

Technical Committee Meeting Agenda, September 19, 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 July 18, 2007 Meeting Minutes Tab 1

(2 minutes/Smith)

TECHNICAL COMMITTEE ACTION REQUESTED

C. Approval of August 1, 2007 Special Meeting Minutes Tab 1

(2 minutes/Smith)

TECHNICAL COMMITTEE ACTION REQUESTED

D. 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.

E. Executive Director's Report

(3 minutes/Rudge)

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

II. New Business

A. Memorandum of Understanding for Railroad Grade Separation..... Tab 2

(15 minutes/McPherson)

Over the last few years, the City of Springfield and local railroad companies have been working on a Railroad Relocation and Grade Separation study. That study has been completed and the next phase of the project is to develop an action plan to complete grade separations on Chestnut Expressway, Division Street, and Cherry Street. The Memorandum of Understanding is requesting that representatives of the Ozarks Transportation Organization be a part of a steering committee that helps develop the action plan and works with the other planning partners signing the MOU to find ways to make the project a reality.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND TO THE BOARD OF DIRECTORS WHETHER OR NOT THE OZARKS TRANSPORTATION ORGANIZATION SHOULD ENTER INTO THE MEMORANDUM OF UNDERSTANDING.

B. Expenditure of On-System Bridge FundsTab 3
(10 minutes/Edwards)

The Ozarks Transportation Organization receives an annual allocation of On-System Bridge funds (BRM) from the Missouri Department of Transportation. Since these funds are not distributed by formula, it is up to the Board of Directors to decide how the funds should be allocated. The Board would like the Technical Committee to make a recommendation on how these funds should be spent. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON HOW THE BRM ALLOCATION SHOULD BE SPENT. IF A RECOMMENDATION IS MADE THE TIP WILL NEED TO BE AMENDED. THE MOTION SHOULD THEN 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 FOR BRM FUNDS ALLOCATION CAN BE CONDUCTED, AND COMMENTS RECEIVED, PRIOR TO THE OCTOBER BOARD OF DIRECTORS MEETING.

C. Revisions To The Priority Corridors DocumentTab 4
(20 minutes/Rudge)

At their August 2007 meeting, the Board of Directors took action to add expansion of the US 65 corridor to the list of the region's Top Five Priority Projects. This project replaced the North-South Corridor Study that is considered to be complete. The Board also requested that the preferred alternative that was recommended in the North-South Corridor Study appear on the list of High Priority Corridors. As a result, the Technical Committee was tasked to revisit and revise the High Priority Corridors document. This list is used by MoDOT to help identify scoping projects and by our legislative delegation to determine what projects should be considered for priority funding designation. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON MODIFICATIONS TO THE PRIORITY CORRIDORS DOCUMENT.

D. Nixa TIP Amendments.....Tab 5
(10 minutes/Bingle)

At the last Technical Committee and Board of Directors meetings, OTO staff briefed planning partners on the new requirements USDOT has implemented in which STP fund balances may not exceed 3 years of annual allocations. Since OTO suballocates STP-Urban funds to urbanized area jurisdictions, this means each jurisdiction must meet this requirement individually. The City of Nixa has requested that the TIP be amended to delete some of their listed projects, add new ones, and reprogram others so that they can meet the deadline for allocating STP-Urban funds. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A RECOMMENDATION TO THE BOARD OF DIRECTORS ON NIXA'S TIP AMENDMENT REQUEST. IF A RECOMMENDATION IS MADE TO AMEND THE TIP THE MOTION SHOULD 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 AMENDMENTS RELATED TO NIXA'S STP URBAN FUNDS ALLOCATION CAN BE CONDUCTED, AND COMMENTS RECEIVED, PRIOR TO THE OCTOBER BOARD OF DIRECTORS MEETING.

E. Statewide Rideshare Week Discussion

(10 minutes/Longpine)

MoDOT and its planning partners are coordinating a statewide rideshare promotion week. Since the OTO serves as the regional rideshare agency, the OTO will be participating in this promotion. Natasha Longpine of the OTO staff will provide an overview of the program and how the OTO and member agencies can be involved in this program.

THIS AGENDA ITEM IS FOR INFORMATIONAL PURPOSES ONLY.

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 ItemsTab 6

(Articles attached.)

IV. Adjournment

Targeted for 3:30 P.M. Next Technical Committee meeting scheduled for Wednesday, November 28, 2007 at 1:30 PM at the Missouri State University Plaster Student Union.

Attachments and Enclosure

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

TECHNICAL COMMITTEE AGENDA 09/19; ITEM II.A

Memorandum of Understanding for Railroad Grade Separation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Over the last few years, the City of Springfield and local railroad companies have been working on a Railroad Relocation and Grade Separation Study. That study has been completed and the next phase of the project is to develop an action plan to complete grade separations on Chestnut Expressway, Division Street, and Cherry Street. The Memorandum of Understanding (MOU) is requesting that representatives of the Ozarks Transportation Organization be a part of the steering committee that helps develop the action plan and works with the other planning partners signing the MOU to find ways to make the project a reality.

The steering committee would consist of the City of Springfield, the Missouri Department of Transportation, BNSF Railroad and the OTO. The MOU does not obligate the Ozarks Transportation Organization to place a priority on obtaining funding for this project. It is essentially requesting that all affected parties by the potential grade separation work together and keep communication lines open since the project would impact all four organizations. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED: Technical Committee action requested to make a recommendation to the Board of Directors on whether or not to enter into the Memorandum of Understanding for the development of an action plan for the grade separations on Chestnut Expressway, Division Street, and Cherry Street.

MEMORANDUM OF UNDERSTANDING

HIGHWAY/RAILWAY GRADE SEPARATIONS AT DIVISION STREET, E. CHESTNUT EXPRESSWAY AND CHERRY STREET

Springfield, Missouri

April, 2007

THIS MEMORANDUM OF UNDERSTANDING IS CREATED BETWEEN

**THE CITY OF SPRINGFIELD, MISSOURI
MISSOURI DEPARTMENT OF TRANSPORTATION
BNSF RAILWAY COMPANY
OZARK TRANSPORTATION ORGANIZATION**

Herein termed "The Parties";

**FOR THE POTENTIAL DEVELOPMENT OF A COOPERATIVE AGREEMENT TO
ADDRESS DEVELOPMENT OF GRADE SEPARATIONS AT DIVISION STREET,
EAST CHESTNUT EXPRESSWAY AND CHERRY STREET WITH THE BNSF
RAILWAY TRACK, WITHIN SPRINGFIELD, MISSOURI.**

WHEREAS, The City of Springfield, Missouri (CITY), Missouri Department of
Transportation (MoDOT), BNSF Railway Company (BNSF), and the Ozark
Transportation Organization (OTO);

RECOGNIZING that working together is mutually beneficial for economic growth and
the creation of employment and business development;

RECOGNIZING the opportunities in the Springfield region for all organizations;

RECOGNIZING the long-standing relationship between each of the Parties;

RECOGNIZING that the implementation of grade separations at Division Street, E. Chestnut Expressway and Cherry Streets are critical to reducing vehicular traffic congestion, reducing train/vehicular and pedestrian exposure, and will raise the quality of life for Springfield residents and improve train service operations;

RECOGNIZING the BNSF provides rail service to various customers within the Grade Separation and Springfield area;

RECOGNIZING that East Chestnut Expressway and the portion of Division Street between US 65 and the eastern BNSF right-of-way line, are state owned thoroughfares;

RECOGNIZING that the portion of Division Street west of the eastern BNSF right-of-way line and Cherry Street are CITY owned streets.

RECOGNIZING that traffic volumes on East Chestnut Expressway, Division Street and Cherry Street are increasing and Train Movements per Day are increasing which in turn increase the exposure between trains versus vehicles and pedestrians and that increases of traffic delay and congestion may adversely affect economic development;

RECOGNIZING that one of the priorities of all development projects shall include the minimization of train service disruption, loss of capacity or increase in long-term maintenance during construction and in the final arrangement;

RECOGNIZING that the "Railroad Reconfiguration and Grade Separation Study - Springfield, Missouri", hereinafter termed "The Study", dated November 30, 2006, represents a good faith effort of all Parties in developing a plan that identifies the basis of the anticipated improvements and will serve as a guide for future detailed planning and design, and that Section 7 speaks to the "Grade Separations" and is herein defined as the "Project."

RECOGNIZING that conditions change and those changes may result in altering plans or consideration of new opportunities. The Study is a planning document that reflects conditions at one instant in time;

RECOGNIZING that the vision of completing this work needs to reflect the funding streams and long term aspects of the program;

RECOGNIZING that project funding may have specific requirements on how, when and who expends the proceeds;

HAVE REACHED the following concurrence and have crafted this Memorandum of Understanding (MOU):

IT IS UNDERSTOOD that the Grade Separation project is a long-term, continuous project that does not offer an opportunity to pause construction. Once started, the project must continue to completion in a manner that is consistent, efficient and effective, while matching the funding stream;

IT IS UNDERSTOOD that a committee will be formed with representatives of each party, hereinafter referred to as "The Steering Committee", that will meet on at least an bi-annual (twice yearly) basis to monitor the progress of the Project with the goal of ensuring the vision is reached;

IT IS UNDERSTOOD that staff changes with each of the Parties may occur throughout the life of the Project and that from time to time new representatives may be offered by the Parties;

IT IS UNDERSTOOD that The Steering Committee will create a three-year "rolling" ACTION PLAN that will serve as the implementation tool for the vision. The ACTION PLAN will be reviewed and updated annually and be inclusive of project definition, execution, funding and coordination with the Study and vision. It is anticipated that the initial ACTION PLAN will be completed within 60 days of the execution of this MOU and that following updates will be completed in such a fashion to coordinate with schedules of other agencies (OTO, MoDOT, etc) to ensure adequate coordination. It is expected that the annual updates would be accomplished prior to the end of the preceding year;

IT IS UNDERSTOOD that the ACTION PLAN will become an annual amendment to the MOU beginning in 2007 and continuing until the project is completed;

IT IS UNDERSTOOD that each party will assign a primary and alternate representative to serve on the Steering Committee and that there will be no payment associated with the

time spent in preparation of the ACTION PLAN or attendance of the Steering Committee meetings;

IT IS UNDERSTOOD that each sub-project identified in the ACTION PLAN will identify clear and distinct benefits for each party and that the project may only move forward upon unanimous agreement between all Parties, Example benefits include traffic decongestion, reduced train vs. vehicle/pedestrian exposure, reduced maintenance, increased operating capacities, etc.;

IT IS UNDERSTOOD that the ACTION PLAN must coordinate with other local and regional plans to be effective. Particular attention to local infrastructure upgrades, highway improvements, traffic signaling improvements, etc., must be considered;

IT IS UNDERSTOOD that the ACTION PLAN will first address the accomplishments or failures of the previous year and then provide guidance for recovery and further action by creating ACTION PLAN modifications;

IT IS UNDERSTOOD that local funding may remain confidential as it may disclose private competitive issues, however, only to the extent of the provisions set forward by the Missouri State Legislation referred to as the "Sunshine Law":

IT IS UNDERSTOOD that representatives of the Parties will sign the ACTION PLAN indicating approval, prior to distribution;

IT IS UNDERSTOOD that these are multi-year, long-term projects that require continual monitoring and action throughout the development life;

IT IS UNDERSTOOD that each party, although not obligated, will help seek out opportunities to fund these developments through any variety of funding mechanisms including but not limited to Private, Federal, State or Local funding and donations;

IT IS UNDERSTOOD that a detailed coordinated construction sequencing plan shall be mutually developed by the Parties to minimize any loss of rail service to existing rail-served customers;

IT IS UNDERSTOOD that vehicular traffic shall be maintained within the limits of the grade separation projects and that it is preferred that temporary lane closures should not

exceed 10 days unless benefits are identified that would prove longer durations of lane closures would support project goals with minimal traveling public or business impacts; and

IT IS UNDERSTOOD that property acquisitions may be required and that all Parties will work together to determine the most appropriate method of acquiring those properties and that piecemeal property acquisition is not preferred.

The Parties understand and expressly acknowledge that this MOU outlines only certain general terms that might be included in a definitive agreement concerning the West Meadows Railroad Reconfiguration, and that essential elements of a definitive agreement (the "**Definitive Agreement**") still remain to be negotiated and agreed upon by the Parties. It is the expressed mutual intention of the Parties that this MOU: (i) shall not give rise to any legally binding contractual obligations between the Parties, (ii) is not intended to represent a binding agreement between the Parties and (iii) none of the Parties has an obligation to complete the West Meadows Railroad Reconfiguration or otherwise enter into a Definitive Agreement. Rather, this MOU only expresses the intention of the Parties to conduct negotiations relative to the West Meadows Railroad Reconfiguration which may or may not result in the formation and consummation of a formal, binding Definitive Agreement. It is the expressed mutual intention of the Parties that, notwithstanding anything to the contrary contained herein, the execution of a formal, written Definitive Agreement by duly authorized representatives of the Parties is a condition precedent to the creation of a binding contractual relationship between the Parties and that no party will be under any legal obligation of any kind whatsoever with respect to the West Meadows Railroad Reconfiguration by virtue of this or any other written or oral expression by it or by any of its representatives. Any of the Parties may choose to cease discussions and negotiations with other members of the Parties concerning the West Meadows Railroad Reconfiguration for any reason at any time, and, without limitation, may commence similar discussions and negotiations with any other party at any time. Finally, it is the mutual expressed intention of the Parties that any services rendered, or expenses incurred, in anticipation of negotiating and finalizing a Definitive Agreement shall be borne exclusively by the party making the expenditure, and such party shall incur such expenditure at its sole risk.

[Signature page follows]

This Memorandum of Understanding is in effect when signed by all Parties and will remain in effect until one of the Parties notifies the others with written notice of termination.

By: _____

Thomas J. Carlson
Mayor of Springfield

Date: _____

By: _____

BNSF Railway Company

Date: _____

By: _____

MoDOT - District Engineer

Date: _____

By: _____

Ozark Transportation Organization

Date: _____

TECHNICAL COMMITTEE AGENDA 09/19; ITEM II.B

Expenditure of On-System Bridge Funds

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: The Ozarks Transportation Organization receives an annual allocation of On-System Bridge (BRM) funds from FHWA through the Missouri Department of Transportation. Since these funds are not distributed by formula, it is up to the Board of Directors to decide how the funds should be allocated. The Board would like the Technical Committee to make a recommendation on how these funds should be spent.

The BRM funds are subject to the same reserve requirements as the STP-Urban funds. That requirement does not allow the OTO to maintain a balance exceeding three years of allocation. Staff recommends that as much of the BRM funds be allocated as possible in order to avoid losing any funds and to accelerate important projects. Attached is a list of bridges that are eligible for BRM funding although not all of the bridges on the list need improvements. There are no bridges in Christian County that are eligible for this funding. MoDOT is recommending three bridges that can be ready for obligation prior to September, 2009 (see attached e-mail from Frank Miller).

There is an estimated \$251,748.00 available in both FY 2008 and FY 2009 plus some additional unallocated funds from previous years. Total available is \$780,140.14 that can be spent on one or more projects. In previous years we banked the funds and allocated them to the US60/US65 interchange project. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED: Technical Committee action requested to make a recommendation to the Board of Directors on which project(s) the BRM funds should be allocated to as part of our TIP process. If recommended for allocation a request is needed to require staff to prepare a press release pursuant to the MPO's public involvement process so that a 15 day public review period for this TIP amendment can be conducted prior to the October Board of Directors meeting.

Ozarks Transportation Organization

Bridge (BRM)

| | |
|-----------------|---------------------|
| 2004 | \$210,242.66 |
| 2005 | \$203,613.48 |
| 2006 | \$265,091.00 |
| 2007 | \$251,748.00 |
| 60/65 | -\$654,051.00 |
| 2008 (estimate) | \$251,748.00 |
| 2009 (estimate) | \$251,748.00 |
| | |
| TOTAL | \$780,140.14 |

Maximum allowance \$755,244



Missouri Department of Transportation
Bridge Inventory and Inspection System

June 7, 2005

1:46:27pm

Federal Bridge Funds Qualification Listing - State System Structures - Federal Aid Routes

Submittal Year: 2004

| Federal ID | Bridge No. | Rehab Tway No. Name | Feature Intersected | Year Built | Year Recon. | Deck | Condition Super | Sub | Culvert | Struc Eval | Deck Geometry | Sufficiency Rating | Deficiency | Funding |
|-------------------------------|------------|---------------------|--------------------------|------------|-------------|------|-----------------|-----|---------|------------|---------------|--------------------|------------|---------|
| District 08 - County - GREENE | | | | | | | | | | | | | | |
| 48 | A0061 | RT H S | IS 44 | 1957 | | 3 | 3 | 6 | N | 3 | 2 | 14.5 % | STRUCTURAL | FULL |
| 49 | A0061 | RT H N | IS 44 | 1957 | | 3 | 3 | 6 | N | 3 | 2 | 14.5 % | STRUCTURAL | FULL |
| 148 | A0176 | R IS 44 E | POND CR | 1960 | 1992 | 8 | 8 | 7 | N | 3 | 5 | 61.9 % | FUNCTIONAL | PARTIAL |
| 149 | A0176 | R IS 44 W | POND CR | 1960 | 1992 | 7 | 6 | 7 | N | 3 | 5 | 61.8 % | FUNCTIONAL | PARTIAL |
| 151 | A0178 | R US 65 N | IS 44 | 1957 | 1968 | 3 | 3 | 6 | N | 3 | 6 | 35.2 % | STRUCTURAL | FULL |
| 198 | A0230 | RT N S | IS 44 | 1960 | | 5 | 5 | 7 | N | 5 | 2 | 45.7 % | FUNCTIONAL | FULL |
| 199 | A0231 | RT B S | IS 44 | 1960 | | 5 | 5 | 7 | N | 5 | 2 | 54.8 % | FUNCTIONAL | PARTIAL |
| 467 | A0649 | US 65 N | CRD SOUTHWOOD RD, LAKE S | 1960 | | 6 | 7 | 7 | N | 5 | 3 | 62.9 % | FUNCTIONAL | PARTIAL |
| 790 | A0712 | 2 IS 44 E | BNSF RR | 1961 | 1995 | 7 | 7 | 7 | N | 7 | 2 | 77.4 % | FUNCTIONAL | PARTIAL |
| 791 | A0712 | 2 IS 44 W | BNSF RR | 1961 | 1995 | 7 | 7 | 7 | N | 7 | 2 | 77.5 % | FUNCTIONAL | PARTIAL |
| 517 | A0713 | RT E E E | IS 44 | 1961 | | 6 | 7 | 6 | N | 5 | 3 | 58.5 % | FUNCTIONAL | PARTIAL |
| 4871 | H0123 | A US 160 E | SAC RIVER | 1926 | | 6 | 6 | 6 | N | 6 | 2 | 70.4 % | FUNCTIONAL | PARTIAL |
| 5005 | H0493 | R RT H S | S DRY SAC RVR | 1927 | 1953 | 5 | 5 | 6 | N | 5 | 2 | 48.7 % | FUNCTIONAL | FULL |
| 10082 | H0945 | RI MO 413 S | MNA RR | 1933 | 1963 | 5 | 5 | 6 | N | 3 | 4 | 53.8 % | FUNCTIONAL | PARTIAL |
| 5688 | K0162 | MO 266 E | PICKEREL BR | 1932 | | 5 | 5 | 6 | N | 2 | 2 | 14.2 % | STRUCTURAL | FULL |
| 5743 | K0281 | RT M E | WILSON CR | 1933 | | 3 | 3 | 5 | N | 3 | 2 | 6.1 % | STRUCTURAL | FULL |
| 5886 | K0646 | RT F S | SAC RVR BR | 1936 | | 6 | 7 | 5 | N | 2 | 4 | 33.3 % | STRUCTURAL | FULL |
| 5984 | K0901 | RT N S | POND CR | 1940 | | 4 | 4 | 7 | N | 4 | 2 | 38.1 % | STRUCTURAL | FULL |
| 6005 | K0949 | RT T E | BENNETT CR | 1940 | | 3 | 3 | 5 | N | 3 | 4 | 21.0 % | STRUCTURAL | FULL |
| 6233 | L0369 | RT C C E | BR KINGS CR | 1949 | | N | N | N | 7 | 4 | 4 | 47.2 % | FUNCTIONAL | FULL |
| 6234 | L0370 | RT C C E | SIMMS CR | 1949 | | N | N | N | 7 | 4 | 4 | 44.9 % | FUNCTIONAL | FULL |
| 6665 | L0514 | 2 US 60 W | LAKE SPRFIELD& JAM | 1953 | | 3 | 5 | 7 | N | 5 | 4 | 64.2 % | STRUCTURAL | PARTIAL |
| 6372 | L0598 | R MO 413 N | WILSON CR | 1954 | | 4 | 7 | 6 | N | 6 | 4 | 77.5 % | STRUCTURAL | PARTIAL |
| 6392 | L0630 | RT Y Y E | PEARSON CR | 1954 | | 4 | 4 | 6 | N | 4 | 2 | 10.3 % | STRUCTURAL | FULL |
| 6841 | N0214 | RT O E | LIT SAC RVR | 1956 | | 3 | 6 | 6 | N | 2 | 3 | 22.5 % | STRUCTURAL | FULL |
| 7029 | N0471 | RT U U S | CLEAR CR | 1958 | | 4 | 7 | 6 | N | 4 | 4 | 46.8 % | STRUCTURAL | FULL |
| 7913 | P0814 | RT A D E | SAWYER CR | 1955 | | 3 | 3 | 6 | N | 3 | 2 | 2.0 % | STRUCTURAL | FULL |
| 8690 | S0417 | RT T E | BRANCH OF SAC RIVE | 1933 | | N | N | N | 7 | 4 | 3 | 56.4 % | FUNCTIONAL | PARTIAL |
| 9097 | T0371 | RT Z S | ASHER CR | 1933 | | N | N | N | 7 | 2 | 2 | 31.1 % | STRUCTURAL | FULL |
| 9174 | T0493 | RT V S | CLEAR CR | 1935 | | 6 | 7 | 6 | N | 2 | 3 | 41.4 % | STRUCTURAL | FULL |
| 9490 | W0574 | EASTGATE AVES | BNSF RR | 1970 | | 6 | 7 | 7 | N | 2 | 2 | 41.4 % | STRUCTURAL | FULL |
| 9491 | W0575 | MO 13 S | SOUTH CR | 1983 | | N | N | N | 7 | 4 | 2 | 50.0 % | FUNCTIONAL | PARTIAL |
| 9554 | X0144 | RT B B E | ASHER CR | 1937 | | 4 | 4 | 7 | N | 4 | 4 | 20.7 % | STRUCTURAL | FULL |
| 9714 | X0560 | RT C C E | POMME DE TERRE RVR | 1947 | | N | N | N | 6 | 4 | 3 | 38.6 % | FUNCTIONAL | FULL |
| 9765 | X0710 | MO 125 S | JAMES RVR | 1947 | | 3 | 6 | 7 | N | 2 | 2 | 21.9 % | STRUCTURAL | FULL |
| 9991 | Y0581 | RT J S | BR TURNER CR | 1935 | | N | N | N | 5 | 4 | 3 | 43.1 % | FUNCTIONAL | FULL |
| 10010 | Y0757 | RT A B S | CLEAR CR | 1900 | | N | N | N | 6 | 2 | 4 | 25.8 % | STRUCTURAL | FULL |



Missouri Department of Transportation
Bridge Inventory and Inspection System

Federal Bridge Funds Qualification Listing
Non State System Structures - Federal Aid Routes - 2006

July 7, 2006

9:38:12am

Submittal Year : 2005

| Federal ID | Bridge No. | Rehab No. | Tway Name | Feature Intersected | Year Built | Year Recon. | ADT | Curb Width | Rating Condition | | | | Struc Eval | Deck Geom | Water Adeq | Road Align | Sufficiency Rating | Deficiency | Funding | Category | Approved | | Deficiency Req. Removal |
|-------------------------------|------------|-----------|-----------------|---------------------|------------|-------------|-------|---------------|------------------|-------|-----|------|------------|-----------|------------|------------|--------------------|------------|---------|----------|----------|-------|-------------------------|
| | | | | | | | | | Deck | Super | Sub | Culv | | | | | | | | | Ton 1 | Ton 2 | |
| District : 08 County : GREENE | | | | | | | | | | | | | | | | | | | | | | | |
| 23396 | 4075008 | | NATIONAL AVE | N BR JORDAN | 1973 | | 18500 | 49 Ft. 2 In. | 7 | 7 | 7 | N | 4 | 2 | 6 | 8 | 57.9 % | FO | PART | S-CD | | | E |
| 23398 | 4075017 | | KIMBROUGH AVE | FASSNIGHT CR | 1900 | | 8000 | 29 Ft. 10 In. | N | N | N | 6 | 4 | 2 | 8 | 8 | 57.0 % | FO | PART | S-1 | | | E |
| 23400 | 4075019 | | JEFFERSON AVE | FASSNIGHT CR | 1900 | | 7000 | 29 Ft. 10 In. | N | N | N | 5 | 4 | 2 | 8 | 8 | 46.9 % | FO | FULL | S-1 | | | E |
| 23403 | 4075022 | | CAMPBELL AVE | FASSNIGHT CR | 1950 | | 21000 | 36 Ft. 0 In. | 6 | 6 | 6 | N | 4 | 2 | 6 | 8 | 55.8 % | FO | PART | S-1 | | | E |
| 23404 | 4075024 | | GRANT AVE | FASSNIGHT CR | 1955 | | 10000 | 36 Ft. 0 In. | 7 | 7 | 7 | N | 3 | 4 | 6 | 8 | 56.2 % | FO | PART | S-3 | 10 | | D, H |
| 23405 | 4075027 | | SCENIC AVE | SOUTH CR | 1960 | | 5720 | 0 Ft. 0 In. | N | N | N | 6 | 2 | N | 6 | 8 | 49.7 % | SD | FULL | S-3 | 7 | | D, H |
| 23411 | 4075041 | | MOUNT VERNON ST | JORDAN CR | 1937 | | 5810 | 30 Ft. 2 In. | 4 | 4 | 6 | N | 4 | 3 | 7 | 8 | 31.9 % | SD | FULL | S-1 | | | A, B, E |
| 23413 | 4075044 | | GRAND ST | JORDAN CR | 1931 | | 6530 | 20 Ft. 0 In. | 7 | 7 | 6 | N | 4 | 2 | 6 | 8 | 56.2 % | FO | PART | S-1 | | | E |
| 23415 | 4075046 | | BENTON AVE | MNA RR | 1927 | 1978 | 11500 | 49 Ft. 10 In. | 7 | 7 | 7 | N | 5 | 3 | N | 8 | 63.0 % | FO | PART | S-15 | 40 | 25 | E, J |
| 23416 | 4075047 | | GRANT AVE | MNA, JORDAN CR | 1927 | 1978 | 11460 | 49 Ft. 10 In. | 7 | 7 | 7 | N | 4 | 3 | 9 | 6 | 57.8 % | FO | PART | S-15 | 40 | 20 | E, J |
| 23418 | 4075049 | | SCENIC AVE | WILSON CR | 1933 | | 10000 | 23 Ft. 11 In. | 6 | 6 | 6 | N | 4 | 2 | 8 | 8 | 55.0 % | FO | PART | S-1 | | | E |
| 23440 | 4075227 | 1 | GOLDEN AVE | SOUTH CR | 1996 | | 5140 | 27 Ft. 10 In. | N | N | N | 6 | 6 | 2 | 8 | 8 | 79.4 % | FO | PART | S-1 | | | E |

Total Structures : 12

Rudge, Dan

From: Frank.Miller@modot.mo.gov
Sent: Tuesday, September 11, 2007 2:41 PM
To: Rudge, Dan
Cc: Edwards, Sara; Andrew.Mueller@modot.mo.gov; Dawne.Gardner@modot.mo.gov
Subject: On-System Bridge Information for BRM Program

Dan,

Attached is the list of non-MoDOT bridges eligible for BRM funding.

As for the MoDOT bridges, I would like to submit a list of bridges that have scoped projects and funding available. I think this would make more sense at this point than trying to develop a new project because 1) we don't have anything ready to go and 2) anything new will require additional Taking Care of the System funds, and we wouldn't necessarily have enough funding to actually build a new project (and thus be able to use the funds).

Here is the MoDOT list, in no particular order:

- 8P0898, Route 60 WB Bridge over James River (Bridge L5142). Currently has \$654,000 in BRM funding from OTO. Part of 60/65 project.
- 8P0897, Route 65 NB Bridge over Route 60 (Bridge A0647). Part of 60/65 project.
- 8S0724, Route H/Loop 44 Bridge over I-44 (Bridge A0061). Part of Glenstone/44 project. The cost share funding is well below what is needed to address Glenston widening, interchange improvements and bridge replacement.

Frank

Frank O. Miller, AICP

District Planning Manager
Missouri Department of Transportation – Springfield Area District
3025 East Kearney Springfield, Missouri 65803
Phone: 417-895-7727 Fax: 417-895-7610
Email: frank.miller@modot.mo.gov

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

9/11/2007

TECHNICAL COMMITTEE AGENDA 09/19; ITEM II.C

Revisions To The High Priority Corridors Document

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: At their August 2007 meeting, the Board of Directors took action to add expansion of the US 65 corridor to the list of the region's Top Five Priority Projects. This project replaced the North-South Corridor Study that is considered to be complete. The Board also requested that the preferred alternative that was recommended in the North-South Corridor Study appear on the list of High Priority Corridors. As a result, the Technical Committee was tasked to revisit and revise the High Priority Corridors document. This list is used by MoDOT to help identify scoping projects and by our legislative delegation to determine what projects should be considered for priority funding designation.

On the existing list, one priority is simply listed as Selected North/South Corridor resulting from Study. Since a hybrid was selected that includes both an extension of West By-pass and Kansas Expressway, the Technical Committee will have to determine if we include the recommendations from the study for both corridors or just the West By-pass portion that is the only corridor eligible for state funding. There are also projects on the list that have been funded. Since this document was intended to guide MoDOT in selecting projects for scoping and to assist our legislative delegation in selecting projects for "strategic investment" a decision must be made as to whether some of the projects that have been scoped and/or funded should be removed. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED: Technical Committee action requested to make a recommendation to the Board of Directors on how the MPO Priority Corridors document should be revised.

OTO High Priority Corridors

US 65 – Capacity Improvements to Include Six Lanes from I-44 to Route 14

- Interchange improvements at Chestnut Expressway and US 65 including RR grade separation (west of US 65)
- Interchange improvements at Battlefield Road and US 65
- Interchange improvements at Route 14 and US 65

US 60 – Capacity Improvements

- Interchange improvements at National Avenue and James River Freeway
- Interchange improvements at James River Freeway and Campbell Avenue
- Interchange Improvements to James River Freeway and Kansas Expressway
- Upgrade to Freeway from US 65 through Rogersville
- Expand to six-lanes from Route FF to US 65
- US 60 West Relocation Study (MPO portion of US 60/SR37 from AR to JRF)

I-44 – Capacity Improvements

- Interchange improvements at Route 13 and I-44
- Interchange Improvements at Route 266 and I-44

US 160 – Capacity Improvements

- Capacity improvements (four-lane) from Springfield to Willard
- Capacity improvements (extend turn lanes, intersection improvements) from James River Freeway south through Nixa.

Route 14 – Capacity Improvements

- Capacity improvements (four-lane) from Business 65 in Ozark to US 160 in Nixa
- Bridge Widening over US 65

US 160 Relocation and new North-South Connector – Capacity Improvements

- Conduct Environmental Impact Statement for new corridor(s)
- Extend Expressway from Weaver Road on Route FF to Route 194
- Extend expressway from Route 194 to Missouri 14 (including new bridge over James River)
- Construct Expressway to US 160 South of Nixa
- Interchange Improvements at James River Freeway and US 160/Route FF
- Extend Kansas Expressway as four-lane facility to Weaver Road
- Extend Kansas Expressway from Weaver Road to new East-West Arterial
- Improve Kansas Expressway and James River Freeway interchange
- Extend Kansas Expressway to connect to West By-Pass

TECHNICAL COMMITTEE AGENDA 09/19; ITEM II.D

Nixa TIP Amendments

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: At the last Technical Committee and Board of Directors meetings, OTO staff briefed planning partners on the new requirements USDOT has implemented in which STP fund balances may not exceed 3 years of annual allocations. Since OTO suballocates STP-Urban funds to urbanized area jurisdictions, this means each jurisdiction must meet this requirement individually. The City of Nixa has requested that the TIP be amended to remove some projects, add new projects, and reprogram others so that STP-Urban funds can be allocated by the 2009 deadline. (Materials Attached.)

TECHNICAL COMMITTEE ACTION REQUESTED: Technical Committee action requested to make a recommendation to the board of directors on Nixa's TIP amendment request. If a recommendation is made to amend the TIP the motion should 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 amendments related to Nixa's roadway program can be conducted and comments received prior to the October Board of Directors meeting.

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA

FY2008

North Main and Tracker Road.....TIP #NX0601

— Improve to three lanes from Aldersgate to Tracker including intersection improvements at Tracker with signalization. Reprogrammed from FY2007.

Construction Cost—Local (City of Nixa): \$1,050,755

Inspection Fee—Local (City of Nixa): \$42,030

Design Fee—Local (City of Nixa): \$105,076

Project Total: \$1,197,861

North Street.....TIP #NX0701

— Full improvements from Century Elementary to Cheyenne. Design and ROW only. Reprogrammed from FY2007

Right of Way—Local (City of Nixa): \$100,000

Design Fee—Local (City of Nixa): \$154,500

Project Total: \$254,500

Main Street.....TIP #NX0803

Full improvements from Tracker to Highway CC. Design and ROW only. Design Only.

STP-Urban (City of Nixa): \$54,240

Local (City of Nixa): \$13,560

Project Total: \$67,800

Gregg Road and Highway 14 Intersection.....TIP #NX0804

North side widening and improvements, signalization upgrade. Design Only.

STP-Urban (City of Nixa): \$36,928

Local (City of Nixa): \$9,232

Project Total: \$46,160

State Highway CC.....TIP #NX0805

Design for realignment from Main Street to Highway 160. Design Only.

STP-Urban (City of Nixa): \$228,480

Local (City of Nixa): \$57,120

Project Total: \$285,600

Tracker Road.....TIP #NX0703

— Full improvements from Main Street to US Highway 160. Design Only.

STP-Urban (City of Nixa): \$76,000

Local (City of Nixa): \$19,000

Project Total: \$95,000

FY2009

Nicholas Road at State Highway 14.....TIP #NX0602

Widen Nicholas north of SH 14 to three lanes and reconfigure signals. Reprogrammed from FY2007. Design Only

STP-Urban (City of Nixa): \$36,928

Local (City of Nixa): \$9,232

Project Total: \$46,160

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA
FY2009

North Street**TIP #NX0802**
Full improvements from Century Elementary to Cheyenne. Reprogrammed from FY2008. Design Only.

STP-Urban (City of Nixa): \$123,960
Local (City of Nixa): \$30,990
Project Total: \$154,950

Northview Road.....**TIP #NX0903**
Full improvements from US160 west to Gregg Road. Design and ROW only.

Right of Way Local (City of Nixa): \$50,000
Design Fee Local (City of Nixa): \$125,000
Project Total: \$175,000

Gregg Road**TIP #NX0804**
Full Improvements from 14 to Denali. Design Only.

(City of Nixa): \$80,660
Local (City of Nixa): \$20,165
Project Total: \$100,825

FY2010

Tracker Road.....**TIP #NX0703**
Full improvements from Main Street to US Highway 160.

Construction Cost Local (City of Nixa): \$1,063,408
Inspection Fee Local (City of Nixa): \$52,250
Design Fee Local (City of Nixa): \$106,341
Project Total: \$1,221,999

Main Street.....**TIP #NX0902**
Full improvements from Tracker to Highway CC. Reprogrammed from FY2009

Construction Cost Local (City of Nixa): \$1,369,388
Inspection Fee Local (City of Nixa): \$61,750
Project Total: \$1,431,138

Northview Road.....**TIP #NX0903**
Full improvements from US160 west to Gregg Road. Design only.

STP-Urban (City of Nixa): \$107,320
Local (City of Nixa): \$26,230
Project Total: \$134,150

Gregg Road and Highway 14 Intersection**TIP #NX0804**
North side widening and improvements, signalization upgrade.

STP-Urban (City of Nixa): \$369,275
Local (City of Nixa): \$92,318
Project Total: \$461,593

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA
FY2010

Nicolas Road and Highway 14 Intersection **TIP #NX1001**
North side widening and improvements, signalization upgrade.

STP-Urban (City of Nixa): \$369,275
Local (City of Nixa): \$92,318
Project Total: \$461,593

FY2011

Tracker Road **TIP #NX0703**
Full improvements from Main Street to US Highway 160.

Construction Cost – Local (City of Nixa): \$940,175
Inspection Fee – Local (City of Nixa): \$85,000
ROW – Local (City of Nixa): \$200,000
Project Total: \$1,225,175

Main Street **TIP #NX0803**
Full improvements from Tracker to Highway CC.

Construction Cost – Local (City of Nixa): \$677,815
ROW and Utility Fee- Local (City of Nixa): \$100,000
Inspection Fee – Local (City of Nixa): \$200,000
Design Fee – Local (City of Nixa): \$61,100
Project Total: \$1,038,915

Nicholas Road **TIP #NX0901**
Full improvements from Highway 14 north to Tracker Road. Coordinate/share with Christian County.
Reprogrammed from FY2009.

Construction Cost – Local (City of Nixa): \$2,867,000
Inspection Fee – Local (City of Nixa): \$143,350
Design Fee – Local (City of Nixa): \$286,700
Project Total: \$3,297,050

Gregg Road **TIP #NX1001**
Full improvements from Highway 14 north to Denali (intersection of Northview completed 2004). Reprogrammed from FY2010.

Construction Cost – Local (City of Nixa): \$1,008,212
ROW and Utility Fee- Local (City of Nixa): \$90,400
Inspection Fee – Local (City of Nixa): \$100,000
Design Fee – Local (City of Nixa): \$100,825
Project Total: \$1,299,437

PROGRAMMED IMPROVEMENTS

— Highway/ Roads —

CITY OF NIXA

FY2011

State Highway CCTIP #NX0603

Realignment from Main Street to Highway 160 including intersection improvements and signalization at US Highway 160. Reprogrammed from FY2010.

Construction Cost – Local (City of Nixa): \$2,585,460
Inspection Fee – Local (City of Nixa): \$232,700
Design Fee – Local (City of Nixa): \$100,000
Project Total: \$2,918,160

Northview RoadTIP #NX0903

Full improvements from Highway 160 west to Gregg.

Construction Cost – Local (City of Nixa): \$1,341,000
Inspection Fee – Local (City of Nixa): \$50,000
Design Fee – Local (City of Nixa): \$120,700
Project Total: \$1,511,000

Main StreetTIP #NX0801

Full improvements from Aldersgate to Tracker including intersection improvements at Tracker with signalization.

Construction Cost – Local (City of Nixa): \$1,009,265
ROW and Utility Fee- Local (City of Nixa): \$550,000
Inspection Fee – Local (City of Nixa): \$42,030
Design Fee – Local (City of Nixa): \$105,076
Project Total: \$1,706,371

Main StreetTIP #NX0801

Full improvements from Mt. Vernon (Highway 14) to North Street. Reprogrammed from FY2010.

Construction Cost – Local (City of Nixa): \$1,060,000
Inspection Fee – Local (City of Nixa): \$51,900
Design Fee – Local (City of Nixa): \$106,000
Project Total: \$1,217,900

FINANCIAL SUMMARY

--Highways/ Roads--

2008

| PROJECT | FEDERAL | | | | | | MoDOT | Local | Total |
|---------|-------------|-------------|---------|-----------|-----------|-------------|-------------|-------------|-------------|
| | STP Urban | STP | NHS | BRIDGE | ITS | TOTAL | | | |
| CC0701 | \$200,000 | | | | | \$200,000 | | | |
| CC0801 | \$176,000 | | | | | \$176,000 | | \$50,000 | \$250,000 |
| CC0802 | | \$908,000 | | | | \$908,000 | | \$44,000 | \$220,000 |
| CC0803 | | | | | | \$0 | \$227,000 | | \$1,135,000 |
| CC0804 | | \$158,400 | | | | \$158,400 | \$579,000 | | \$579,000 |
| GR0512 | \$2,847,660 | | | | | \$2,847,660 | \$39,600 | | \$198,000 |
| GR0701 | | | | | | \$2,847,660 | \$2,045,178 | \$711,916 | \$5,604,754 |
| GR0802 | | | | | | \$0 | | \$1,155,000 | \$1,155,000 |
| GR0804 | | | | \$320,000 | | \$320,000 | | \$1,970,361 | \$1,970,361 |
| GR0805 | | | | \$320,000 | | \$320,000 | | \$80,000 | \$400,000 |
| GR0808 | | | | | | \$0 | | \$80,000 | \$400,000 |
| GR0809 | | | \$4,000 | | | \$4,000 | \$2,000 | | \$2,000 |
| GR0810 | | \$150,400 | | | | \$150,400 | \$1,000 | | \$5,000 |
| GR0811 | | \$110,400 | | | | \$110,400 | \$37,600 | | \$188,000 |
| GR0812 | | \$309,600 | | | | \$309,600 | \$27,600 | | \$138,000 |
| GR0813 | | \$284,000 | | | | \$284,000 | \$77,400 | | \$387,000 |
| NX0803 | \$54,240 | | | | | \$54,240 | \$71,000 | | \$355,000 |
| NX0804 | \$36,928 | | | | | \$36,928 | | \$13,560 | \$67,800 |
| NX0805 | \$228,480 | | | | | \$228,480 | | \$9,232 | \$46,160 |
| NX0703 | \$76,000 | | | | | \$76,000 | | \$57,120 | \$285,600 |
| OK0702 | \$132,800 | | | | | \$132,800 | | \$19,000 | \$95,000 |
| OK0703 | \$150,000 | \$4,638,400 | | | | \$4,788,400 | | \$33,200 | \$166,000 |
| OK0801 | | | | | | \$0 | \$1,159,600 | \$156,000 | \$6,104,000 |
| OK0802 | | | | | | \$0 | | \$74,582 | \$74,582 |
| OK0803 | | | | | | \$0 | | \$43,650 | \$43,650 |
| OK0804 | | | | | | \$0 | | \$46,269 | \$46,269 |
| OK0805 | | | | | | \$0 | | \$73,332 | \$73,332 |
| OK0806 | | | | | | \$0 | | \$69,840 | \$69,840 |
| OK0807 | | | | | | \$0 | | \$326,502 | \$326,502 |
| OK0808 | | | | | | \$0 | | \$258,967 | \$258,967 |
| OK0809 | | | | | | \$0 | | \$277,823 | \$277,823 |
| RP0801 | | | | | | \$0 | | \$142,055 | \$142,055 |
| RP0802 | | | | | | \$0 | | \$45,000 | \$45,000 |
| RP0803 | | | | | | \$0 | | \$10,300 | \$10,300 |
| RP0804 | | | | | | \$0 | | \$56,000 | \$56,000 |
| RP0805 | | | | | | \$0 | | \$38,000 | \$38,000 |
| RP0807 | | | | | | \$0 | | \$50,000 | \$50,000 |
| RP0808 | | | | | | \$0 | \$5,000 | \$75,000 | \$80,000 |
| SP0620 | | | | | | \$0 | | \$80,000 | \$80,000 |
| SP0626 | \$150,000 | | | | \$739,656 | \$739,656 | | \$1,115,794 | \$1,855,450 |
| SP0701 | | | | | | \$150,000 | \$3,280,000 | | \$3,430,000 |
| SP0702 | \$1,060,000 | | | | | \$0 | | \$200,000 | \$200,000 |
| | | | | | | \$1,060,000 | \$1,325,000 | \$265,000 | \$2,650,000 |

FINANCIAL SUMMARY

--Highways/ Roads--

2008 (Continued)

| PROJECT | FEDERAL | | | | | | MoDOT | Local | Total |
|--------------|---------------------|---------------------|------------------|------------------|--------------------|---------------------|---------------------|---------------------|---------------------|
| | STP Urban | STP | NHS | BRIDGE | ITS | TOTAL | | | |
| SP0703 | \$402,500 | \$360,000 | | | | \$762,500 | \$90,000 | \$702,500 | \$1,555,000 |
| SP0708 | | | | | | \$0 | | \$1,500,000 | \$1,500,000 |
| SP0718 | | | | | | \$0 | | \$310,000 | \$310,000 |
| SP0719 | | | | | | \$0 | | \$940,000 | \$940,000 |
| SP0722 | \$5,550,000 | | | | | \$5,550,000 | | \$1,400,000 | \$6,950,000 |
| SP0723 | | \$8,008,000 | | | | \$8,008,000 | \$2,002,000 | \$1,090,000 | \$11,100,000 |
| SP0801 | | | | | | \$0 | | \$400,000 | \$400,000 |
| SP0804 | | | | | | \$0 | | \$775,000 | \$775,000 |
| SP0805 | | | | | | \$0 | \$2,000 | | \$2,000 |
| SP0806 | | | \$720,000 | | | \$720,000 | \$180,000 | | \$900,000 |
| SP0807 | | | \$80,000 | | | \$80,000 | \$20,000 | | \$100,000 |
| SP0808 | | \$208,000 | | | | \$208,000 | \$52,000 | | \$260,000 |
| SP0809 | \$300,000 | | | | | \$300,000 | \$1,728,300 | | \$2,028,300 |
| SP0810 | | \$112,000 | | | | \$112,000 | | \$28,000 | \$140,000 |
| SP0901 | | | | \$160,000 | | \$160,000 | \$40,000 | | \$200,000 |
| SP0902 | | \$240,000 | | | | \$240,000 | \$60,000 | | \$300,000 |
| MO0801 | | \$412,800 | | | | \$412,800 | \$103,200 | \$441,624 | \$957,624 |
| MO0802 | | | | | | \$0 | \$342,000 | | \$342,000 |
| MO0805 | | | | \$11,200 | | \$11,200 | \$2,800 | | \$14,000 |
| MO0806 | | \$60,000 | | | | \$60,000 | \$15,000 | | \$75,000 |
| MO0807 | | | | | | \$0 | \$204,000 | | \$204,000 |
| MO0703 | | \$1,400,000 | | | | \$1,400,000 | \$350,000 | | \$1,750,000 |
| TOTAL | \$11,364,608 | \$17,360,000 | \$804,000 | \$811,200 | \$1,336,518 | \$31,676,326 | \$14,791,479 | \$15,728,659 | \$62,196,464 |

FINANCIAL SUMMARY

--Highways/ Roads--

2009

| PROJECT | FEDERAL | | | | | | MoDOT | Local | Total |
|--------------|--------------------|--------------------|------------------|--------------------|------------|---------------------|---------------------|--------------------|---------------------|
| | STP Urban | STP | NHS | BRIDGE | ITS | TOTAL | | | |
| GR0808 | | \$1,013,600 | | | | \$1,013,600 | \$253,400 | | \$1,267,000 |
| GR0809 | | | \$390,400 | | | \$390,400 | \$97,600 | | \$488,000 |
| GR0902 | | | \$20,000 | | | \$20,000 | \$5,000 | | \$25,000 |
| GR0903 | | | | \$480,000 | | \$480,000 | | \$120,000 | \$600,000 |
| NX0602 | \$36,928 | | | | | \$36,928 | | \$9,232 | \$46,160 |
| NX0802 | \$123,960 | | | | | \$123,960 | | \$30,990 | \$154,950 |
| NX0804 | \$80,660 | | | | | \$80,660 | | \$20,165 | \$100,825 |
| OK0901 | | | | | | \$0 | | \$204,701 | \$204,701 |
| OK0902 | | | | | | \$0 | | \$49,761 | \$49,761 |
| OK0903 | | | | | | \$0 | | \$51,507 | \$51,507 |
| OK0904 | | | | | | \$0 | | \$296,343 | \$296,343 |
| RP0807 | \$195,000 | | | | | \$195,000 | \$858,000 | \$549,000 | \$1,602,000 |
| RP0901 | | | | | | \$0 | | \$2,145,000 | \$2,145,000 |
| RP0903 | | | | | | \$0 | | \$250,000 | \$250,000 |
| RP0904 | | | | | | \$0 | | \$2,000 | \$2,000 |
| SP0421 | | | | | | \$0 | | \$2,250,000 | \$2,250,000 |
| SP0504 | | | | | | \$0 | | \$400,000 | \$400,000 |
| SP0508 | | | | | | \$0 | | \$1,000,000 | \$1,000,000 |
| SP0512 | | | | | | \$0 | | \$500,000 | \$500,000 |
| SP0626 | | | | | | \$0 | \$43,612,000 | | \$43,612,000 |
| SP0703 | \$2,700,000 | | | | | \$2,700,000 | \$7,896,000 | \$300,000 | \$10,896,000 |
| SP0805 | | | | | | \$0 | \$923,000 | | \$923,000 |
| SP0806 | | | \$4,800 | | | \$4,800 | \$1,200 | | \$6,000 |
| SP0807 | | | \$80,000 | | | \$80,000 | \$20,000 | | \$100,000 |
| SP0901 | | | | \$3,536,800 | | \$3,536,800 | \$884,200 | | \$4,421,000 |
| SP0902 | | \$4,487,934 | | \$700,566 | | \$5,188,500 | \$1,729,500 | | \$6,918,000 |
| SP0903 | | | | | | \$0 | | \$200,000 | \$200,000 |
| SP0904 | | | | | | \$0 | | \$500,000 | \$500,000 |
| SP0910 | \$128,800 | | | | | \$128,800 | | \$32,200 | \$161,000 |
| SP1002 | | | \$4,000 | | | \$4,000 | \$1,000 | | \$5,000 |
| MO0903 | | \$548,800 | | | | \$548,800 | \$137,200 | \$454,873 | \$1,140,873 |
| MO0904 | | \$24,000 | | | | \$24,000 | \$6,000 | | \$30,000 |
| MO0905 | | | | | | \$0 | \$204,000 | | \$204,000 |
| TOTAL | \$3,265,348 | \$6,074,334 | \$499,200 | \$4,717,366 | \$0 | \$14,556,248 | \$56,628,100 | \$9,365,772 | \$80,550,120 |

FINANCIAL SUMMARY

--Highways/ Roads--

2010

| PROJECT | FEDERAL | | | | | | MoDOT | Local | Total |
|--------------|------------------|------------------|---------------------|------------|------------|---------------------|--------------------|--------------------|---------------------|
| | STP Urban | STP | NHS | BRIDGE | ITS | TOTAL | | | |
| GR0602 | | | | | | \$0 | | \$3,000,000 | \$3,000,000 |
| GR0902 | | | \$3,539,200 | | | \$3,539,200 | \$884,800 | | \$4,424,000 |
| NX0903 | \$107,320 | | | | | \$107,320 | | \$26,830 | \$134,150 |
| NX0804 | \$369,275 | | | | | \$369,275 | | \$92,318 | \$461,593 |
| NX1001 | \$369,275 | | | | | \$369,275 | | \$92,318 | \$461,593 |
| RP1001 | | | | | | \$0 | | \$4,000 | \$4,000 |
| SP0508 | | | | | | \$0 | | \$2,500,000 | \$2,500,000 |
| SP0512 | | | | | | \$0 | | \$125,000 | \$125,000 |
| SP0701 | | | | | | \$0 | | \$2,300,000 | \$2,300,000 |
| SP0801 | | | | | | \$0 | | \$400,000 | \$400,000 |
| SP0806 | | | \$8,000,000 | | | \$8,000,000 | \$2,000,000 | | \$10,000,000 |
| SP0807 | | | \$8,160,000 | | | \$8,160,000 | \$2,040,000 | | \$10,200,000 |
| SP1001 | | | \$1,417,600 | | | \$1,417,600 | \$354,400 | | \$1,772,000 |
| SP1002 | | | \$812,000 | | | \$812,000 | \$203,000 | | \$1,015,000 |
| SP1003 | | | | | | \$0 | \$300,000 | | \$300,000 |
| SP1010 | \$141,600 | | | | | \$141,600 | \$35,400 | | \$177,000 |
| MO1002 | | \$567,200 | | | | \$567,200 | \$141,800 | \$468,519 | \$1,177,519 |
| MO1003 | | | | | | \$0 | \$204,000 | | \$204,000 |
| MO1004 | | \$58,400 | | | | \$58,400 | \$14,600 | | \$73,000 |
| MO1005 | | \$120,000 | | | | \$120,000 | \$30,000 | | \$150,000 |
| TOTAL | \$987,470 | \$745,600 | \$21,928,800 | \$0 | \$0 | \$23,661,870 | \$6,208,000 | \$9,008,985 | \$38,878,855 |

FINANCIAL SUMMARY

--Highways/ Roads--

2011

| PROJECT | FEDERAL | | | | | | MoDOT | Local | Total |
|--------------|------------|--------------------|------------|------------------|------------|--------------------|------------------|---------------------|---------------------|
| | STP Urban | STP | NHS | BRIDGE | ITS | TOTAL | | | |
| NX0803 | | | | | | \$0 | | \$1,225,175 | \$1,225,175 |
| NX0703 | | | | | | \$0 | | \$1,225,175 | \$1,225,175 |
| NX1001 | | | | | | \$0 | | \$1,299,437 | \$1,299,437 |
| NX0603 | | | | | | \$0 | | \$2,918,160 | \$2,918,160 |
| NX0903 | | | | | | \$0 | | \$1,511,000 | \$1,511,000 |
| NX0601 | | | | | | \$0 | | \$1,706,371 | \$1,706,371 |
| NX0801 | | | | | | \$0 | | \$1,217,900 | \$1,217,900 |
| RP1101 | | | | | | \$0 | | \$80,000 | \$80,000 |
| SP0512 | | | | | | \$0 | | \$125,000 | \$125,000 |
| SP0801 | | | | | | \$0 | | \$400,000 | \$400,000 |
| MO0805 | | | | \$106,400 | | \$106,400 | \$26,600 | | \$133,000 |
| MO1004 | | \$1,632,000 | | | | \$1,632,000 | \$408,000 | | \$2,040,000 |
| MO1101 | | \$640,000 | | | | \$640,000 | \$160,000 | \$482,575 | \$1,282,575 |
| TOTAL | \$0 | \$2,272,000 | \$0 | \$106,400 | \$0 | \$2,378,400 | \$594,600 | \$12,190,793 | \$15,163,793 |

FINANCIAL SUMMARY
 --Highways/ Roads--
FINANCIAL CONSTRAINTS

| | FEDERAL | | | | | | MoDOT | Local | Total |
|--------------|--------------|--------------|--------------|-------------|-------------|--------------|--------------|--------------|---------------------|
| | STP Urban | STP | NHS | BRIDGE | ITS | TOTAL | | | |
| 2008 | | | | | | | | | |
| Anticipated | \$3,595,220 | \$17,360,000 | \$804,000 | \$811,200 | \$1,336,518 | \$23,906,938 | \$14,791,479 | \$15,728,659 | \$54,427,076 |
| 2008 | | | | | | | | | |
| Programmed | \$11,364,608 | \$17,360,000 | \$804,000 | \$811,200 | \$1,336,518 | \$31,676,326 | \$14,791,479 | \$15,728,659 | \$62,196,464 |
| Balance | -\$7,769,388 | \$0 | \$0 | \$0 | \$0 | -\$7,769,388 | \$0 | \$0 | -\$7,769,388 |
| 2009 | | | | | | | | | |
| Anticipated* | \$3,595,220 | \$6,074,334 | \$499,200 | \$4,717,366 | \$0 | \$14,886,120 | \$56,628,100 | \$9,365,772 | \$80,879,992 |
| 2009 | | | | | | | | | |
| Programmed | \$3,265,348 | \$6,074,334 | \$499,200 | \$4,717,366 | \$0 | \$14,556,248 | \$56,628,100 | \$9,365,772 | \$80,550,120 |
| Balance | \$329,872 | \$0 | \$0 | \$0 | \$0 | \$329,872 | \$0 | \$0 | \$329,872 |
| 2010 | | | | | | | | | |
| Anticipated* | \$1,797,610 | \$745,600 | \$21,928,800 | \$0 | \$0 | \$24,472,010 | \$6,208,000 | \$9,008,985 | \$39,688,995 |
| 2010 | | | | | | | | | |
| Programmed | \$987,470 | \$745,600 | \$21,928,800 | \$0 | \$0 | \$23,661,870 | \$6,208,000 | \$9,008,985 | \$38,878,855 |
| Balance | \$810,140 | \$0 | \$0 | \$0 | \$0 | \$810,140 | \$0 | \$0 | \$810,140 |
| 2011 | | | | | | | | | |
| Anticipated* | \$1,797,610 | \$2,272,000 | \$0 | \$106,400 | \$0 | \$4,176,010 | \$594,600 | \$12,190,793 | \$16,961,403 |
| 2011 | | | | | | | | | |
| Programmed | \$0 | \$2,272,000 | \$0 | \$106,400 | \$0 | \$2,378,400 | \$594,600 | \$12,190,793 | \$15,163,793 |
| Balance | \$1,797,610 | \$0 | \$0 | \$0 | \$0 | \$1,797,610 | \$0 | \$0 | \$1,797,610 |

STP Urban Balance through 2007

\$8,004,997

STP Urban Activity 2008 thru 2011

-\$4,831,766

TOTAL BALANCE REMAINING

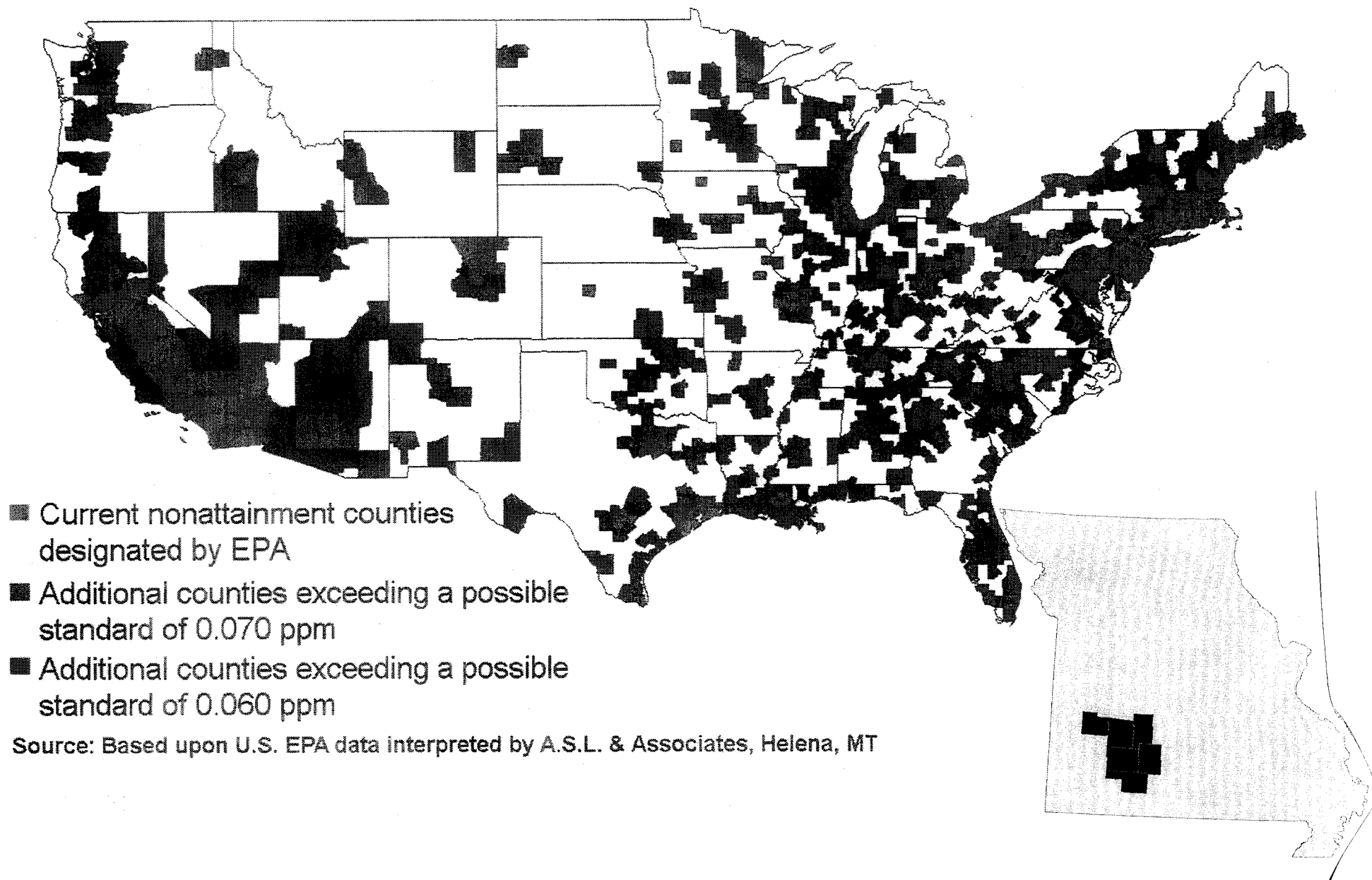
\$3,173,231

The OTO has an accrued balance of STP-Urban funding from prior years which are being utilized

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.

Summary of Current 8-Hour Ozone Non-Attainment Areas and Additional Areas that Exceed Possible 0.060 and 0.070 ppm 4th Highest Standard for 2003 - 2005



THE URBAN TRANSPORTATION MONITOR

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VOL 21, NO 15

AUGUST 3, 2007

National Organizations Formulate “New Vision” for Transportation in the U.S.

Findings To Be Submitted to the National Surface Transportation Policy and Revenue Study Commission

Global economic competition, metropolitan congestion, and global climate change are among the new dynamics that require fresh strategies in the U.S. transportation system of the future, according to a report released by nine major U.S. transportation groups. A New Vision for the 21st Century brings together recommendations from research reports, panel discussions, and a recent major conference on the vision and strategy for the long-term future of the U.S. transportation system. On July 24th, the report was released at a news conference at the National Press Club in Washington, DC.

“This report represents an unprecedented collaboration by representatives of the state transportation departments, the construction industry, public transportation providers, motorists’ advocates, safety advocates, and freight organizations,” said John Horsley, executive director of the American Association of State Highway and Transportation Officials (AASHTO), which organized the vision conference and is publishing the report on behalf of all the participating groups.

Participating groups include AASHTO; AAA; the American Council of Engineering Companies (ACEC); the American Public Transportation Association (APTA); the American Road and Transportation Builders Association (ARTBA); the American Trucking Association (ATA); the Association of American Railroads (AAR); the Associated

General Contractors of America (AGC); and the American Highway Users Alliance (AHUA).

The report will be submitted jointly by

17 organizations to the National Surface Transportation Policy and Revenue Study Commission, which was created by

Please turn to Page 8

Missouri to Build Innovative, Shared Four-Lane Highway

Designed to Improve Safety and Traffic Flow

The Missouri Highways and Transportation Commission has approved construction of an innovative shared 4-lane highway, which is expected to be a model project for the U.S.

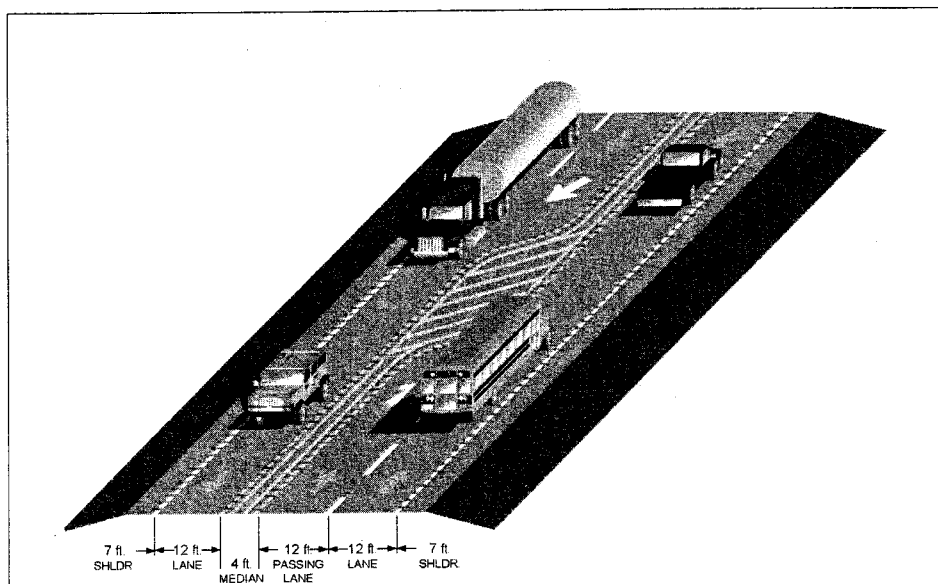
A shared 4-lane highway consists of alternating passing lanes along a conventional 2-lane highway. It provides motorists with periodic opportunities to pass other vehicles without having to drive in the opposing lane.

Continuously alternating passing lanes

have been used for years in parts of Europe, but they represent a new concept in the U.S. This type of highway aims to reduce the frustration of driving on a 2-lane highway and being stuck behind a slower moving vehicle. In this situation, the frustrated driver must either accept the traffic delay or risk a potentially dangerous passing maneuver.

Missouri’s new shared 4-lane highway will be built on approximately 18 miles of

Please turn to Page 8



An illustration of the shared four-lane highway. (Photo: Courtesy of the Missouri DOT)

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Continued from Page 1

National Transportation Organizations Formulate "New Vision"

Congress to analyze and make recommendations on how to equip the nation's transportation system to meet future needs. This report is the fifth of seven being developed by state transportation officials to provide information and policy recommendations to the Commission.

"The next 50 years will bring monumental changes to transportation demands in the U.S. in terms of population, demographics, freight movement, and the benefits of advanced technology," said Horsley. "At the same time we must grapple with dynamics that were unimagined when we built the Interstate system. We have to apply new thinking and new solutions if we want to remain a world leader."

According to the report, when the Interstate Highways and Defense Act was created in 1956, the vision behind the Interstate System was focused and succinct: "to connect principal metropolitan areas, cities, and industrial centers, serve national

defense, and connect with Canada and Mexico." But, the report says, the changing and complex world we live in today requires a new vision for our transportation system.

The primary objectives of the future transportation system must be to reduce congestion, remain globally competitive, and meet the growing mobility needs of the 21st Century.

"We must preserve and modernize the system, improve performance, and add substantial capacity in highways, transit, rail, airports, and seaports," Horsley said.

The report describes a "conceptual plan" to ensure that the surface transportation system will meet America's needs, and a transportation "vision" for the future to meet those needs. It also provides recommendations for funding the transportation system of the future.

The report's recommendations include:

- Increasing core program funding for

highways and transit, including strategic national investments outside the Highway Trust Fund. Making the transition, when necessary, from fuel taxes to a more diversified, reliable funding base. The federal commitment to this long-standing federal/state partnership must be sustained.

- Preserving and modernizing the transportation system already in place. Improving the system's performance through management and applied technology.
- Investing in public transportation. Having a high-quality, high-capacity public transportation system working in every metro area of the U.S. within 15 years. Doubling ridership by the year 2015, and again by 2030.
- Addressing global warming by cutting oil consumption by 20% in the next decade; doubling the fuel efficiency of new passenger cars and light trucks by 2020, and of the entire fleet by 2030; doubling transit ridership by 2030, and significantly expanding the market share of passengers and freight moved by rail; reducing growth in vehicle miles traveled from 3 trillion in 2006 to 5 trillion, rather than the projected 7 trillion, by 2055; and reducing the percentage of commuters who drive alone and increasing the percentage of those who ride transit, carpool, walk, bike, or work at home.
- Adding capacity for citizen/commuter use and for freight shipping, including a "critical commerce corridors" approach, creating roadways and railways exclusively dedicated to freight movement and financed outside the Highway Trust Fund.
- Reducing the 50% of congestion now caused by lack of capacity. Increasing Interstate highway capacity by 80%. Fixing the 100 worst freight bottlenecks in the nation by the year 2015.
- Moving aggressively to address transportation system safety, with the goal of halving roadway fatalities by the year 2030.

For more information, visit the AASHTO home page at www.transportation.org, or access the report online at www.transportation1.org/tif5report.

Continued from Page 1

Missouri Builds Shared Four-Lane Highway

Route 5 in Camden and Laclede counties between Lebanon and Camdenton, a twisting 2-lane road that connects Interstate 44 to the Lake of the Ozarks.

According to the Missouri Department of Transportation (MoDOT), the shared 4-lane highway provides a cost-effective solution to ease traffic flow, accommodate increasing traffic, improve safety, and reduce driver frustration. It provides an effective design alternative for higher-volume, 2-lane roads at a much lower cost than a typical 4-lane highway.

The cost of constructing Missouri's innovative highway design is \$44 million, according to Jeffrey Briggs, MoDOT's community relations coordinator. Briggs told *The Urban Transportation Monitor* that the project was approved July 18th as part of the state's new 5-year construction program.

Construction is planned to begin summer 2008 and to be completed in mid-2010. The project will relocate eight miles of Route 5 from just north of Route 7

near Camdenton to south of the Laclede/Camden county line. Additional passing lanes will be added to the remaining 10-mile section of existing Route 5.

Rumble stripes, which are grooved patterns in the pavement that are painted with highly reflective paint, will be used between the northbound and southbound lanes along the shared 4-lane highway to encourage drivers to stay in their own lanes. When vehicle tires move over the rumble stripes, an audible noise and vibration alerts the driver that the car is moving into the opposing lane.

The shared 4-lane highway will also have new traffic signs to alert drivers of an upcoming passing lane, of the beginning and length of each passing lane, of the end of a passing lane, and of left-turning traffic in the passing lane, when applicable.

For more information, contact MoDOT spokesman Jeffrey Briggs, tel. (573)751-5985, e-mail: Jeffrey.Briggs@modot.mo.gov.

washingtonpost.com

The Folly Of Higher Gas Taxes

Advertisement

By Mary E. Peters

Saturday, August 25, 2007; A15

America was stunned on Aug. 1 when the Interstate 35 West bridge over the Mississippi River in Minneapolis collapsed in a tangle of vehicles, concrete and steel. My department is working closely with the National Transportation Safety Board to determine why the bridge failed, and in the aftermath of this tragedy, a necessary national conversation has begun concerning the state of the nation's bridges and highways and the financial model used to build, maintain and operate them.

Many, including The Post ["Paying the Price," editorial, Aug. 21], are taking this opportunity to call for gasoline tax increases and a larger federal presence in transportation investment decisions. For a variety of reasons, a response of this sort would exacerbate our transportation system failures, not alleviate them.

A far better question than whether gas taxes are high enough is what taxpayers get if we expand our dependence on the gasoline tax. The answer is almost certainly higher gas prices, more congestion and stagnating quality of life, which is why The Post's call for a substantial increase in the nation's gas tax is ill-advised.

Our system is failing because federal gasoline taxes are deposited into a centralized trust fund and allocated based on political will. Major spending decisions often have nothing to do with underlying economics, engineering realities or consumer needs. New programs and pet project earmarks have proliferated in recent years. The 2005 transportation funding bill, for example, included more than 6,000 politically driven earmarks reported to cost some \$24 billion. That's a staggering figure. The true price however is unfortunately much higher because earmarks typically represent only a fraction of project costs.

In addition to breeding wasteful spending, the gas tax does virtually nothing to reduce the explosion in highway congestion occurring in the past 25 years. Gas taxes are levied regardless of when and where someone drives, creating a misperception that highways are "free." In turn, this encourages overuse and gridlock, often at precisely the times we need highways the most. The Government Accountability Office last month released a report arguing that gas taxes are fundamentally incapable of balancing supply and demand for roads during periods of congestion. We agree.

The GAO, along with almost every expert who has studied the issue, says that direct pricing of road use, similar to how people pay for other utilities, holds far more promise in addressing congestion than do traditional gas taxes. And thanks to new technologies that have eliminated the need for toll booths, the concept of road pricing is spreading rapidly around the world.

Charging directly for road use holds enormous promise both to generate large amounts of revenue for reinvestment and to cut congestion. Ultimately, it will allow political leaders to reduce reliance on or even cut the inefficient array of fuel taxes, sales taxes and property taxes that are being funneled into transportation systems nationwide.

Finally, it would be virtual policy schizophrenia to increase our reliance on gasoline tax revenue to improve and sustain our nation's transportation systems while striving to reduce U.S. oil consumption and promote the production and use of alternative fuels. The success of one policy would by definition mean the failure of the other.

Instead of raising ineffective taxes, we need a data-driven, performance-based approach to building and maintaining our transportation infrastructure. We also need an underlying financial model that is responsive to the challenges of today and tomorrow, not poorly considered policy reactions riding on the coattails of tragedy.

The writer is secretary of transportation.

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Deseret Morning News (Salt Lake City)

September 10, 2007 Monday

750 words

Walkability called key to public health

Lois M. Collins Deseret Morning News

Urban design and public health go together. Your neighborhood can help determine how well you are.

The secret is creating an inviting, walkable, playable neighborhood, according to Mark Fenton. It's key to curbing obesity and other chronic diseases that result from unhealthy lifestyles -- common ills like heart disease, osteoporosis, diabetes and even depression.

Communities need to mix residential and commercial property, build lots of sidewalks and bike trails and even shortcuts. They should design sites that invite people to arrive by bike or on foot and think about safety issues, said Fenton, a walkability and fitness expert and author of books including "The Complete Guide to Walking for Health, Weight Loss and Fitness."

The biggest safety issue, particularly for kids, is not stranger danger. It's getting hit by cars when on foot or on bikes because of how things are designed and because of driver inattention. They stay inside in part because neighborhoods and communities aren't built so kids will want to go outside and play, Fenton said. Many don't provide "pocket parks" or bike routes or sidewalks. They don't encourage people to sit on the porch and visit or walk back and forth to friends' houses.

"If you and I walk every day to work on the street and neighbors get to know us, we're regular features, the streets become safer," he said. "Stranger danger is one of the outcomes of having abandoned the streets, the outdoors in general. It's not an inviting place anymore. The little park is not there. There's no corner store or ice cream shop."

Fenton and a group of neighbors in Boston started a walking school bus, where parents take turns walking a large group of children to school. The kids learn safety and who belongs on the street and where to go if something makes them nervous. They get exercise they desperately need. The more kids get involved, the less often a parent is the "bus driver."

The country is beginning to embrace the better-design message, Fenton said.

Policies are central to creating walkable, user-friendly outdoor areas. Subdivisions need to make rules that sidewalks are mandatory, separated by at least a three-foot planting strip from the street. The sidewalks themselves need to be wide enough for two people to walk side by side, he said.

And neighborhoods need to be connected to each other with sidewalks and cut-throughs so Johnny can walk over to Jimmy's house to play without having to use an arterial route.

Fenton praised recent Salt Lake efforts to put living space in its commercial areas, like downtown. That's what revives a community and keeps it vital, Fenton said. Arenas draw people to specific neighborhoods on certain days. Building living space and commercial operations in a mixed-use way brings people outside every day, for extended hours, boosting the economy and fostering a sense of community.

The movement that's sweeping the country is called "active living by design," said Fenton. It gets people moving without using the word "exercise."

"Every time I choose to drive, I'm a little less active," he said.

Some cities are adopting a "complete streets policy" that forces an assessment every time maintenance or rebuilding work is done on a street. "You assess for best practice to serve pedestrians, bikes, transit and auto," Fenton said. "You want pedestrians walking down your street at 3 mph, looking in store windows, not just cars zooming by at 40 mph. That makes safer streets, more consumers, and they're not polluting."

Cost is an oft-cited but superficial reason for bad community building, he said.

"There's no evidence it costs more to build a friendly neighborhood. Schlock subdivisions are easy to build because they know how. Cookie cutter houses, etc. But we are now seeing new urban neighborhoods going up very efficiently."

They have narrow streets to slow down traffic. And because they use less concrete and asphalt, they save developers money. If a street is taken from 30 feet down to 22, with the other eight feet given to the people in the form of a sidewalk and green space, houses actually sell better. "There's much to be gained for the developer."

Studies show that a bike path or trail is a valued amenity, and a house that's close to one will sell quickly.

"When Realtors ranked the amenities asked for, green space was No. 1. So you don't have to be altruistic and care about public health," Fenton said. "Even if you're entirely Machiavellian, good design makes sense." E-mail: lois@desnews.com

September 10, 2007

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September 9, 2007 Sunday

STATE AND REGIONAL NEWS

20070909-CH-Sidewalks-making-a-comeback-in-suburbs-0909

681 words

Sidewalks making a comeback in suburbs: Desire for walkable neighborhoods leads to rules mandating them

Kirsten Valle, The Charlotte Observer, N.C.

Sep. 9--Across the region, planners are pushing for vibrant downtowns, full of residents and visitors who can walk to shops, restaurants and homes.

Sidewalks are a major piece of the puzzle. And in Charlotte and surrounding areas, the sidewalk systems have a long way to go, officials and residents said.

"They seem to start and stop in odd places, and we have paths worn down by residents walking to the new RiverGate shopping center," said Lorie Wambach of Steele Creek, who added that she'd rather walk than drive a mile or two to the shops and restaurants there.

The problems exist elsewhere, too. In Pineville, some sidewalks are built right next to busy highways. In Mint Hill, gaps in the sidewalk network make it difficult to walk from one place to another.

Often, sidewalks are narrow, cracked and overgrown with weeds.

Planners and growth experts hope that changes.

"Without a safe and appealing sidewalk, pedestrians just won't walk as much," said Vicki Bott, director of land use and environmental planning at the UNC Charlotte Urban Institute. "We have overlooked providing sidewalks."

Sidewalks fell out of favor years ago, when people moved to the suburbs and began relying more on their cars, she said.

Planners considered sidewalks unnecessary on the outskirts of town, where traffic was lighter.

But as Charlotte grew, many fringe neighborhoods became part of the urban center. In the 1990s, some planners started calling for more walkable communities, Bott said.

The movement gained steam about five years ago, with town officials pushing for more and better sidewalks, with buffers separating them from the street, storefronts close by and trees.

Charlotte and its surrounding towns now require developers to build sidewalks along bordering public roads when they develop their property.

A few years ago, Charlotte began requiring sidewalks on at least one side of the street in new subdivisions. And southern Mecklenburg towns have begun to focus on denser, walkable downtown areas.

"That's really our focus at this point," said Kathi Ingrish, Matthews' planning director. "(The sidewalk system) is not nearly as extensive as it needs to be."

For the past decade, Matthews has been building sidewalks along major roads to help, filling in the gaps between developed areas.

In Pineville, planners are revising town growth guidelines. Among the changes, they envision an extensive bicycle and pedestrian network, Zoning Administrator Kevin Icard said.

"We're a little behind the curve on that," he said.

In coming years, the town plans to build sidewalks in areas unlikely to be developed, Icard said.

In Mint Hill, officials are also helping fill in the system with sidewalks along major roads, such as N.C. 51.

And like their neighbors, they hope the connectivity will make Mint Hill a better place to live.

"There's a push for that," planner John Hoard said. "That seems to be the new way."

Lake-Area Sidewalk Projects

Here's a sampling:

--The Huntersville Board of Commissioners awarded a \$462,000 contract last fall to build sidewalks on Sherwood Drive from N.C. 115 and Gilead Road.

--Cornelius is using a \$15,000 grant to conduct a sidewalk/bike path and right of way study of the Nantz Road corridor in the fiscal year that began July 1.

--Mooresville has devoted \$850,000 in its 2007-08 budget to build more sidewalks.

--Mooresville is using a \$636,800 federal grant, received through the state, for three sidewalk projects totaling about \$800,000, said Chris Bauer, the town's transportation planner. They include N.C. 150 (East Plaza Drive) between Rinehart Road and Iredell Avenue and near schools on Magnolia and Oak streets.

Reach Kirsten Valle at 704-358-6043.

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September 9, 2007

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Sun-Sentinel (Fort Lauderdale, Florida)

September 11, 2007 Tuesday
 Broward Metro Edition

LOCAL; Pg. 1B

600 words

EXPRESS LANES MAY BE GROUNDED; STATE CONSIDERS BUILDING THREE TOLL LANES IN MEDIAN RATHER THAN ABOVE INTERSTATE 595

Michael Turnbell Staff Writer

Up or down?

A proposed trio of reversible toll express lanes for Interstate 595 may very well be put on the ground, not in the air.

The Florida Department of Transportation announced Monday it is seriously considering a "reasonable alternative" that would build the three reversible lanes in Interstate 595's median between Florida's Turnpike and Interstate 75.

The state several years ago chose elevated reversible lanes for two reasons: because the median has room only for two lanes and it was supposed to be reserved for a future light rail line.

Traffic forecasts show two additional lanes won't be enough to keep up with Broward County's population, which is expected to grow by 400,000 more people to reach 2.2 million by 2020.

Now state officials say there is room for three lanes, if westbound I-595 and westbound State Road 84 are shifted to the north next to the North New River Canal. If they choose to shift the current lanes, the planned light rail line will have to be elevated, most likely between eastbound I-595 and eastbound S.R. 84.

"In the past several months, we've analyzed whether there is some way to get three lanes on the ground. We've found a way to do that," said Jim Wolfe, secretary of the Department of Transportation's District 4 office in Fort Lauderdale.

Residents in Davie and Plantation who live along I-595 say the elevated lanes would create a ribbon of urban blight through the western suburbs. They created a Web site, www.595alert.org, this summer to mobilize against the state's plans.

"We don't need the noise or the pollution that these overhead bridges will create," said Barry Walko, who lives in Hawks Landing, a Plantation subdivision.

There are a couple of catches to putting the reversible lanes on the ground, however.

Moving I-595 and S.R. 84 next to the canal means a bulk head or wall will have to be built to separate the road from the water.

Keeping the reversible lanes on the ground will shave about \$200 million off the cost of the \$1.5 billion project, Wolfe said.

But it will add \$200 million or more to the light rail project because elevated structures are more expensive. Wolfe

said it's too early to know the exact cost because the light rail project isn't as advanced as the plans for adding lanes to I-595.

A decision on the reversible lanes, which is up to Wolfe and his staff, is expected by the end of the month. In October, the state intends to begin seeking qualified contractors.

The elevated lanes already have federal approval. If the state decides to build the reversible lanes on the ground, officials say it might take an additional four months to get federal approval for the changes. But Wolfe said it won't slow the process and construction will begin in 2009.

Whatever the decision, one thing is certain. The state announced Monday that the entire I-595 project will be designed, built, financed, operated and maintained by a private contractor for 35 to 50 years. The means the contractor is essentially responsible for everything concerning the highway during that "lease."

In exchange for financing the project up front, the state would repay the contractor over a period of years. The state, not the contractor, will set the toll rates and retain the revenue from the express lanes.

"The public-private partnership is an exciting approach that will let us complete this project much quicker than the traditional 'pay-as-you-go' contracting method," Wolfe said. "We expect to be driving on the I-595 [express lanes] by 2014, instead of 2024."

Michael Turnbull can be reached at mturnbell@sun-sentinel.com, 954-356-4155 or 561-243-6550.

September 11, 2007

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September 7, 2007 Friday

STATE AND REGIONAL NEWS

20070907-DA-Transit-officials-plan-to-ease-congestion-at-Live-Oak-exit-0907

876 words

Transit officials plan to ease congestion at Live Oak exit: After weeks of slowdowns from Live Oak exit's closure, transportation officials are moving forward

Michael A. Lindenberger, The Dallas Morning News

Sep. 7--When DART asked the state Transportation Department to close the Live Oak Street exit off Central Expressway into downtown Dallas, officials at both agencies predicted drivers would quickly adjust.

Instead, ever since they closed the exit June 17, frustrated commuters have found their rush-hour trips into the city snarled just as they should have been ending.

Complaints and suggestions poured in by mail, by phone and over the Internet to both Dallas Area Rapid Transit and the Texas Department of Transportation, the agencies said.

"Traffic on southbound [U.S. Highway] 75 has really become a mess," read one e-mail complaint from a Dallas resident. "It now often backs up beyond Mockingbird" Lane.

But motorists should soon see changes -- such as redrawn highway lanes -- to help improve traffic flow into downtown.

For Walter Humann, the backed-up traffic left him feeling as if he had a sick child each time he headed downtown.

"I feel like this highway is part of me; it's in my blood," said Mr. Humann, a businessman who helped spearhead the initial drive to establish DART in the 1980s and led the drive the following decade to rebuild Central Expressway. "I really hate to have that much congestion and confusion where you come into downtown Dallas."

This week, TxDOT engineers said they had the same feeling. They conceded they had underestimated the amount of congestion that closing the Live Oak exit, and its exit lane, would cause.

"You really can't predict the traffic pattern in a situation like this," said David Lott, a lead engineer with TxDOT's Dallas office. "So when DART presented us with their traffic control plan, we looked it over and everything that was OK. We didn't realize that the backup on Woodall Rodgers ramp would be such a problem."

DART asked that the exit be closed until 2009 because the transit agency is working on its new Green Line and was concerned about motorists' safety.

Since the lane leading to the Live Oak Street exit ends shortly after the exit anyway, the feeling was the closure would have a minimal impact on traffic flow, said engineers for both agencies.

Tim McKay, the DART engineering chief, said the agency's plan, which was approved by TxDOT, included closing the left lane as far north as Haskell Avenue out of concern for safety.

"Hindsight is always 20/20," Mr. McKay said. "People keep asking why we had to have such a long lane closure. But what they don't realize is that even though you may encounter that closed lane during rush hour going 5 or 10 miles per hour, it has to be designed to be safe for drivers traveling 60 or even 80 miles per hour at other times."

But drivers during busy times have encountered the orange cones in the left lane just as they neared an area on Central that is always congested -- the spot just before the two right lanes exit onto the Woodall Rodgers Freeway.

Drivers should see some relief by the end of the month, if not sooner, Mr. McKay and Mr. Lott said.

The cones shutting off the left lane will be removed, though the Live Oak Street exit will remain closed. Contractors are redrawing the lanes so that as traffic nears the exit, it will shift to the right and flow past the Live Oak Street exit.

Mr. McKay said the new plan should make traffic flow easier into downtown. But he said no matter what, Central Expressway will remain a heavily congested road, full of potential for traffic jams.

Recalling the excitement surrounding the opening of the expanded Central Expressway in 1999, Mr. Humann said he and others knew that the road would become congested again.

He also noted the irony in the fact that the snarled traffic on Central was caused by what might be its only salvation -- the badly needed expansion of DART rail lines.

"We have got to incur some little pain every little once in a while to have a little bit of progress," he said. Next time, he said, he hopes the pain can be a little less.

Mr. McKay said neither DART nor TxDOT can guarantee the new plan will be a perfect salve. "But we think this is a practical solution. We think this is the right answer, but we can't predict the future."

THE LIVE OAK BLUES

The problem: The Live Oak Street exit closed for construction on June 17. Traffic begins piling up on southbound Central Expressway, sometimes as far north as Mockingbird Lane.

The cause: Traffic engineers also closed the inside lane on southbound Central leading up to the exit. Cones taper the lane off to a close beginning at about Haskell Avenue. DART and TxDOT engineers did not anticipate how many drivers use that lane to skirt traffic that stalls in Central's right lanes as drivers try to get onto Woodall Rodgers Freeway headed west.

The fix: A new plan will remove the Live Oak Street exit sign and repaint the stripes to provide three lanes of traffic to get past the Woodall Rodgers Freeway blockage.

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September 7, 2007

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NORTHVILLE TOWNSHIP -- Every time David Nelsen discovers a new pothole in his subdivision, he wonders how much it will cost him. He may soon have an answer: as much as \$11,500.

That's the eye-popping price Nelsen and a large group of neighbors may each pay to upgrade roads in their subdivision. Funny thing is, most aren't complaining.

Homeowners in the Shadbrook subdivision and Edenderry Hills are lobbying to create a special assessment district in hopes of repairing roughly 15 county roads between Sheldon and Beck roads and between Six Mile and Seven Mile.

"We are not happy that Wayne County isn't going to do it, but they tell us they have no money," said Nelsen, 73, president of the Shadbrook Property Owners Association. "That's the same thing I've been hearing since the 25 years I lived here. So we have to put up the money to protect our property values."

A petition for the district in both neighborhoods has garnered support from more than 60 percent of residents. Residents could pay their bill over 15 years at 6 percent interest.

Some residents say the price is too steep.

"Every street isn't bad, and we don't have to repair each road all the way down," said Arline Paredes, who lives in Edenderry Hills. "They can't give us a set price; first it was \$5,000, then \$7,500, now \$11,500. I think it's sick and cruel because the cost will be hard on some."

"It will be an inconvenience and a mess," she said of the planned repairs. "How will I get my mail, garbage picked up, and go in and out of the subdivision?"

The township needs 51 percent of residents' approval to move forward on the district. Officials have set a public hearing for Sept. 21, and those who want to withdraw their support must do so before then.

They're not always popular, but special assessment districts are common for funding repairs of county-owned local roads, said Lorenzo Blount, director of roads for the county's Department of Public Service.

"The funding for Wayne County roads has been greatly limited, causing us to cut back," he said.

In the past three years, the county's road division has laid off a third of its permanent work force, leaving 400 employees. The county used to hire 200 seasonal employees, but those positions no longer exist, Blount said.

Gary Phillips, 67, wants the district so the 6-foot-wide pothole in front of his home on Laraugh Drive can be filled.

"I am reminded of it every time I look out of my window. It's very bad and it's getting worse," Phillips said.

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The Web Site of The Sacramento Bee

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Dan Walters: Can state truly tame its sprawl?

By Dan Walters - Bee Columnist

Published 12:00 am PDT Sunday, September 2, 2007

The issue that stalled approval of a state budget for so many weeks -- whether local governments and private firms can be sued for failing to take global warming into account in development plans -- is merely the most recent manifestation of a larger conflict over how California should accommodate tens of millions of new residents over the next half century.

While the conflict predates the recent angst over global warming by several decades, it has grown more intense with the state's much-heralded legislation aimed at reducing the state's emissions of carbon dioxide and other greenhouse gases to 1990 levels.

Simply put -- although specifics are anything but simple -- it's a conflict over California's long-standing pattern of low-density single-family development pushing outward from core urban areas. Environmental activists have decried that model for decades, saying it gobbles up irreplaceable farmland and makes Californians too dependent on automobiles. They see the concern over global warming as a new weapon to promote denser urban development and mass transit.

That philosophy, however, not only runs afoul of developers' preferences but Californians' historic bias for single-family homes -- property they can call their own -- over the vertical housing that's common in many cities of the eastern United States and Europe but largely confined in California to San Francisco. There is, too, a tinge of class and perhaps race in the issue. Economically and politically dominant white Californians, including most politicians and high-density enviros, already live in single-family homes.

The budget was eventually resolved without truly dealing with the issue, but the larger conflict continues in several arenas, including legislation that, if enacted, would link financing for transportation projects to a community's adoption of higher-density, transit-friendly policies.

Senate Bill 375 is aimed at pushing communities toward what is called a "preferred-growth scenario." It is similar in thrust to the "preferred-blueprint scenario" that has been adopted, at least in principle, by local governments in the Sacramento region and modeled on the controlled-growth, transit-heavy policies that have been in place in Portland, Ore., for a number of years. The connection is not surprising, given that the author of SB 375 is Sen. Darrell Steinberg, D-Sacramento.

The conflict was framed when Steinberg won Senate approval of his bill earlier in the year, but only after conservative Sen. Tom McClintock, R-Thousand Oaks, accused him, in a series of questions beginning with "who the hell are you," of wanting to dictate how Californians lead their lives.

Given its history and cultural tendencies, would it, indeed, be possible to push California toward the high-density housing patterns that environmentalists crave, at least for others?

The Los Angeles Times recently conducted an in-depth review of whether the billions of dollars spent on mass transit and transit-centered housing had borne fruit and found that in the main, residents of the new housing were shunning transit and still using their cars. Sacramento's "blueprint," meanwhile, is more paper vision than day-to-day decisionmaking.

But what about Portland? Doesn't it work there? Not according to the libertarian Cato Institute, which published a massive study of the Portland area. It concluded that the area has actually seen more sprawl and traffic congestion as Portlanders sought single-family housing outside the growth-control boundaries.

Before California embraces Portland-for-everyone, perhaps the Legislature should examine how well the concept has worked elsewhere, rather than make policy on ideology and blind faith that changing law changes human nature.

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Houston & Texas News

Aug. 31, 2007, 5:07PM

By POLLY ROSS HUGHES
Austin Bureau

AUSTIN — U.S. Sen. Kay Bailey Hutchison, considered a possible future contender for Texas governor, said Friday she's filing a bill to ban states from converting existing interstate highways into toll roads.

Hutchison, joining objections of bipartisan lawmakers in Austin and Washington, said she will "vigorously" block the Texas Department of Transportation from ever levying tolls on federal highways.

"I intend to immediately introduce as free-standing legislation my amendment that the Senate passed in 2005 to specifically prohibit states from tolling existing interstate highways," she said in a prepared statement.

Earlier this year, Texas transportation officials sent a letter to Congress seeking a change in federal law to let states "buy back" interstate highways and levy tolls on them.

Such a tolling plan, under a state law passed in 2005, would require a vote of county commissioners and local voters.

Gov. Rick Perry, a big proponent of toll roads, has said he opposes tolling existing roadways unless local voters want them.

Hutchison and U.S. Rep. Charles Gonzalez, D-San Antonio, said Friday they'll oppose the state's effort to change federal law.

"Texans should never have to pay twice for a highway, and I will fight any such efforts," Hutchison said reacting to news reports detailing TxDOT's federal legislative agenda, "Forward Momentum."

Gonzalez issued a statement calling the initiative an "alarming proposal" that he said would place an "unnecessary fiscal burden" on citizens.

Agency spokesman Chris Lippincott defended the plan this week as a solution to an estimated \$86 billion shortfall in needed highway funding for Texas.

Lippincott said tolling interstate highways would help clear congested roadways and lead to cleaner air.

Yet, state Senate Transportation and Homeland Security Committee Chairman John Carona, R-Dallas, predicted state lawmakers will never allow such a tolling system.

State Rep. Lois Kolkhorst, R-Brenham, also registered objections, saying the nation is in serious trouble if it has to sell off its highway infrastructure, especially to private companies which TxDOT proposes could manage resulting toll roads.

"It's crazy," she said. "It's just taxation upon taxation upon taxation."

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**BillyDeez** wrote:

You have estate taxes, you have capital gains taxes, you have sales tax, income tax, and now they want to add yet MORE taxation on top of already taxed dollars to raise revenue for something our tax dollars ALREADY paid for!?!?! Damn, get the hell out of our wallets. Senators need some cash? How about instead of shipping billions of dollars in wasted aid to Africa, we keep it, and help ease our burden a little bit. Wasted? Yes, the corrupt governments in Africa allow their people to starve so they can fund their palaces and wars by stealing aid that is directed to aforementioned starving people.

8/31/2007 9:53:15 PM

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It costs over \$5.00 to drive the E470 in Denver--and twice a day??? I think it is owned by a Portuguese company. Is any of this making sense????? Oh- have a toll on all of the interstates to ease congestion--and where is everyone going to drive---so our highways and interstates are all owned by foreign countries--something is terribly wrong here--I bet the politicians who are in favor of this no doubt have a consulting position waiting for them with these foreign firms when they are finished with their political office. What do you bet?

Getting tired of all of this

8/31/2007 8:59:56 PM

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From: , The World Business Council for Sustainable Development (WBCSD)

Published August 29, 2007

Driving Economic Growth - Mobility for Development

Geneva, 28 August 2007 - Mobility is key to economic development. Businesses need road, rail, shipping and air networks to transport goods and services to markets, while people need them to get to jobs and use basic services. Mobility is not solely about vehicles; it is also about infrastructure, communications technology, access to resources and energy, facilitation of trade and simplifying burdensome bureaucracy.

It is also intimately linked to the global energy crisis. Today the transport sector accounts for one-quarter of global CO2 emissions and is growing by 2% per year. It is estimated that global demand for oil will increase by 60% up to 2030, and some 75% of this will come from the transport sector, mainly in developing countries.

Increased demand for mobility results in higher energy demands, both to fuel new vehicles and modes of transport and for production and manufacturing processes. It also implies greater demand for raw materials such as rubber, increased demand for cement and asphalt for road building, and higher rates of extraction of metals from mines, including rarer, more specialized metals, many of which are found in less politically stable areas of the world.

As economic growth and industrialization accelerate and livelihoods and incomes improve, the demand for mobility increases. In much of the developing world, demand for mobility solutions to drive economic growth continues to outpace supply, while paradoxically the growing number of vehicles has not been matched by improved infrastructure or road safety provisions.

The World Health Organization rates road accidents as a major killer and notes that 85% of all road deaths occur in developing or transitional countries, a disproportionate burden given that these countries own only 40% of the world's motor vehicles.

Around half the world's population now lives in cities, and many of these cities are suffering increased congestion, haphazard urban planning, and increasing pollution from traffic. In addition, efforts to increase rural-urban connectivity can result in the destruction of important ecosystems and habitats and lead to the displacement of poorer segments of the population to make way for roads and rail links.

The expansion of global freight, while a major driver of economic growth, represents a further challenge, particularly for land-locked countries. Inadequate or poor road or rail links, high vehicle operating costs, and transit charges all help push up the costs of transborder freight in landlocked countries. Similarly, although 80% (by tonnage) of trade originating in developing countries is waterborne, the costs and time required to move containers to seaports can have important implications for the competitiveness of traded products.

Efforts to manage the mobility-development conundrum offer exciting and innovative opportunities for businesses.

A World Bank survey of private investment in infrastructure between 1990 and 2004 across the developing world revealed that six countries accounted for 80% of the total investment: Argentina, Brazil, Chile, China, Malaysia and Mexico. The residual 20% was shared among the remaining developing countries with those in sub-Saharan Africa and South Asia receiving the least. Bridging this investment divide could open up many new markets.

Part of the solution to meeting global mobility demand while reducing negative environmental impacts could rest in the

development of alternative clean renewable energy solutions to power transport mechanisms and their production. The development of biofuels might be one such example, though a controversial one. Their backers promote them as providing clean energy while reducing the reliance of oil-dependent countries on imported fuel and so contributing to fuel self-sufficiency.

Appropriate institutional frameworks are needed to ensure that biofuel development is truly sustainable. The role of mobility in driving economic growth must be acknowledged more fully and institutional buy-in is essential to harness its potential. Efforts are required to encourage institutional investment to improve transport networks and infrastructure and to ensure that rural and urban transport planning is unified. Removing or reducing burdensome fees for goods transported to shipping ports would help to reduce costs and improve competitiveness.

The mobility challenge also offers opportunities for the development of communications, services, planning and logistics to reduce the amount of time and energy people spend traveling to jobs, markets or resources.

Firms that produce transport infrastructure and transport companies have a vested interest in sustainable mobility. Many see the mobility challenge as an opportunity. What is required now is a strong business voice to encourage the development of appropriate infrastructure and institutional frameworks. This is one of the aspects of mobility that members of the WBCSD Mobility for Development group are working on as part of their efforts to address the mobility divide challenge.

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2.15pm

Lib Dem plan to ban petrol-driven cars

Haroon Siddique and agencies
Tuesday August 28, 2007

Guardian Unlimited

Petrol-driven cars could be banned across Britain by 2040, under radical Liberal Democrat plans to tackle climate change.

The Liberal Democrat leader, Sir Menzies Campbell, and the party's environment spokesman, Chris Huhne, unveiled the proposal today as part of a package of measures designed to make Britain carbon-neutral by 2050.

Mr Huhne said he foresaw cars powered by hydrogen fuel cells, improved battery technology or other new technology yet to be developed.

He compared the change to the shift from the steam engine to the internal combustion engine, or from the gaslight to electric light, at the start of the 20th century.

"We need - by 2040 - to have a non-carbon emitting type of propulsion in our vehicles," he said.

"It will be clearly no petrol cars by 2040."

The 10-point plan on climate change also included a commitment to 100% carbon-free non-nuclear generation by 2050 and the introduction of "polluter pays" green taxes.

Sir Menzies said: "Pollution doesn't respect national boundaries. Climate change is a global problem that requires an international solution.

"Britain should not be a bit player in finding that solution; we should be leading the pack.

"Under our proposals, the United Kingdom would set the green standard for others to reach."

Ahead of the 2050 target for electricity generation the Lib Dems would aim for 30% of power to come from clean, non-carbon-emitting sources by 2020.

The government goal is that 10% of power should come from renewable targets by 2010, while the EU target is for 20% by 2020.

Earlier this month the government admitted that the 2020 requirement represented a "major challenge", after the Guardian revealed a pessimistic leaked report from the Department for Business, Enterprise and Regulatory Reform.

The document warned that the UK "has achieved little so far on renewables" and was set to fall far short of the EU target.

The Lib Dem goals could prove similarly challenging given the current mix of electricity generation in Britain

Figures from the former Department of Trade and Industry for the third quarter of 2006 showed that around 30% of electricity was generated by coal, 20% by nuclear, with renewables accounting for just over 4%.

Other Lib Dem proposals include major improvements to the rail network and the construction of a high-speed rail line, funded by tolling lorries on motorways.

They also revealed plans for "green mortgages", which would enable people to make their homes more energy efficient, and a

<http://politics.guardian.co.uk/print/0,,330642229-107983,00.html>

9/11/2007

proposal to fund clean energy in developing countries.

Mr Huhne said that the party's plans were "the first and only realistic route march for change".

"This ambitious objective for zero-carbon Britain would put us in the global lead in tackling climate chaos along with Sweden, Norway and New Zealand," he said.

"Just as crucially, we have set out plans that are the first attempt of any British political party to tackle carbon emissions from every part of the economy: transport, energy, housing, offices and factories. The time for talk has passed; we need action."

The measures will be debated at the party conference in Brighton next month.

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The end of traffic jams?

Innovative study suggests scientific solutions to global transport problems within the next 50 years

Juliette Jowit, transport editor

The Observer Sunday August 26 2007

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A remarkable study into the way millions of people will travel in the future reveals a world where cars drive themselves, people could be tagged so they are constantly monitored, and nearly all modes of transport can be run by computers rather than people.

Transport Communications, a new book on the future of transport by two New Zealand professors, brings hope that nanotechnology, satellite communications, computer chips - and sleeping pills - could put an end to problems such as congestion, the threat from terrorism and increasing fuel prices. The study also reveals new concerns, ranging from 'Big Brother' fears of a surveillance society to whether there will be an increasing 'obesity time bomb' because homes, vehicles and even clothes will do everything for us.

Some of the ideas are already starting to emerge in reality; others read like Isaac Asimov or Ray Bradbury science fiction. Professor Chris Kissling, one of the authors, said congestion for every type of transport and the threat of climate change from burning fossil fuels mean it is no longer possible to rely on traditional solutions.

Airports, ports and shipping routes are struggling to cope with the biggest modern planes and ships, which puts constraints on designing even larger modes of transport. '[We're] trying to help people look into the future: what changes are coming, because more of the same, we think, is limited.' Much of this could happen in 50 years, he said.

The future, as envisioned by Kissling and co-author John Tiffin, relies heavily on ever smaller computers, global positioning system satellites and nanotechnology. Tiny computer chips and sensors could be used to track crowds through public transport hubs or to check the car in for a service if a fault is detected.

Satellites could help the computers guide cars on roads and fly planes or pilot ships remotely, the book says. Nanotechnology could also be used to

develop 'clever clothes' for humans, enhancing their abilities to walk or run, carry heavy loads or even 'fly like birds'.

It could be used to build goods locally, reducing the need for mass freight. Remaining items would be transported around the world in huge submarines without crews - 'behemoths gliding silently beneath the oceans' - where they could be stacked on busy shipping lanes and would not battle the waves.

Virtual reality will free people from travelling to meetings unless they want to be with a person, the authors also suggest. The academics do not envisage an end to human contact, though; computers have 'better memories and faster calculating skills... do not get absent-minded, drowsy or drunk', but there will always be a need for the human touch.

'Artificial intelligence is unlikely to acquire the social nuances needed at the captain's table or an air steward's ability to deal with the unusual,' the book says.

Like any futurologists, Kissling and Tiffin risk being accused of both repackaging old ideas and wild imaginings. But some of these things are starting to happen: autopilots are common on planes and ships, and cars already tell drivers to buckle up, slow down or change the oil.

Other ideas have their roots in current technologies; even clever clothes are an evolution of such things as life jackets or firefighters' suits, said Kissling.

Such huge changes would, inevitably, have implications far beyond transport: underwater ships could find new trade routes under the Arctic; 'enhanced pedestrians' might have to be regulated as if they were vehicles.

Kissling is concerned about people being tracked, but played down fears of a 'Big Brother' society: 'It's an evolutionary process; when you live in society you give up individual freedoms to society as a whole.'

He also dismissed fears that, with machines doing so much, humans will be even more unhealthy. 'Clever clothes could make you get up and get going... it could be part of a health programme,' he argued.

21st-century transport

Roads

- Nanotechnology coatings could enable vehicles to change colour depending on the weather, or to show that they were an emergency vehicle on a call; absorb solar power; clean themselves; and repair scratches.
- On motorways, satellite communications would control vehicle speed, maintaining smaller following distances and preventing unnecessary lane changes; efficient use of road space would reduce congestion.
- Tiny cameras could monitor drivers' eyes for fatigue and alert other motorists and the police.
- 'Clever' clothes would help contain and repair injuries after accidents.

Air

- Pilotless planes would be flown closer together, automatically rerouted to avoid bad weather, and would be less vulnerable to hijackers.
- Passengers would be given sleeping pills and stacked horizontally on beds.
- Alternatively, they could choose slower airborne cruise ships, with theatres, casinos and gyms.
- In the longer term, rocket planes, could take off, hover in space while Earth rotated and land at their destination.

People

- Sensors and computers in clothes and buildings could reduce the need for movement by operating lights, heating, doors, and so on.
- Virtual reality technology would allow people to meet in cyberspace, saving travel for more personal occasions.
- Nanotech 'clever clothes' could enhance muscle power and help elderly and disabled people to move around.

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