increasing sprawl, the anti-auto forces

claimed, was to stop building roads and create more mass transit. This would, according to their logic, turn the vicious cycle on its head, creating instead a virtuous cycle in which more people riding on urban mass transit would create more demand for work and housing within the city in areas convenient to transit stops.

This is, of course, the logic that has undergirded a great deal of public policy in Los Angeles and many places across the country in the last several decades. And it has led to the expenditure of billions of dollars on new transit systems, such as the new light-rail lines and subway in Los Angeles (as well as Mayor Antonio Villaraigosa's proposal to extend the subway still farther down Wilshire Boulevard).

However, despite this expenditure, transit's share of total trips has fallen and traffic has continued to get worse in almost every market in the country. In the L.A. region, for example, mass transit, which accounted for an extremely small 1.94% of trips in 1983, dropped to only 1.64% in 2003, according to figures compiled by transportation consultant Wendell Cox.

Why has this happened? I suggest that it is because so many people are locked into unrealistic assumptions about the way transit worked in the past or could work in the future.

First of all, and contrary to much popular opinion, it is clear that L.A.'s highways were not intended to hurt the central city, as many have suggested, nor were they part of a devious plot to eliminate alternatives to cars.

The fact is that Los Angeles had a terrible traffic problem in the 1920s and '30s. Many downtown business owners felt that this congestion was threatening their very existence at a time when investment downtown had lagged and there was fierce competition from outlying centers such as the Miracle Mile or Hollywood.

Not surprisingly, downtown businessmen were highly enthusiastic about plans for a massive superhighway system to bring people downtown more efficiently. Starting in the 1940s, the Los Angeles area embarked on one of the most ambitious programs of highway building in American history.

This campaign was largely successful. Anyone who is old enough to have driven in L.A. or in most other U.S. cities in the 1960s or '70s can testify to the sense of liberation that accompanied the completion of the new roads. Suddenly it was possible, in a matter of minutes, to make trips that had previously taken hours. People in Santa Monica soon thought nothing of accepting dinner invitations in Pasadena. This increase in mobility meant greater choice in jobs, housing and recreational outlets. This, in turn, helped fuel an enormous amount of growth and prosperity in Southern California.

Unfortunately, this enhanced mobility has been greatly eroded since the 1970s, as population and density have increased without a corresponding development in the highway network. The L.A. region, once at the forefront of freeway development, now falls toward the bottom of the list of cities in the number of freeway lane miles per capita.

As the population has grown, as families have become more affluent and as more women have entered the workforce, there has been a major increase in car ownership and driving -- and a mounting demand for mobility more generally. The pace of growth in the size and wealth of the Los Angeles area would clearly have put a strain on any transportation system.

But mobility has been impaired much more than it needed to be. In part this can be attributed to the way the sprawl debates of the last few decades have pitted citizen against citizen by suggesting that the choice is between public versus private transportation and the automobile versus the railroad. What this has done has been to weaken the consensus for funding for all kinds of transportation -- public and private, highway and rail. This, in turn, has hurt mobility, exacerbated traffic problems and eroded the global competitiveness of Los Angeles.

Given the great success of the anti-highway lobby in arguing its cause, it is not surprising that during the recent decades of tax cutting and tight budgets, there has been a marked lack of taxpayer support for building adequate new roads and increasing capacity on existing roads. Unhappily, the fixation on sprawl has also detracted attention from the scenarios that might, over the long run, help build effective new public transportation systems. It is quite likely that this will need to involve the replacement of both the train and the gasoline-fueled automobile in the years ahead. Both are, after all, 19th century means of transportation, and very inefficient ones at that.

There is no technical reason that we couldn't have, not too far in the future, personal rapid transportation capsules running both on rails and rubber wheels, using alternative fuel sources and operating either on their own over short distances or linked together for longer distances on guideways that would allow speeds of hundreds of miles per hour. Such a system could vastly increase the capacity of existing right of way and go

far toward reducing pollution.

Because cities are so dynamic, it is difficult to know whether our future urban areas will be lower or higher in density than today's. In either case, new modes of transportation that combine the adaptability and personal comfort of the auto with the efficiency of the train or bus are more likely, in the long run, to satisfy the needs of most Americans than forcing everyone back into high-density cities so they can ride trains.

We can do it, and we can enhance mobility for everyone. But only if we can put aside for a while the old and not-terribly-helpful battles over sprawl.

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STATE AND REGIONAL NEWS

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Is it the end of the road for the cul de sac?

Darlene Prois, Star Tribune, Minneapolis

Jul. 5--Joanie and Craig Aasen wanted to run from their newly purchased Vadnais Heights home after discovering \$60,000 worth of hidden mouse damage. Now, a year later, they're thankful they didn't. Their now mouse-free home has a feature that was worth every headache:

It's on a cul-de-sac.

"We don't know what our lives would be like if we hadn't moved here," said the 36-year-old oncology nurse. "Our social life is here."

Like many suburban families, the Aasens prize how quiet and child-friendly their lollipop-shaped street is. But not everyone shares that affection. In Minnesota and across the nation, concerns about traffic congestion and increased road maintenance costs are causing a growing backlash against these icons of suburban life.

Local governments across the country, including some in Minnesota, have passed zoning ordinances to limit cul-de-sacs. In Oregon, which embraced "smart growth" land-use concepts decades ago to combat sprawl, 90 percent of the state's cities have ordinances limiting new cul-de-sacs.

Minnesota cities are more permissive, but some are also taking steps to limit new ones. City councils in St. Cloud and Northfield, for example, prefer to routinely deny new cul-de-sacs unless there is a physical necessity for them.

In Blaine, a fast-growing Anoka County suburb, "All things being equal, we try to minimize them when we can," said Bryan Schafer, the city's community development director. "But the market likes them, and people like living on them. Developers like them because they can get more for them. It's all a balance."

The Metropolitan Council, which oversees development in the Twin Cities, also isn't a fan of the dead-end development. John Kari, a Met Council planning analyst, said the agency isn't "necessarily against cul-de-sacs" but prefers interconnected neighborhoods with "multiple routes to a place."

Kari also believes there's a social advantage to minimizing cul-de-sacs.

"You may get to know the neighbors in your cul-de-sacs, but you don't get to know your broader neighborhood," Kari said.

An oft-cited concern with cul-de-sacs is that they often result in overly congested connecting streets. All those cars from neighborhoods of dead-end streets have to go somewhere, critics say.

But traffic isn't the only concern. When Josh Tenney, a 27-year-old truck salesman, moved into his "sweet little" cul-de-sac in the northern suburb of Hugo two springs ago, he never once thought about winter.

"Where does all the snow go? Spread across all the yards," he said. "Where does the sand and salt go? Spread across the yards. Where do all the rocks, gravel, and winter trash go? You guessed it, spread across the yards."

But Tenney remains convinced that the positives of living on a cul-de-sac outweigh the negatives. Not so Joe Imholte, maintenance supervisor for the St. Cloud Public Works Department. He thinks the difficult-to-negotiate streets should be banned.

"We can plow one-and-one-half to two miles further down the road in the same amount of time (it takes) to clean a cul-de-sac," Imholte said. "Where do you push the snow? People complain because they have more snow than the neighbor... we have gone so far as to pile it up in the middle. Very time-consuming."

The limitations on cul-de-sacs have led to a growing debate among developers and city planning officials.

"They argue that it's taking away a more marketable property," said Matt Glaesman, St. Cloud's planning director. "Does that impact outweigh the public cost?"

But Michael Noonan, vice-president of the Builders Association of the Twin Cities thinks there are issues beyond profit. He points out that not only are buyers willing to pay more to live on a cul-de-sac, they strongly prefer to.

There's research to back him up. A 2004 National Association of Realtors survey showed that one-quarter of buyers were willing to spend more for a home on a cul-de-sac.

Another poll, done by a California-based market research firm, showed buyers preferred them to regular, gridded streets by a margin of almost 2-1.

"We're here to serve the public and market, and planners have to bear that in mind," said Noonan, who is a planner by training, and the Minnesota division president of Toll Brothers, Inc., one of the largest home building companies in the United States.

"Planners are of a philosophical mind-set that's out of step with the market."

Noonan objects to planners acting as social engineers trying to impose their world view on the market at large.

"They say cul-de-sacs don't build good neighborhoods," said Noonan. "I live on a cul-de-sac. It's private, we feel comfortable with our kids playing in both the front and back yards, and we have strong relationships with our neighbors. It's a wonderful environment."

Looking out at the lively scene outside her front door, Joanie Aasen agreed.

"We would have sold this house and run as far away from it as we could if it hadn't been for the kindness of the new neighbors," she said. "Every day, I am thankful for this little street of ours."

The Harris Poll® #14, February 8, 2006

Americans Would Like to See a Larger Share of Passengers and Freight Going By Rail in Future

Safety and energy efficiency seen as top priorities for future of passenger transportation

As personal travel and freight transportation grows in the future, the American public would like to see an increasing proportion of that traffic going by rail. Commuter and long-distance trains top the list of nine modes of transportation that adults would like to see "have an increasing share of passenger transportation." When it comes to freight, railroads top the list of six modes of transportation that adults would like to see "have an increasing share of all goods and commodities movements in the United States."

These are the results of a nationwide Harris Poll of 1,961 U.S. adults conducted online by Harris Interactive® between December 8 and 14, 2005.

Key findings from this survey include:

- The modes of transportation which the largest numbers of adults would like to see "have an increasing share of passenger transportation" are:
 - Commuter trains (44%)
 - Long-distance trains (35%)
 - Local bus service (23%), and
 - Airlines (23%)
- The transportation modes which the smallest numbers of adults would like to see have a bigger share of passenger traffic are:
 - Long-distance bus service (6%)
 - Pedestrian travel (8%)
 - Long-distance travel by car (10%)
 - Local travel by car (11%), and
 - Travel by bicycle (11%)
- Freight railroads (63%) come far ahead of all other modes that adults would like to see have an increasing share of freight transportation. They are followed by:
 - Air freight (35%), and
 - Trucks (24%)
- The modes which the smallest numbers of adults would like to see have an increasing share of freight transportation are:
 - Inland barges (8%)
 - Pipelines (13%), and
 - Coastal shipping (17%)
- Of a list of six possible priorities for the future of passenger transportation, the top priorities chosen by the largest number of adults are:
 - Safety (47%)
 - Energy efficiency (44%), and
 - Cost (29%)

Responsibility for the Transportation System

This survey also included questions on who should be "mainly responsible for maintaining and improving the transportation system" both, "in your community," and "in the nation as a whole." Overwhelmingly, the public thinks that these are government responsibilities rather than something the private sector should be mainly responsible for. However, the level of government seen as having this responsibility varies greatly for local and national transportation. Specifically:

- State government (36%) and local government (27%) are seen by the largest numbers of adults as having the main responsibility for "maintaining and improving the transportation in your community." Fewer think that the federal government (16%) or private companies (10%) should have this responsibility.
- When it comes to the transportation system "in the nation as a whole," two-thirds (68%) of adults believe this should be a responsibility of the federal government. Relatively few see this as the responsibility of state government (13%), local government (2%) or private companies (8%).

These results show that for most adults, transportation is a "public good" for which government has the primary responsibility. However, that does not mean that they are opposed to the private sector providing much of the actual transportation; only that they believe that government, not the private sector, should make transportation policy.

TABLE 1

WHO SHOULD HAVE AN INCREASING SHARE OF PASSENGER TRANSPORTATION

"In the future, as more people travel, which two of the following would you like to see have an increasing share of all passenger transportation?"

Base: All Adults

	%
Commuter trains	44
Long-distance trains	35
Local bus service	23
Airlines	23
Travel by bicycle	11
Local travel by car	11
Long-distance travel by car	10
Pedestrian travel	8
Long-distance bus service	6
None of these/Not sure	13

Note: Multiple-response question.

TABLE 2

WHO SHOULD HAVE AN INCREASING SHARE OF FREIGHT TRANSPORTATION

"We would now like you to think of another aspect of the nation's transportation system: freight transportation. As the movement of food, raw materials, manufactured products, imports and exports continue to grow, which of the following would you like to see have an increasing share of all goods and commodities movements in the United States?"

Base: All Adults

	%
Freight railroads	63
Air freight	35
Trucks	24
Coastal shipping	17
Pipelines	13

Inland barges	8
None of these/Not sure	18

Note: Multiple-response question.

TABLE 3

HIGHEST PRIORITIES FOR FUTURE OF PASSENGER TRANSPORTATION

"Thinking of the following items, which two do you feel are the highest priority for the future of passenger transportation?"

Base: All Adults

	%
Safety	47
Energy efficiency	44
Cost	29
Environmental impact	27
Reliability	26

Note: Only the top five priorities are shown.

TABLE 4

WHO SHOULD BE MAINLY RESPONSIBLE FOR MAINTAINING AND IMPROVING SYSTEM IN YOUR COMMUNITY, AND NATION AS A WHOLE

"Who do you think should be mainly responsible for maintaining and improving the transportation system in your community?"

"Who do you think should be mainly responsible for maintaining and improving the transportation system in the nation as a whole?"

Base: All Adults

	In Your Community	In Nation as a Whole
	%	%
State government	36	13
Local government	27	2
The federal government	16	68
Private companies	10	8
Not sure	11	8

Note: Percentages may not add up to 100% due to rounding.

Methodology

The Harris Poll® was conducted online within the United States between December 8 and 14, 2005 among 1,961 adults (aged 18 and over). Figures for age, sex, race, education, region and household income were weighted where necessary to bring them into line with their actual

proportions in the population. Propensity score weighting was also used to adjust for respondents' propensity to be online.

In theory, with probability samples of this size, one could say with 95 percent certainty that the overall results have a sampling error of plus or minus 2 percentage points of what they would be if the entire U.S. adult population had been polled with complete accuracy. Unfortunately, there are several other possible sources of error in all polls or surveys that are probably more serious than theoretical calculations of sampling error. They include refusals to be interviewed (nonresponse), question wording and question order, and weighting. It is impossible to quantify the errors that may result from these factors. This online sample was not a probability sample.

These statements conform to the principles of disclosure of the National Council on Public Polls.