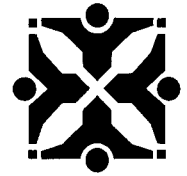


# City of Columbia

701 East Broadway, Columbia, Missouri 65201



**Agenda Item Number:** REP 60-14

**Department Source:** Community Development - Planning

**To:** City Council

**From:** City Manager & Staff

**Council Meeting Date:** June 16, 2014

**Re:** Report - Columbia Area Transportation Study Organization (CATSO) 2040 Long Range Transportation Plan (LRTP) - Case # 14-89

## Documents Included With This Agenda Item

Council memo

**Supporting documentation includes:** The 2040 CATSO Long Range Transportation Plan Executive Summary; link to CATSO 2040 Long Range Transportation Plan websites (which include, in addition to the plan and appendices, information about the plan update process and and public input); and minutes from the February 27, 2014 CATSO Coordinating Committee.

## Executive Summary

The Columbia Area Transportation Study Organization (CATSO), the Metropolitan Planning Organization (MPO) for the Columbia metropolitan area, adopted the 2040 Long Range Transportation Plan on February 27, 2014. The City of Columbia is a member agency or "planning partner" within the CATSO structure. CATSO's other member transportation jurisdictions are Boone County and the Missouri Department of Transportation (MoDOT).

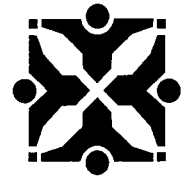
## Discussion

In November 1964, the Columbia Area Transportation Study (CATSO) was designated by the Governor of Missouri as a Metropolitan Planning Organization (MPO). Along with the MPO designation comes access to federal funds for street and bridge improvement projects as well as a responsibility to perform transportation-related planning in accordance with the federal "3-C" process. The "3-C" process of continuing, cooperative and comprehensive planning is funded in large part by the Federal Highway Administration and the Federal Transit Administration, and is required in order to continue to receive federal/state capital and transit operating monies.

CATSO relies on two committees to perform its 3-C planning. The Technical Committee is comprised of staff level planners, engineers and other transportation professionals from the Missouri Department of Transportation (MoDOT), Boone County, and the City of Columbia, who, as the name implies, undertake technical aspects of plans, studies and reports for the Metro Area. The Coordinating Committee is made up of upper level City and County staff members, local elected officials, MoDOT staff, Federal Highway Administration (FHWA) staff and Federal Transit Administration (FTA) staff. This is a policy making group which directs the activities of the technical committee and approves documents prepared on behalf of the MPO. Staff support for CATSO is provided by the City of Columbia Community Development Department Planning Division.

# City of Columbia

701 East Broadway, Columbia, Missouri 65201



For more than two decades, CATSO has maintained the Long-Range Transportation Plan (LRTP) for the Columbia Metropolitan Area. Federal regulations require the plan to be updated not less frequently than every five years, and it must look forward at least 20 years. The LRTP must include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods by addressing current and future transportation demand.

The 2040 LRTP updates the previous plan, the 2030 LRTP, by serving as a blueprint to guide the CATSO region's transportation development over the plan horizon. The plan uses population and employment projections, maps and lists of existing and recommended future facilities, and financial details for transportation improvements throughout the Columbia Metropolitan Area to present a fiscally-constrained portrait of transportation needs and priorities over the planning horizon. The plan also presents recommendations for additional plans, programs and policies to meet the goals and objectives set by transportation stakeholders and the public for the region's transportation system, and performance measures to measure plan implementation and system performance.

Following more than a year of robust public input in the planning process and assistance from MoDOT, FTA and FHWA, the CATSO Coordinating Committee unanimously approved the 2040 Long Range Transportation Plan following a public hearing on February 27, 2014.

## **Fiscal Impact**

**Short-Term Impact:** There are no expected short-term fiscal impacts.

**Long-Term Impact:** CATSO's adoption of the 2040 LRTP allows the City to remain eligible for federal transportation funding through 2019.

## **Vision, Strategic & Comprehensive Plan Impact**

**Vision Impact:** Development, Economic Development, Environment, Governance and Decision Making, Parks, Recreation and Greenways, Transportation

**Strategic Plan Impact:** Growth Management, Infrastructure

**Comprehensive Plan Impact:** Land Use & Growth Management, Environmental Management, Infrastructure, Mobility, Connectivity, and Accessibility, Economic Development, Inter-Governmental Cooperation, Livable & Sustainable Communities

## **Suggested Council Action**

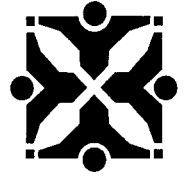
The 2040 LRTP Executive Summary, the website links to the 2040 LRTP and appendices, and minutes from the February 27, 2014 CATSO Coordinating Committee are provided for Council's review and reference. Council does not need to take action on the 2040 LRTP.


## **Legislative History**

The 2030 LRTP was approved by the CATSO Coordinating Committee on May 22, 2008.

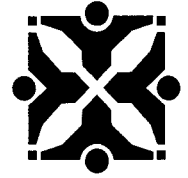
# City of Columbia

701 East Broadway, Columbia, Missouri 65201



  
\_\_\_\_\_  
Department Approved

  
\_\_\_\_\_  
City Manager Approved



## SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

2040 CATSO Long Range Transportation Plan Executive Summary; link to CATSO 2040 Long Range Transportation Plan websites (which include, in addition to the plan and appendices, information about the plan update process and and public input); CATSO Coordinating Committee February 27, 2014 meeting minutes.



# 2040 Long-Range Transportation Plan Executive Summary

Columbia Area Transportation Study Organization (CATSO)

Approved by the CATSO Coordinating Committee February 27, 2014



# Executive Summary

## Introduction

Transportation planning in the Columbia area has enjoyed a long history beginning with the adoption of “A City Plan for Columbia, Missouri” in 1935. The first Major Thoroughfare Plan depicting the location of future roadways in Columbia and Boone County was developed by the Columbia Area Transportation Study Organization (CATSO) in 1968.

For more than two decades, CATSO has maintained the Long-Range Transportation Plan (LRTP) for the Columbia Metropolitan Area. Federal regulations require the plan to be updated not less frequently than every five years, and it must look forward at least 20 years. The LRTP must include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods by addressing current and future transportation demand.

This plan, the 2040 LRTP, updates the previous plan, the 2030 LRTP, by serving as a blueprint to guide the CATSO region's transportation development over the 27-year planning period. The plan uses population and employment projections, maps and lists of existing and recommended future facilities, and financial details for transportation improvements throughout the Columbia Metropolitan Area to present a fiscally-constrained portrait of transportation needs and priorities over the planning horizon.

## The CATSO Metro Area Profile

The 181 square mile CATSO Metro Area is geographically centered and wholly contained within Boone County, Missouri. 99% of the City of Columbia municipal boundary is contained within the Metro Area. 82.7% of Boone County residents live within the CATSO Metro boundary.

The CATSO Metro Area had 134,592 residents at the time of the 2010 Census. The region has historically experienced a fast rate of population growth. From 2000 to 2010, the Metro Area population grew by 30,479 people and 29.3%. Using projection methods based upon trend data (described in Section 2.1), CATSO anticipates a Metro Area population of 210,378 people in 2040, a growth of 75,775 people over the planning horizon. Such growth has a major impact on congestion, infrastructure capacity, livability con-

siderations, and financial resources.

In addition to street network needs, the LRTP explores multimodal solutions for the Metro Area's transportation system needs, addressing transit, bicycling and walking facilities. The LRTP's multimodal emphasis also addresses those persons who may have special transportation needs or may be under-represented in the transportation planning process. Within the Metro Area, roughly one in five people live in poverty, one in ten has a disability, one in fifty lives in a zero-car household, two in 25 speak a language other than English at home, and one in five is a minority.

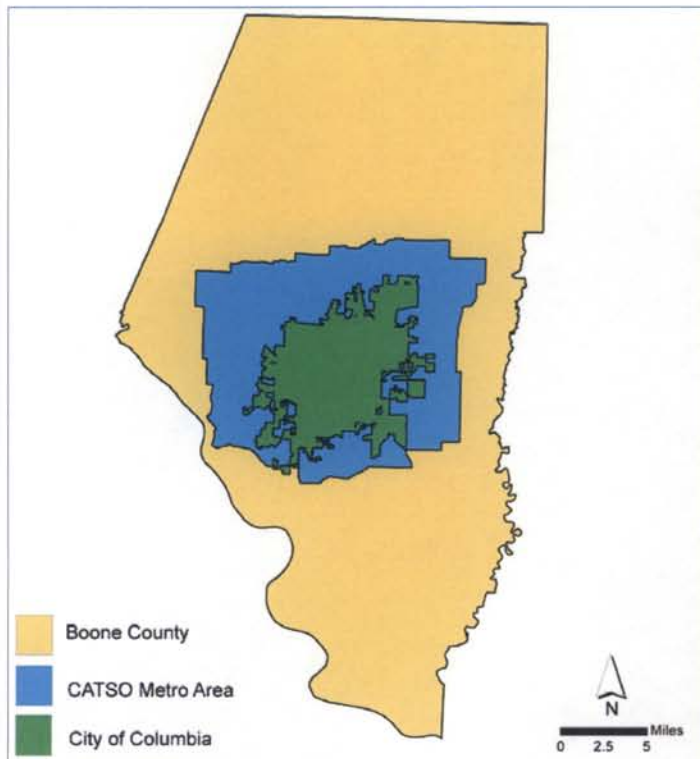
The majority of the local population—approximately 61%—is between ages 20-59. This distribution puts the majority of the local population in the prime working years of a person's life. However, the population of school age children and retirees/seniors living in the city has steadily increased since 2000. School-age children (ages 5-19) and retirees/seniors (ages 65 and over) have grown 18 and 27 percent, respectively, during the past 10 years.

Much of Columbia's working population is heavily reliant on automobile travel. In the Columbia Metro Area, driving alone to work is the predominant type of work trip (76.7%), followed by carpooling (12.3%), bicycling or walking (6.8%), working at home (3.0%), and public transportation (0.9%). The average commute time in Boone County is 18.4 minutes, and 16.6 minutes in Columbia across all modes (2010 U.S. Census).

Within the Metro Area, there are approximately 1,123 total miles of public roadway of all categories. Roughly 42% of the miles of public roadway in the Metro Area are included in the CATSO Major Roadway Plan shown on page 3 (most local residential and local non-residential streets are not included in the plan). The majority of roads maintained by the City of Columbia and Boone County, approximately 60% and 63% respectively, are categorized as local roads.

Boone County maintains approximately 26% of all of the street miles in the Metro Area, the City of Columbia maintains approximately 51% of the street miles, and the State of Missouri maintains approximately 23% of street miles, many of these being highway miles (including I-70).

*The Columbia Area Transportation Study Organization (CATSO) was created in 1964 and designated as a Metropolitan Planning Organization (MPO) by the Governor of Missouri. Along with the MPO designation comes access to federal funds for street and bridge improvement projects as well as a responsibility to perform transportation-related planning in accordance with the federal “3-C” process of continuous, cooperative and comprehensive planning. CATSO's planning partners are the City of Columbia, Boone County, and the Missouri Department of Transportation (MoDOT).*




### Public Involvement

CATSO is committed to ensuring that citizen input figures prominently in the LRTP update process. The 2040 LRTP was developed through an extensive public outreach process which directly reached out to 150 stakeholder organizations and thousands of individuals via press releases and display ads, social media, meetings and email listservs. The CATSO Technical and Coordinating Committees oversaw and guided the outreach efforts and plan drafts, and three public meetings (two of which were public hearings) were held by the Coordinating Committee, culminating with the LRTP's adoption at the February 27, 2014 CATSO Coordinating Committee meeting. Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and Missouri Department of Transportation (MoDOT) staff also provided assistance on public outreach efforts and plan development by meeting monthly with CATSO staff, reviewing the public input, and commenting upon each plan draft.

In addition to the public meetings held by CATSO, extensive public input was gathered through two online surveys and in person at Bicycle and Pedestrian, Disabilities, Energy and Environment and Railroad Advisory Commissions, and other public and stakeholder meetings. A dedicated 2040 LRTP update webpage was developed to house pub-

www.fmcsa.dot.gov



## MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY

*Transforming the way we build, maintain and manage our Nation's commercial transportation system*

Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in July 2012, is the current national transportation legislation providing the guiding principles behind transportation decision-making throughout the United States in metropolitan areas. MAP-21 reaffirms the requirement that the metropolitan areas carry out a transportation planning process that considers the following eight Planning Factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

lic input surveys, information regarding public participation and engagement opportunities, plan drafts, and other key information 24-7 throughout the planning process ([www.gocolumbiamo.com/community\\_development/planning/boards\\_and\\_commissions/catso/2040Plan.php](http://www.gocolumbiamo.com/community_development/planning/boards_and_commissions/catso/2040Plan.php)). The City of Columbia also hosted an announcement inviting the public to participate in the LRTP update. In the course of the nearly year-long update process, more than 500 individual public input comments from more than 100 individuals and two dozen groups were incorporated in the adopted 2040 LRTP.

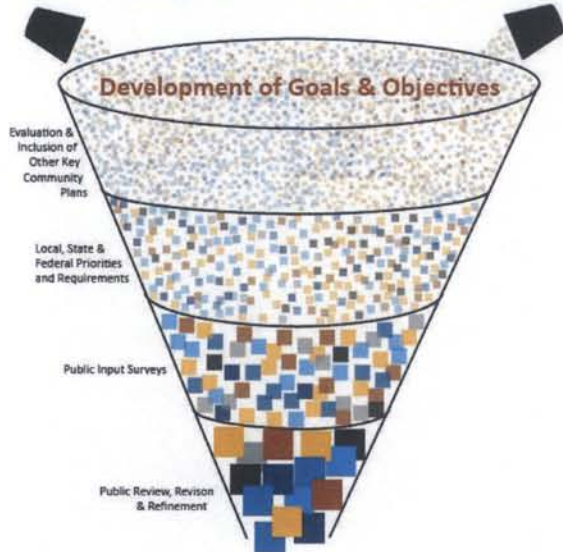
*"Columbia and central Missouri, a growing urban community, will have a modern transportation system, which allows its citizens to move about freely within the region using whatever means are desired – automobile, bus, bicycle, walking – and to do so safely, within a reasonable time frame, and without encountering needless congestion."*

*–Vision Statement, Transportation Citizen Topic Group, Imagine Columbia's Future (2007)*



The priorities, needs, goals and objectives for the Columbia Metro Area were identified through public input and the following sources: cohort land use and transportation plans, CATSO's planning partners' planning documents, and local, state and federal initiatives and policies.

The process by which the plan's goals and objectives were developed is represented in the graphic below and de-



scribed in detail in sections 6.2-6.4 of the plan.

Overall, common themes were strengthening the non-motorized components of the system, reducing traffic congestion and accidents, enhancing commuter options, improving existing infrastructure, improving public transit, and focusing on a comprehensive transportation system for the region. New plan recommendations include policies to track and reduce Vehicle Miles Traveled (VMT) within the Metro Area, adoption of a Major Roadway Plan scenic roadway classification, and adoption of a complete streets policy for roadway design.

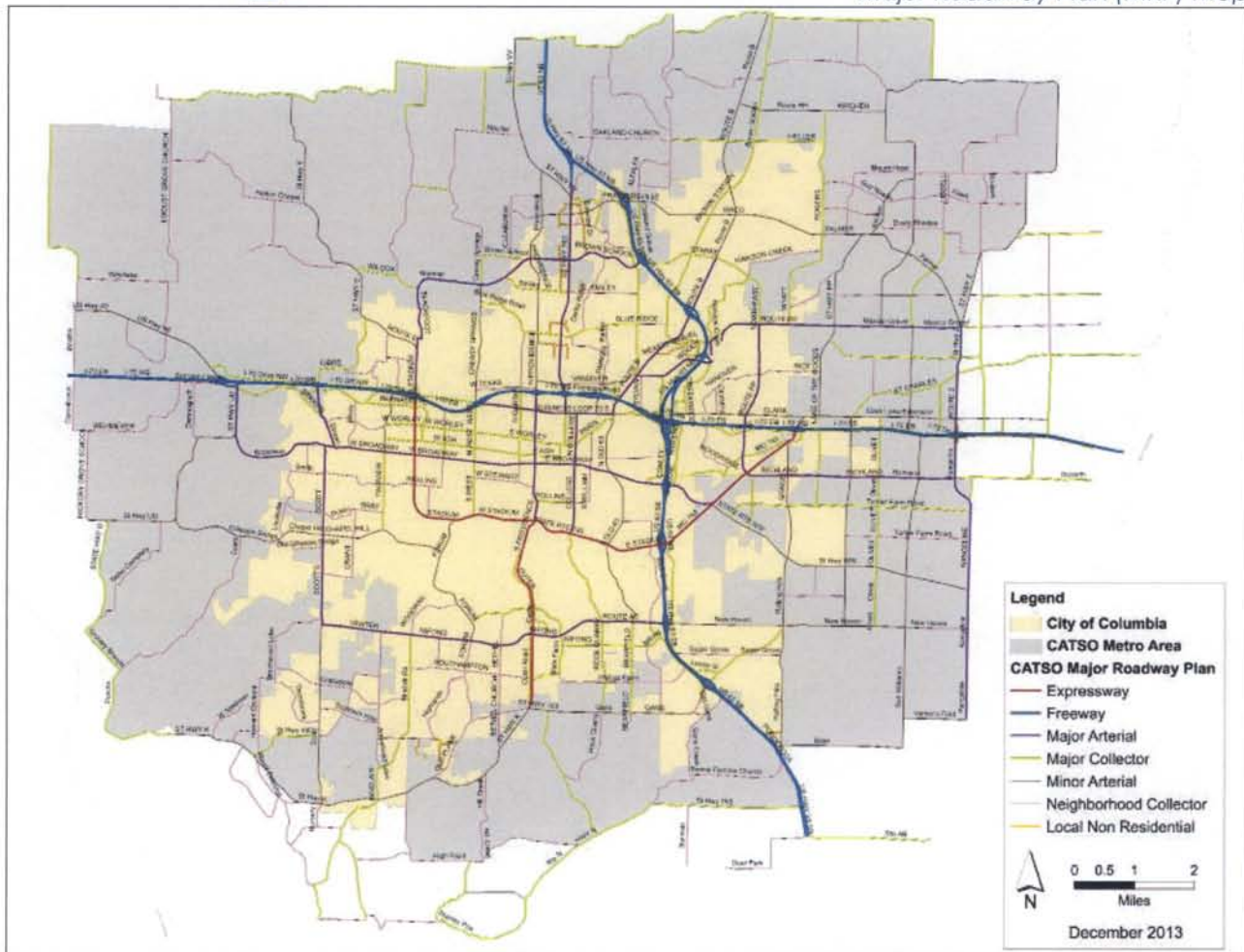
These goals and objectives are presented on the opposite page (page 4).

### Major Roadway Plan (MRP)

The Major Roadway Plan (MRP) is a major component of the LRTP as roads are the primary feature of the CATSO area transportation network. The MRP identifies the major roadways in the metro area and provides a functional designation based upon future needs and function; proposed new roads are also shown with a generalized alignment.

The MRP map is shown below.

Major Roadway Plan (MRP) Map





# Goals and Objectives

The 2040 Long Range Transportation Plan, Section 6.5, describes Goals and Objectives for Transportation Planning in the Columbia Metro Area as follows:

**Goal 1: The Columbia Metro Area will have a first class street, highway and non-motorized network that meets the short and long-term needs of the Metro area**

Objective 1: Design streets and highways that are safe and efficient to move vehicular traffic, accommodate transit, pedestrians and bicyclists with minimal environmental impacts.

Objective 2: Invest in and preserve the existing transportation system

Objective 3: Support an open, inclusive and participatory transportation planning process

Objective 4: Identify and address the needs of minority and low-income populations in making transportation decisions

**Goal 2: The Metro Area transportation system will integrate and connect all travel modes**

Objective 1: Encourage convenient intermodal transfers to maximize travel efficiency

Objective 2: Encourage the use of the most efficient mode based upon the distance and characteristic of a particular trip

Objective 3: Reduce reliance on automobile travel and better serve those who do not or cannot own and drive an automobile

Objective 4: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities

**Goal 3: The public transportation system will be a viable transportation option throughout the Metro Area**

Objective 1: Promote a mobility management public transportation system whereby all providers of public transportation work together to maximize efficiency and resources

Objective 2: Support and promote the public transportation system

Objective 3: Expand and redesign the existing transit system to meet ridership needs

**Goal 4: Long-range land use and transportation planning will be coordinated on a regional and local basis**

Objective 1: Establish policies and programs to reduce travel demand

Objective 2: Develop a long-range plan for the establishment of commuter transportation systems serving the metro area

Objective 3: All planning partners will address multimodal system and safety needs in all planning, design, and construction of transportation improvements

Objective 4: Capitalize on common goals and needs in the region to reduce costs and promote efficiency in transportation improvements

Objective 5: Accommodate increased freight movement and increase efficiency throughout the region

Objective 6: Promote rail as a viable option for freight and passenger movement throughout the region

**Goal 5: Encourage compact and infill development and redevelopment in under-invested areas**

Objective 1: Focus on capacity improvements for all modes in areas of desired future growth and development that support the public's vision for the metro area

Objective 2: Seek to eliminate/reduce current congestion and multimodal traffic flow restrictions on existing arterial and collector roadways

Objective 3: Develop and modify the transportation system to respect and enhance the natural and built environment

**Goal 6: Integrate land use planning with infrastructure development**

Objective 1: Encourage future development and related transportation improvements to address capacity and connectivity needs proactively rather than reactively

Objective 2: Land use planning will utilize the Pedestrian and Bicycle network plan to create a bikeway/sidewalk/greenbelt trail network that provides an alternative and complementary means of transportation to the street system

Objective 3: Ensure that future development and related transportation improvements address transportation safety needs in planning and design

Objective 4: Increase the geographic area where people have convenient access to non-automobile modes of transportation

**Goal 7: Provide safe and secure facilities and transportation infrastructure for residents, visitors and commerce in the Columbia Metro area**

Objective 1: Establish partnerships with federal, state, and local governmental agencies to promote continued interagency cooperation and planning for safety and security measures

Objective 2: Reduce injuries, fatalities and property damage for all modes of transportation

Objective 3: Minimize security risks on roadways, bikeways, and public transportation facilities throughout the Metro planning area

Objective 4: Provide resources for emergency situations and major disasters while improving security and safety-related incident response

Within the Plan, each roadway segment is evaluated and given the designation of new construction, level of service (LOS) upgrade and or change. The new construction designation identifies roadways which will be constructed on a new alignment or as a relocation or extension of an existing facility. On existing roadways, the LOS upgrade designation indicates that improvements, such as the construction of turn lanes or additional travel lanes, are planned. For existing roadways which provide adequate LOS to meet future needs, the designation of "no change" is assigned

New roadway projects and level of service/reconstruction upgrade projects are shown in the map below, and included in the LRTP project list by CATSO jurisdiction. In some cases, these projects are labeled as "illustrative" to indicate

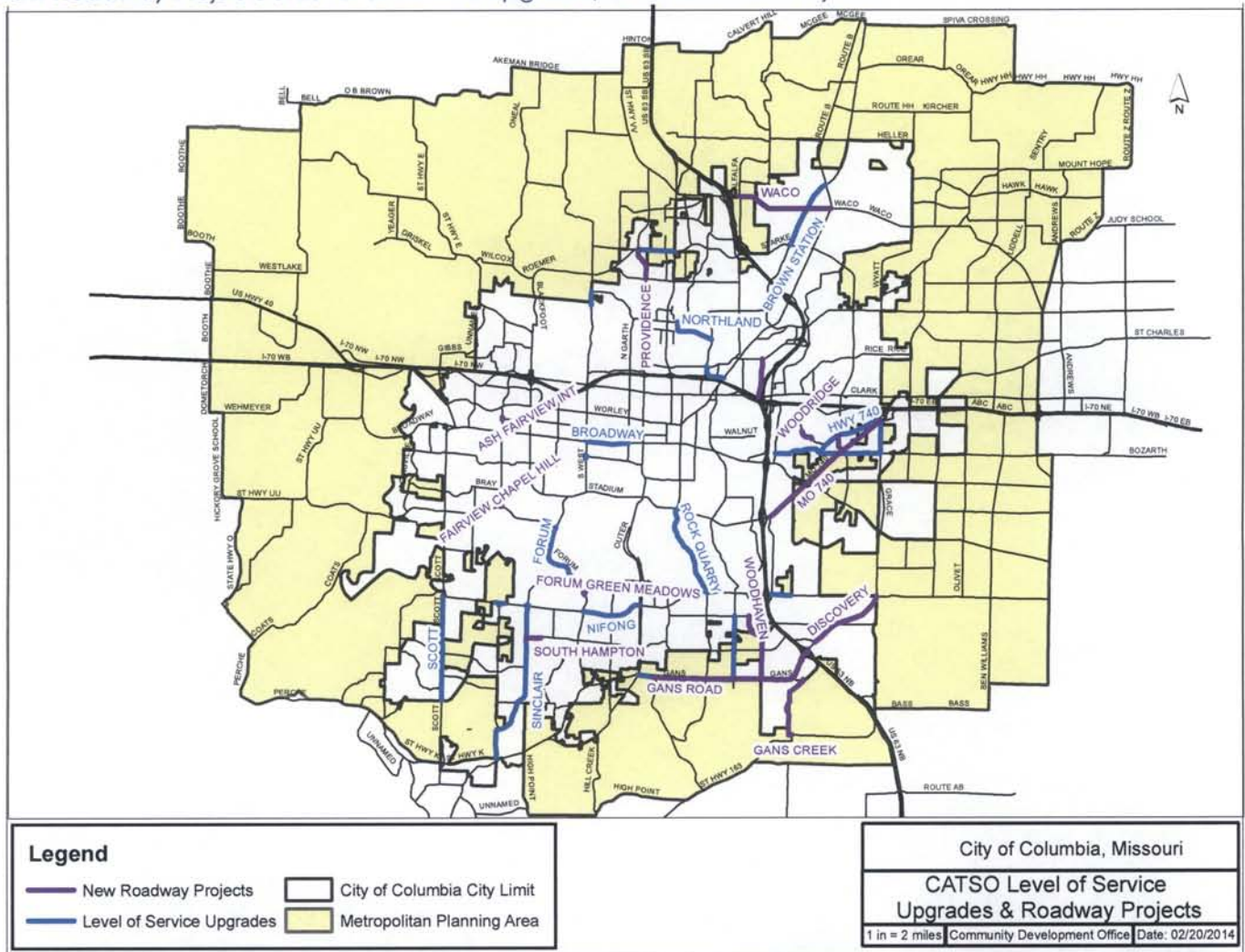
that no funding is currently available and its future availability is questionable.

*If completely built out, the MRP would include:*

13 Miles of Expressways  
92 Miles of Freeways  
58 Miles of Major Arterials  
117 Miles of Minor Arterials  
166 Miles of Major Collectors  
172 Miles of Neighborhood Collectors  
13 Miles of Locals (residential and non-residential)

*This equals 631 total miles. Currently, there are 524 miles of built MRP roadways across all types.*

### New Roadway Projects & Level of Service Upgrade/Reconstruction Projects



"The streets in the roadway system in the metro area must be designed to safely perform the intended access/mobility function. The right-of-way width, number of lanes, lane width and geometric design features reflect the traffic volumes and speeds anticipated on the roadway. Provisions for transit, pedestrian, and bicycle facilities must also be included in the roadway design."

--CATSO 2040 Long Range Transportation Plan, Section 4.3: Street Standards



### Bicycle and Pedestrian Network Plan

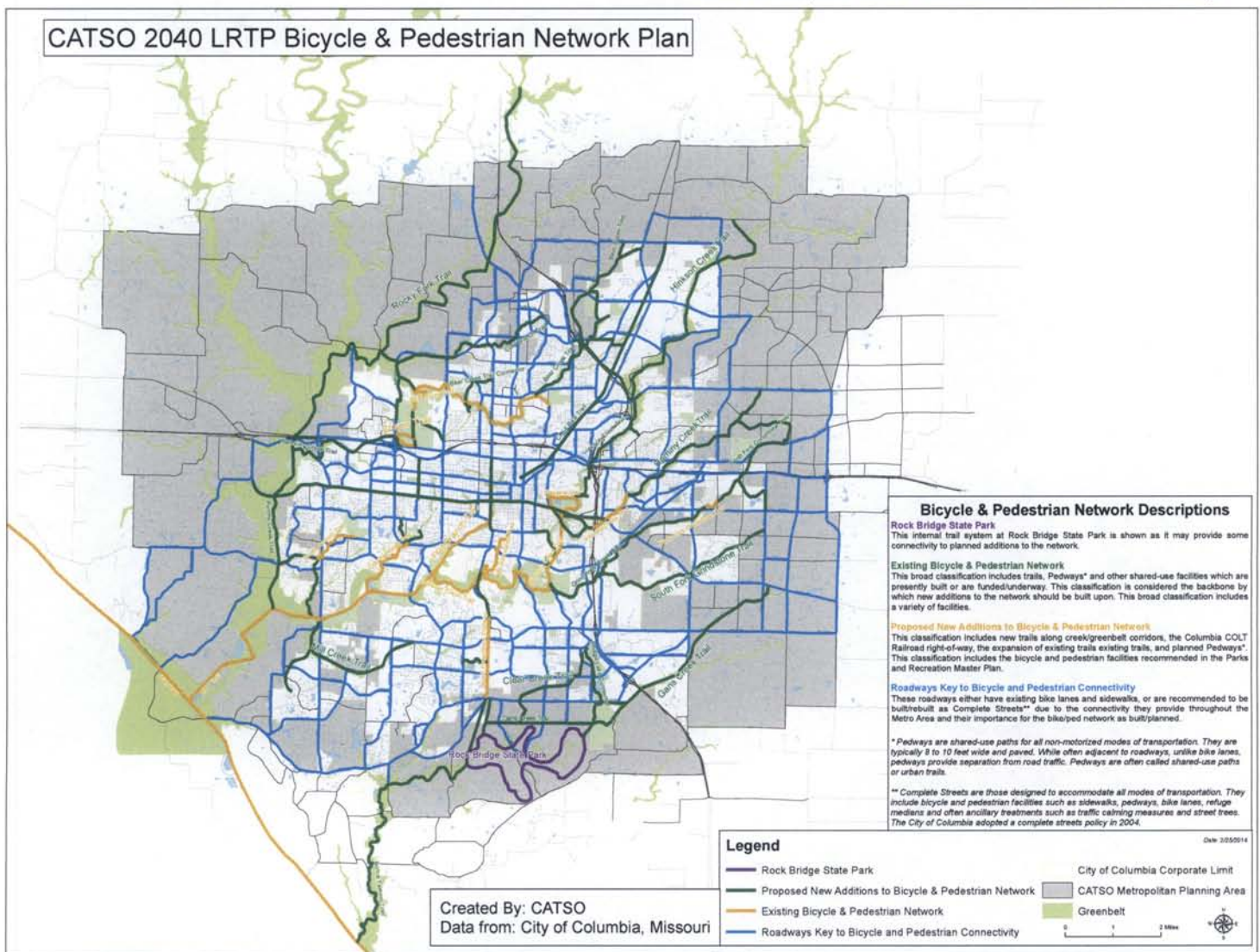
Public input during the development of the 2040 LRTP placed major emphasis on providing greater opportunities for bicycle and pedestrian travel and multimodal trips.

The Bicycle and Pedestrian Network Plan is a comprehensive pedestrian/bicycle network for the entire Columbia Metro Area. The map, as shown below, identifies existing pedestrian and bicycle facilities and proposed new connections and extensions to provide additional connectivity within and into the network. Its implementation will ultimately create a comprehensive network for non-motorized travel.

This map was developed through a public input process led by the City's Bicycle and Pedestrian Commission.

The pedestrian/bicycle network includes 133 miles of trails, 259 miles of pedways and 388 miles of on-street bicycle routes and lanes. It incorporates the City of Columbia's Parks and Recreation Master Trail Plan (2013) and proposes additional connections outside of the City limits within the CATSO Metro Area boundary. The CATSO Bike/Ped map also indicates roadways which are key to enhanced movement and multimodal connectivity within the Metro Area.

CATSO Bicycle and Pedestrian Network Plan Map



"Allowing residents the ability to travel via means other than an automobile may lessen the effects of traffic (e.g. noise, congestion, and air pollution) on the surrounding environment, both built and natural. The City should identify corridors important not just for motorized transportation, but also non-motorized transportation improvement, and work with developers and local land owners to set aside or acquire areas for such use. Improving the multi-use trail network will connect neighborhoods and support future growth while simultaneously achieving environmental goals."

—Columbia Imagined: The Plan for How We Live and Grow (2013)



## Transit

Columbia Transit is the general public provider in the City of Columbia. Several services are offered: fixed-route, FastCAT, Paratransit, and MU shuttle services. Columbia Transit provides over two million passenger-trips annually; approximately 41,000 of these trips are Paratransit trips. Paratransit provides specialized van service for persons with disabilities and elderly who are unable to use the fixed-route bus system. Service is provided curb-to-curb within the Columbia City limits for riders meeting eligibility requirements.

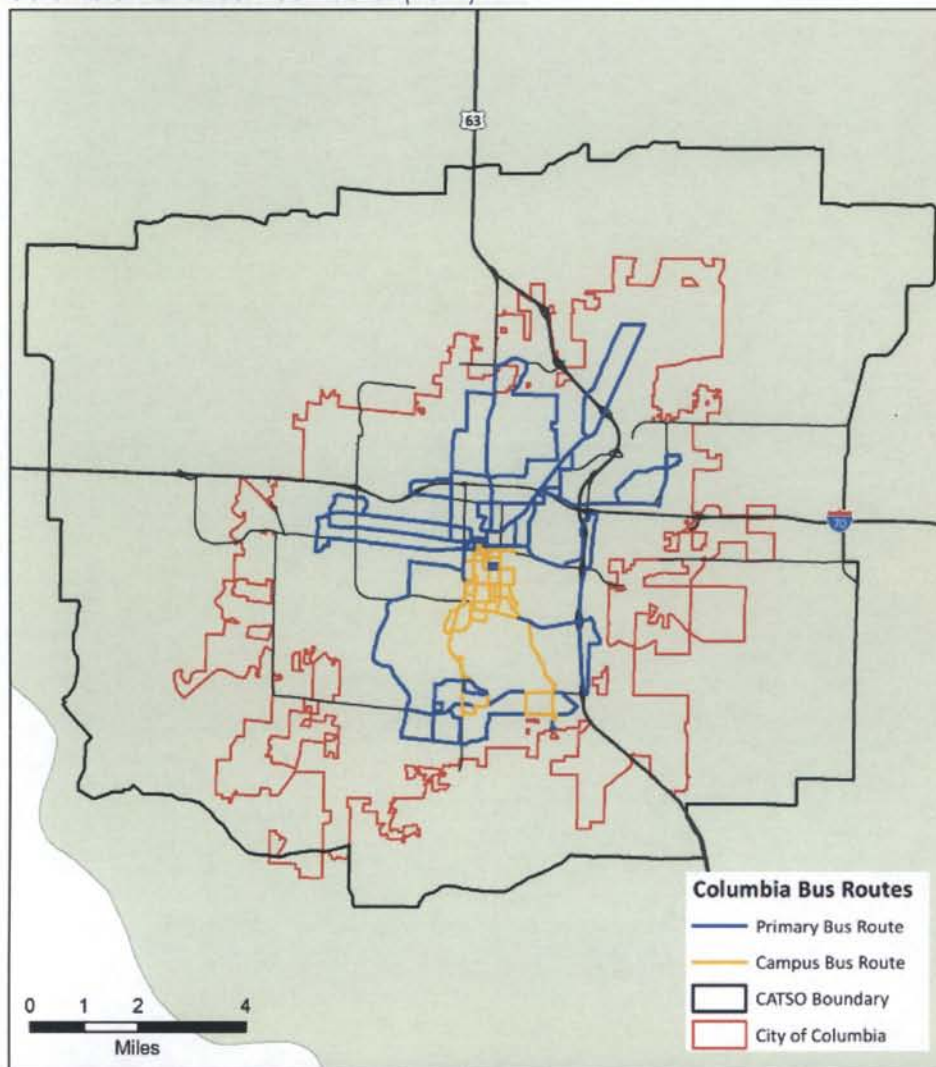
Locally, a decline in fixed route ridership has been off-set by an increased number of riders from the University of

Missouri Parking Lot Shuttle (effect shown in ridership table below in 2005). The Parking Lot Shuttle Bus is operated by the City of Columbia under a year to year contract with the University of Missouri.

### CoMO Connect

As a part of a strategic planning effort, in mid-2013 Columbia Transit began work to redesign and rebrand the bus system based upon a shift from a single hub system to a multi-hub connector system using advanced routing, GPS-tracking, and other user-oriented technologies. Once fully implemented, the "CoMO Connect" system will utilize a network of routes with shorter travel times, expanded service hours, and more than 30 transfer nodes throughout the City.

Columbia Transit Service Routes (2013)



Columbia Transit  
Total Ridership 1998-2012

Year	Total # of Riders
1998	697,444
1999	645,952
2000	480,575
2001	517,387
2002	536,820
2003	456,961
2004	491,019
2005	1,317,356 <sup>1</sup>
2006	1,408,280
2007	1,583,159
2008	1,796,832
2009	1,957,371
2010	2,006,855
2011	2,214,593
2012	2,027,928

<sup>1</sup>2005-2012 numbers include MU Campus Routes

Columbia ParaTransit  
Ridership 1998-2012

Year	Total # of Riders
1998	25,498
1999	26,335
2000	28,877
2001	29,940
2002	29,697
2003	24,821
2004	23,647
2005	23,742
2006	23,079
2007	22,444
2008	31,998
2009	33,481
2010	34,860
2011	36,089
2012	41,655

"The average commute time in Boone County is 18.4 minutes, and 16.6 minutes in Columbia across all modes (2010 U.S. Census). Previous household surveys have indicated that for transit to begin to attract ridership from other modes, the average travel time will need to be approximately 21 minutes or less. The current bus system uses a pulse system with 40 minute headways."

--CATSO 2040 Long Range Transportation Plan, Section 3.3A: Columbia Transit

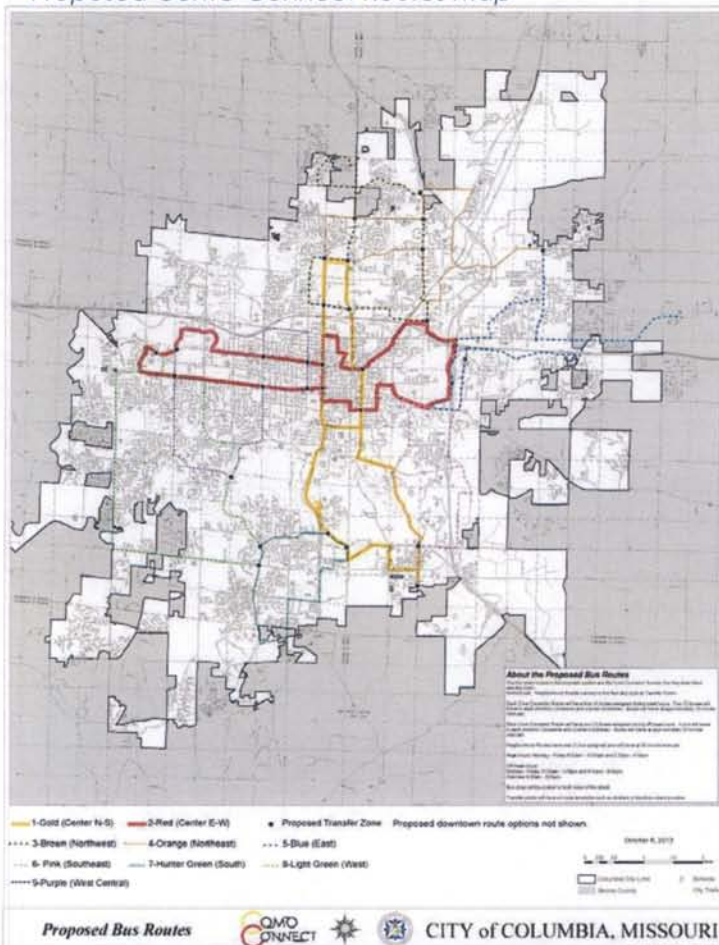


CoMO Connect is the product of an intensive public dialog with customers to identify system-wide needs. Through route changes, enhanced technology and amenities, CoMO Connect is designed to expand service throughout more of the day and throughout more of the City.

CoMO Connect will be funded in part through the City's Parking Utility. A "park and ride" system, where parking permit holders are provided with a bus pass, and small increases in parking permit and meter fees to match demand, will generate additional transit funds to leverage FTA grants for operations. Additional grants are being sought for other needs such as bus stops, maps, and technology.

While CoMO Connect will provide a first and pivotal step in better meeting the region's transit needs, the 2040 L RTP goals and objective call for greater system expansion and enhancement, including geographic expansion beyond the

*Proposed CoMO Connect Routes Map*



City limits, and regional and commuter options. To meet the associated capital, operating and maintenance costs for such extensive system expansion and enhancement, the 2040 L RTP recommends the identification of additional funding sources and mechanisms for transit and regional collaboration.

#### *Other Transit Providers*

The CATSO Coordinated Public-Transit Human Services Transportation Plan (2013) describes 15 transportation and human service agencies providing some sort of transportation service in the Metro Area.

The largest provider is OATS, a non-profit specialized transit provider operating in 87 Missouri counties. Its mission is to provide service for transportation disadvantaged Missourians so they can live independently in their own communities. OATS is funded by a combination of federal, state, and local funds. Government funding through contracts with various agencies covers the cost for the elderly/disabled riders, while general public riders are charged a fare for their trip. OATS' annual ridership is approximately 25,000 one-way trips. The Boone County program costs approximately \$428,000 annually to operate.

#### *Other Planning Considerations*

The movement of goods along key freight corridors and railways, land use, safety and economic development are other key planning considerations addressed by the 2040 L RTP. The Plan also introduces the use of performance measurement, a MAP-21 initiative, to evaluate plan implementation and progress towards the Plan's goals and objectives.

#### *Freight Corridors*

The Columbia Metro Area's location along Interstate 70 provides access to a major east-west route for interstate freight movement. Up to 30 percent of the daily traffic on sections of I-70 through Columbia is multiple-axle trucking. US Highway 63 provides north-south access to the area. Other arterial and expressway roads within the Metro Area which are key to freight movement are shown in the Freight Corridors Map (see next page for map).

The Freight Corridors Map identifies the location of freight companies, industrial and commercial properties (based upon zoning categories), the COLT Railroad, and adjacent and arterial roadways (existing and proposed), elements inherent to freight movement. As a planning tool, freight corridors show where special design, access and land use

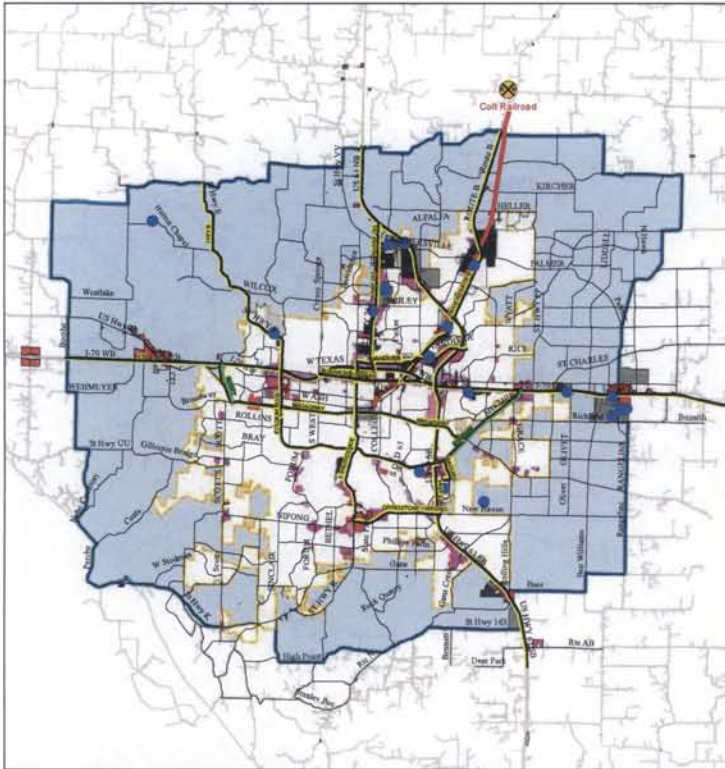
"Bus service within the city needs to appeal to a broader base. More frequent route times and later bus service need to be priorities. Expanding the bus service to have cooperation between other city's bus lines in other communities should also be looked at as a means to decrease congestion of automobile traffic from commuters."

--Public input response to a question asking the public to identify transit goals and objectives



considerations are warranted to efficiently move freight within and through the Metro Area.

### Freight Corridors Map



in operation on the COLT since January 2004. The facility allows the transfer for freight between trucks and rail cars and allows for storage of materials for later delivery. Steel, lumber, auto parts, and other products have been handled through the facility for about 18 different customers in Columbia and mid-Missouri. Future railroad traffic growth is expected to come primarily from further development of rail to truck trans-load freight markets.

### Land Use

Over the years, CATSO's transportation plans have provided guidance for development of facilities that serve Boone County and the City of Columbia. The goal has been to move people and goods within and through the community in an efficient, cost-effective manner and to minimize disruption to neighborhoods and other sensitive areas.

The implementation of a transportation plan has a direct effect on the form and character of a community, and therefore its livability, by influencing development decisions. For this reason, land use and land use planning have traditionally been tied to the capacity, condition, and location of transportation facilities.

Data collected and analyzed in the City of Columbia's Comprehensive Plan for the Metro Area, *Columbia Imagined: The Plan for How We Live and Grow* (adopted in 2013), and its Future Land Use Map (FLUM), project the region's future land use forecast.

This future land use forecast is based upon population and employment growth projections, infrastructure availability (including, but not limited to, transportation facilities), environmental considerations, land use and policy considerations, and how and where the public has indicated growth and development should occur.

### Rail

Freight service to the area is provided by the Columbia Terminal Railroad (COLT), which is owned and operated by the City of Columbia. The City acquired this line from Norfolk Southern in October 1987. The railroad serves the communities of Centralia, Hallsville, and Columbia.

The COLT is a class III railroad, has two locomotives and generally uses a two or three-man crew for train operations. The railroad's main track runs between Columbia and Centralia and has 21.34 miles of mainline track. The COLT handles over 1,500 carloads of freight per year.

A rail to truck trans-load facility, or Rail Terminal, has been

Using the 2040 Metro Area projected population of 210,348 persons, it is anticipated 32,946 new housing units will need to be built to accommodate housing needs (see Chapter 4 for more information). These housing units will require a total of 12,672 acres. It is anticipated that most new housing units in the Metro Area will continue to be built within the City of Columbia. There are currently 5,324 acres of available vacant land within the City and Metro area with existing or planned utility service (within the next 5 years) which can accommodate 13,928 housing units, or 42% of the anticipated housing units needed by 2040.

The *Columbia Imagined* Future Land Use Map indicates these areas which are likely to develop prior to areas with-

"The former at-grade highway/rail crossing on U.S. Highway 63 was the location of several accidents as a result of the requirement for buses and select commercial vehicles to come to a complete stop prior to proceeding through the crossing. This safety hazard has been eliminated with the completion of a new COLT Railroad US 63 overpass bridge in October 2010." [This project was included in the 2030 LRTP Project Listing].

--CATSO 2040 Long Range Transportation Plan, Section 3.7: Railways



out public utility service due to lower development costs. Only 4% of the presently available 5,324 acres is Metro Area land outside the City limit. To accommodate growth through 2040, it is anticipated that an additional 7,348 acres of land presently outside the City limit will be developed over time; much of it annexed within the City by the time of development based upon prior annexation, utility extension and development trends.

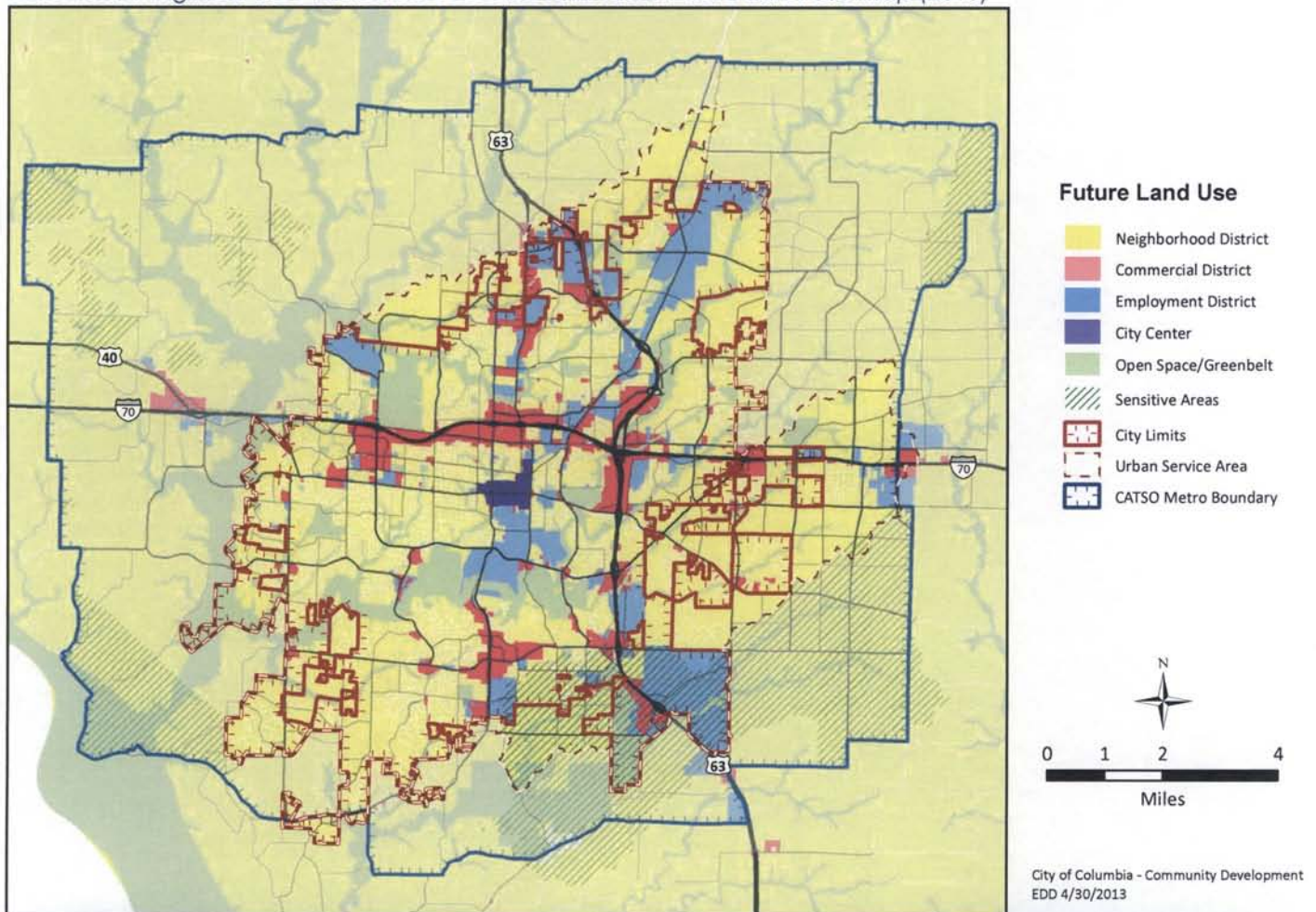
A net gain of 47,152 jobs is anticipated by 2040 for a total of 146,780 jobs. To accommodate these additional employees, *Columbia Imagined* estimates that a total of approximately 1,939 acres will be needed for development throughout the Plan horizon. This includes; 209 acres for industrial, 976 acres for office, and 754 acres for commercial. As technology advances, categorial acreage needs are anticipated to change, requiring recalculation at each

five year interval. For example, a rise in telecommuting/working may affect office acreage needs.

CATSO anticipates using the FLUM and the 2010 Census Transportation Planning Package to update the CATSO travel demand model by 2015 to better understand and project the relationship between trip origins, trip destinations, residences and work places in the Metro Area throughout the Plan horizon by allocating the updated data into detailed Transportation Analysis Zones (TAZs).

Reciprocally, the CATSO model is used to evaluate new growth and development proposals in terms of the capacity of the CATSO Major Roadway Plan, and to inform other land use decisions.

*Columbia Imagined: The Plan for How We Live and Grow Future Land Use Map (2013)*



"An example of how transportation infrastructure has influenced land use is found along the Old Nifong Boulevard corridor. Following the construction of Grindstone Parkway, commercial development replaced the existing agricultural and low density residential uses. The installation of this four-lane divided roadway enhanced accessibility to an area previously deficient in roadway infrastructure and provided opportunities for business growth."

-- *Columbia Imagined: The Plan for How We Live and Grow* (2013)

### Safety

Safety considerations are a key component of transportation planning for all modes and at all levels: local, state and federal. Transportation facility design, from the initial design of intersections, roadways and trails, to the installation of guard rails and rumble strips on freeways, is a key component of planning for safety. In addition to design, safety measures may include, but are not limited to, identifying safe routes to school, education and enforcement with regards to safe behaviors, planning for emergency situations, the use of information technologies, and access management.

MAP-21 encourages transportation planning to increase the safety of the transportation system for motorized and non-motorized users and to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Several planning resources are available to promote increased safety in the transportation system.

MoDOT has published the 2013 Highway Safety and Performance Plan, a statewide safety plan for MoDOT and its planning partners. The Plan documents crash data at the county level and sets benchmarks, performance standards, and strategies in several categories ranging from specific types of incidents (alcohol/drug-related, motorcycle, vulnerable motorist, etc.), to education, to engineering and data collection. The overall goal of the plan is to reduce the number and severity of traffic crashes in Missouri.

MoDOT budgets for safety-related improvements and programs safety projects in the State Transportation Improvement Program (STIP). A notable recent safety initiative was the Safe and Sound Bridge Project, which spent \$685 million on 802 bridge projects, including 12 bridges in Boone County (4 within the Columbia Metro Area).

At the local and regional level, Boone County and the City of Columbia are standardizing address identification to improve way-finding and emergency response.

CATSO will continue to encourage the use of available technology to promote safety improvements, work with planning partners to monitor facilities, and pursue safety enhancements to all aspects of the transportation system.

### Economic Development

The relationship between the transportation system and economic development are described in the 2040 LRTP. Transportation system maintenance and capital improvement provides economic development in three ways: by providing

jobs to those that maintain and build facilities, by allowing more efficient movement of goods and people within and throughout the region, and by expanding economic activities and opportunities to new areas.

All transportation projects have the potential to impact how and where people work (and how they get to work), where and how businesses operate, how efficiently goods are moved, and the economic competitiveness of the region. The 2040 LRTP thus recommends that CATSO evaluate these impacts: "Consider safety, security, **economic development**, system-maintenance and performance management in all aspects of transportation enhancement, project, programs and plans." One key way CATSO is addressing economic development in the 2040 LRTP is by encouraging special planning and prioritization for freight corridors.

### Performance Measures

MAP-21's performance measure mandate is intended to transform the federal-aid highway program and provide a means to the most efficient investment of federal funds by refocusing on national transportation goals, increasing the accountability and transparency of the federal-aid highway program and improving project decision making through performance-based planning and programming.

At the local level, tracking performance measures will allow CATSO to monitor the performance of the transportation system within the Metro Area, to help refine the direction of future Long Range Transportation Plan updates, to measure the success of the LRTP goals and objectives, and to update the public and partner agencies on key metrics. Section 10.10 of the Plan outlines 82 specific performance measures for the seven goals and 28 objectives developed for the Metro Area's transportation system.

### Financial Capacity

The CATSO 2040 Transportation Plan is a financially constrained plan. The evaluation of the area's financial capacity is based upon estimates of reasonably anticipated funding from federal, state, Boone County, and City of Columbia sources, and of system maintenance and capital improvement costs through 2040.

MAP-21 requires that funding be available for all elements included in the 2040 Transportation Plan that are in the Columbia Metro Area. Funding for streets and highways in the Metro Area comes from a combination of federal, state, and local sources. The majority of state programs are financed from federal funds with additional revenues from

*"A major economic impact of the roadway plan will be in the construction involved in its implementation. Numerous jobs will be provided by the various street construction projects required to complete the network of streets shown in the roadway plan... The employment provided as a result of these projects will have the usual multiplier effect on the local economy, in that the money spent at local establishments by project employees will provide or sustain additional jobs."*

*-- CATSO 2040 Long Range Transportation Plan, 10.2: Effects and Impacts of the Plan*



**Highway and Transit Revenues by Mode/Type: 2013-2039<sup>1</sup>**

Mode:	MoDOT	Boone County	Columbia	Total	% of Total
<b>Total Roadways &amp; other ROWs</b>	<b>\$189,308,000</b>	<b>\$131,525,232</b>	<b>\$617,654,712</b>	<b>\$938,487,944</b>	<b>85.3%</b>
New Construction/LOS <sup>2</sup> upgrades	\$22,594,735	\$38,538,860	\$345,019,043	\$406,152,638	
Maintenance/Capital Preservation	\$166,713,265	\$92,986,372	\$272,635,669	\$532,335,305	
<b>Total Transit</b>	<b>\$0</b>	<b>\$0</b>	<b>\$162,134,534</b>	<b>\$162,134,534</b>	<b>14.7%</b>
Capital	\$0	\$0	\$14,308,479	\$14,308,479	
Operating	\$0	\$0	\$147,826,055	\$147,826,055	
<b>Total Revenues</b>	<b>\$189,308,000</b>	<b>\$131,525,232</b>	<b>\$779,789,246</b>	<b>\$1,100,622,478</b>	<b>100%</b>
Percent of Total	17.20%	11.95%	70.85%	100.0%	

Note: Above totals include projected federal funding for capital projects for all jurisdictions, federal Interstate maintenance/bridge/other programs for MoDOT, and federal funding for transit operations and transit capital projects

1. Year 2013 \$ are the base for revenue projections; 2. LOS: Level of Service

state motor fuel taxes, and user fees. Local programs rely on state sub-allocations of motor fuel tax revenue, property and sales taxes, general fund allocations, and other local fees with some assistance from federal funds for highways and bridges.

### 2040 Funding Projection

A summary of all available funding for transportation and transit maintenance, operations, and capital expenditures projected to 2040 is presented above in the chart "Highway and Transit Revenues by Mode/Type: 2013-2039."

Detailed information on these revenue sources broken down by year and jurisdiction (Boone County, City of Columbia, State of Missouri and federal), and additional information on inflation and other assumptions is found in Chapter 8 and Appendices M-P.

### 2040 Project Listing

The focus of the 2040 LRTP is continued improvement toward a more diverse transportation system that supports the use of walking, bicycling, and buses as an alternative to the automobile. This multimodal strategy relies on the construction and maintenance of multi-modal facilities, and intermodal integration.

In addition to the new roadway projects and LOS upgrade projects described in the Major Roadway Plan section of the Plan and page 5 of this Executive Summary, the 2040 LRTP Project listing also describes transit, bicycle and pedestrian, and maintenance/operation needs over the Plan horizon.

The LRTP summary table as shown on the next page,

"CATSO 2040 Transportation Plan Projects & Revenues Summary Table," includes the estimated costs of all projects identified by agency and compared to available revenues.

For the purposes of this Plan, all potential I-70 improvements are "illustrative," meaning no funding source has been identified, but if funds become available, the project could proceed. For the same reason, MoDOT's other large project, the Route 740 extension project, is also shown as illustrative. Without these two projects, MoDOT funding is shown as sufficient for its project listing.

The City of Columbia shows transportation project costs of \$778,323,333 through 2039 with revenues of \$853,435,736. This leaves a surplus of \$75,112,430 through the planning period.

Revenue projections indicate that Boone County will have total revenues of \$131,525,232 available for transportation projects in the CATSO Metro area over the planning period. All additional revenue beyond that needed for maintenance is shown as being applied to new construction projects.

The majority of the projected revenue will be needed for maintenance and reconstruction projects throughout Boone County over the next twenty-seven years. Overall, the highest priority is placed on maintenance of the existing system.

Detailed project listings are available by jurisdiction (City of Columbia, Boone County, and MoDOT) in section 9.6 of the 2040 LRTP.

*"A declining transportation funding mechanism combined with a growing list of needs and inflationary costs is the biggest challenge facing Missouri's transportation future. A tremendous gap exists between the funds available and the large list of transportation wants, needs and projects we have heard from Missourians. Each year the gap grows larger as fuel tax receipts decline and the purchasing power of each dollar diminishes as goods and services cost more due to inflation. Meanwhile, the transportation wants, needs and projects from Missourians continue to grow."*

*—MoDOT: A Vision for Missouri's Transportation Future Long Range Transportation Plan (draft 2013)*



**CATSO 2040 Transportation Plan Projects & Revenues Summary Table**

Costs 2013-2039	MoDOT	Boone County	Columbia	Total	
Construction Total					*Roadway projects may include pedestrian and bicycle accommodations as part of construction. **Stand-alone pedestrian and bicycle projects
Roadways*	\$135,680,817	\$30,511,188	\$293,235,258	\$459,427,263	
Bicycle/Pedestrian Facilities**	\$0	\$0	\$50,317,872	\$50,317,872	Note: the remaining projected local funds will be used for a variety of other transportation related responsibilities which must be met. In the City's case, this includes street lights and other expense categories, as well as maintaining reserve funds. Future revenues received will be programmed for future transportation projects as prioritized by the local jurisdictions in the CATSO Metro Area, as well as for additional maintenance as may be required.
Transit Total	\$0	\$0	\$162,134,534	\$162,134,534	
Capital	\$0	\$0	\$14,308,479	\$14,308,479	
Operating	\$0	\$0	\$147,826,055	\$147,826,055	
Total Maintenance (Streets)	\$53,460,000	\$92,986,372	\$272,635,669	\$419,082,041	
Grand Total	\$189,140,817	\$123,497,560	\$778,323,333	\$1,090,961,710	
Revenue	\$189,308,000	\$131,525,232	\$853,435,763	\$1,174,268,995	
Surplus/Deficit	\$167,183	\$8,027,672	\$75,112,430	\$83,307,285	

**Plan Recommendations and Implementation**

To address the priorities, needs, goals and objectives for the Metro Area transportation system outlined in the 2040 LRTP, CATSO will focus on the following plan implementation strategies (LRTP Chapter 10.9):

1. Develop preferred alignments for new roadways in the CATSO 2040 Major Roadway Plan and evaluate a scenic roadway classification/designation.
2. Continue to develop, as needed, preferred alignments and identify bridge locations, underpasses and trailheads for the backbone portion of the CATSO 2040 Bicycle/Pedestrian Network Plan.
3. Continue to review the existing study areas for potential CATSO Major Roadway Plan amendments initially identified in 2005 and 2006, and proceed with amendments by individual study area as directed.
4. Update the CATSO Transportation Plan in 2018 for the year 2045 and evaluate plan implementation via the performance measures listed in section 10.
5. Examine and support options for expanding public transportation services in the incorporated and unincorporated portions of the Metro Area, specifically under the *CoMO Connect* plan and in accordance with the *Coordinated Public Transit-Human Services Plan*.
6. Evaluate and develop roadway access management guidelines which will help to ensure roadway functionality and contribute to motorist safety.
7. Continue assistance in implementation of all elements of the CATSO 2040 Bicycle/Pedestrian Network Plan and Sidewalk Master Plan, in particular those projects to be done as part of the GetAbout Columbia Project. Support

the use of a level of service (LOS) measurement for existing and all new bicycle and pedestrian facilities as a performance measurement tool.

8. Support the implementation of the land use and transportation elements of *Columbia Imagined*.

9. Consider safety, security, economic development, system-maintenance and performance management in all aspects of transportation enhancement, projects, programs and plans.

10. Support the adoption of a Complete Streets policy for the CATSO Metro Area to reflect public input and LRTP emphasis on non-motorized transportation modes.

11. Develop a process with specific metrics to prioritize regional projects to the extent to which they address LRTP goals and objectives.

CATSO is required to prepare a Long Range Transportation Plan (LRTP) and to update that Plan every five years. The current plan was approved by the CATSO Coordinating Committee on February 27, 2014.

CATSO staff is available to answer any questions you may have, and is always looking for comments and input on the Long Range Transportation Plan. Please contact us at (573) 874-7239 or send us an email to [planning@gocolumbiamo.com](mailto:planning@gocolumbiamo.com) with your LRTP related comments and questions. You may also send written comments to: CATSO, PO Box 6015, Columbia, MO 65205.

If you are interested in receiving mail or email notifications about transportation issues in the Columbia Metro Area, please subscribe to the Planning and Development Listserv by visiting the City of Columbia website at [www.gocolumbiamo.com](http://www.gocolumbiamo.com)

"The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals... A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation."

-- MAP-21 (Public Law 112-141, 126 Statute 505)

## **CATSO 2040 Long Range Transportation Plan Update:**

*This webpage provides information regarding the plan update process including meetings, public involvement, and prior plans.*

[http://www.gocolumbiamo.com/community\\_development/planning/boards\\_and\\_commissions/catso/2040Plan.php](http://www.gocolumbiamo.com/community_development/planning/boards_and_commissions/catso/2040Plan.php)

*To directly access the 2040 Long Range Transportation Plan including the Executive Summary and Appendices, please visit the web at:*

[http://www.gocolumbiamo.com/community\\_development/planning/boards\\_and\\_commissions/catso/2040%20LRTP/index.php](http://www.gocolumbiamo.com/community_development/planning/boards_and_commissions/catso/2040%20LRTP/index.php)

**MINUTES**  
**COLUMBIA AREA TRANSPORTATION STUDY ORGANIZATION**  
**COORDINATING COMMITTEE**  
**February 27, 2014**

**MEMBERS PRESENT**

Bob McDavid	City of Columbia - Mayor
Dan Atwill	Boone County Commissioner
Tim Teddy	City of Columbia – Community Development Department
John Glascock	City of Columbia - Public Works Department
Barbara Buffaloe (for Mike Matthes)	City of Columbia – Sustainability Manager
Derin Campbell	Boone County - Resource Management
Mike Henderson	MoDOT Central Office
Kyle LePage (for Michelle Teel)	MoDOT Multimodal Operations
Travis Koestner (for David Silvester)	MoDOT Central District

**MEMBERS ABSENT**

None

**ALSO PRESENT**

Mitch Skov	CATSO Staff/City of Columbia - Planning
Rachel Bacon	CATSO Staff/City of Columbia - Planning

**I. ROLL CALL OF MEMBERSHIP**

MR. TEDDY: Folks, it's 2:30. If everyone would take a seat. Thank you.

Good afternoon and welcome. This is the meeting of the Coordinating Committee of the Columbia Area Transportation Study Organization, or CATSO. That's the metropolitan planning organization for the Columbia/Boone area.

And I have a couple of items of important business this afternoon. One of them is a public hearing, so we will be allowing the public to speak on the long-range transportation plan item, and that will be following some remarks from our staff.

But, first, a few formalities, starting with the roll call of the membership. If we could start with Mr. Koestner on the far end there -- your name, your title, and organization that you represent, please.

MR. KOESTNER: It's Travis Koestner, assistant district engineer for MoDOT Central District.

MR. CAMPBELL: Darin Campbell, chief engineer, Boone County.

MR. ATWILL: Dan Atwill, presiding commissioner, Boone County Commission.

MS. BUFFALOE: Barbara Buffaloe, sustainability manager for the City of Columbia, representing



the city manager, Mike Matthes.

MR. GLASCOCK: John Glascock, City of Columbia Public Works.

MR. TEDDY: Tim Teddy, community development department of the City of Columbia and also CATSO.

MR. HENDERSON: Mike Henderson, transportation planning specialist with MoDOT Central -- or Central Office.

MR. LEPAGE: Kyle LePage, MoDOT Multimodal.

MS. BACON: Rachel Bacon, CATSO staff and City of Columbia Community Development.

MR. SKOV: Mitch Skov, CATSO staff and City of Columbia Community Development Department.

## **II. REVIEW AND APPROVAL OF AGENDA**

MR. TEDDY: Okay. We do have a quorum. And the first item of business is to review and approve the agenda. Any adjustments to the agenda today?

MS. BUFFALOE: I would like to add under, I guess, "Other Business" or before -- to talk about the Tiger grant application.

MR. TEDDY: Okay. We'll do that under Old Business, VI. Any other adjustments to the agenda? Okay. We will have an other business section, so if anybody has a simple announcement, we can certainly allow that, and then we'll have general public comment as well as our public hearing item.

## **III. REVIEW AND APPROVAL OF MINUTES**

MR. TEDDY: The next item is review and approval of the minutes from December 5th. Have members had a chance to review those minutes; and are there any corrections? I will entertain a motion to approve if there's not.

MR. CAMPBELL: I move approval as submitted.

MR. GLASCOCK: Second.

MR. TEDDY: Okay. Moved by Mr. Campbell, seconded by Mr. Glascock, we approve the minutes from December 5th. All those in favor say aye. Any opposed?

**(Unanimous voice vote for approval.)**

MR. TEDDY: Okay. We have an agenda and minutes.

## **IV. PUBLIC HEARING: Proposed CATSO 2040 Long-Range Transportation Plan**

MR. TEDDY: Our first item is the public hearing on the CATSO 2040 long-range transportation plan. First, we'll hear from our staff. They'll give an overview. And then anyone who wishes to address this committee regarding the contents of the plan may do so. Mr. Skov.

MR. SKOV: Thank you, Mr. Teddy. We're going to keep the preliminaries about the plan brief since we've gone over it in a number of other meetings. But we'll just have a couple of sort of overview slides here about what the purpose of the metropolitan long-range transportation plan is. It is obviously a multimodal plan. It is prepared. It's adopted through the metropolitan planning process which reflects, ideally, a collaborative decision-making among all the stakeholders for the metro planning area -- in this

case for the Columbia metropolitan planning area. The plan should reflect the values and the vision of the metropolitan planning area, the residents of the area; and it does, in part, identify the current transportation network, proposed future demand on the system, and whatever strategies might best meet those future demands with the amount of resources we have projected to be available. As far as why does the Columbia metropolitan area need a long-range transportation plan, it is a federal requirement under the United States Code that the so-called MPO -- metropolitan planning organization -- in cooperation with the state, public transit, et cetera should develop a transportation plan for the area. And it's certainly essential because in order for the projects in the metropolitan planning area for Columbia to be eligible for federal aid, they have to come out of the planning process for the metropolitan area; they have to be identified in a long-range transportation plan. Continued, there are some projects specifically that may be funded with local or state funds only, but they may require some kind of a federal action, like interstate access approval, et cetera, or some environmental clearance. Those have to be identified in the plan, as well, but specifically it needs to identify the needs and the priorities of the public and the stakeholders. We have provided the public hearing draft of the 2040 LRTP for the committee's review. Just a quick overview of what we've done in terms of public involvement, we have sent out two stakeholder letters at various times in the process and one postcard mailing. We do have a list of stakeholders. It's 150-plus individuals and groups, specifically -- generally groups. We have two public input surveys online, of course, that were included. The first one was done specifically for goals and objectives. It was focused on that. And then the more recent survey, which closed in January, was of the overall plan draft. We've had four press releases, a number of print in the news media stories, and we also, as staff, visited seven stakeholder committee meetings. Specifically, there were four commissions; we visited each once; and then there was -- we were three times, I believe, for the City as far as keeping them briefed on this document. Of course, we discussed this at various -- the technical coordinating meetings throughout 2012 and 2013. We have had three public meetings or -- slash hearings at the coordinating committee. Initially, we -- or we will after today -- we had an initial public meeting around -- specifically focused on goals and objectives on the 26th of September, another public hearing on the plan draft on December 5th of last year, and of course the public hearing today. There have been a number of revisions made to the document since the December 5th public hearing. A major one is the addition of an executive summary. We made some minor revisions to appendices, prepared some major revisions to other appendices which I won't specifically go over. But we also included, for example, transit ridership and transit vehicle capital replacement projections all the way to 2040, put some more emphasis on vehicle miles traveled as a potential performance measurement tool related to the goals and objectives, and we came up with some new plan recommendations. Specifically there are two of them that were -- that we added into the list in Section 10.9. One of them was to adopt, or certainly review and consider, a scenic roadway classification designation for the major roadway plan. The second one was the adoption of a complete streets policy for CATSO, and we will get into that more in a moment. We did look at prioritization strategies. We are going to pursue some additional public input and some additional input

from stakeholders on some kind of a metric for prioritizing projects as we move forward with the implementation of the plan, following the adoption. Certainly, we've addressed a number of comments from our planning partners, which include, of course, MoDOT Central District and Central Office, Federal Highway, Federal Transit Administration, Boone County Public Works, and City of Columbia Public Works. Certainly, the City of Columbia -- Columbia Transit is yet another one of our planning partners. And we did respond to public input from the online surveys, from some written comments we received, and also from the previous public hearings. Again, I'll just briefly touch again on the recommendations that we included based upon some public input. Number 10 in Chapters -- Section 10.9, "Consider the adoption of a complete streets policy to reflect public input and the plan's emphasis on the non-motorized modes of transportation." Now, the City of Columbia does have a complete streets policy already, but this is -- will be a policy resolution for the adoption -- for CATSO to consider adoption. We would proceed with that review of that particular item -- policy resolution for complete streets -- after the 2040 LRTP has been approved. We want that to be a standalone issue reviewed on its own. That would reinforce some of the recommendations we've made, I think, in the LRTP. Another thing that were part of the recommendations for the plan implementation is the evaluation of a scenic roadway classification. I think that was something that was specifically requested at the December 5th public hearing -- some kind of a scenic roadway classification or overlay for the major roadway plan. Obviously, we do not have a designation like that in the MR-- in the major roadway plan now, but there has been some input that there's a desire for us to pursue some additional information on some kind of a parkway, boulevard, or other scenic roadway classification and consider this addition to the MRP. As with a complete streets policy, we would proceed with that review -- that discussion in a standalone basis after the 2040 LRTP is approved. The tech committee did review the LRTP at their February 11th meeting. They did have a consensus that it was ready to go to the coordinating committee for a public hearing and actual formal approval or consideration of such. We did include the results of any public input and survey results since December 5th in the public hearing draft, which is Appendix K specifically. It should be in your packet. And we do have some action items, of course. We -- certainly, we're going to hold a public hearing today, but just to say this up-front, of course, you can approve this as it's presented or as amended following your comments and the public input. We have four subsequent action items that I'll -- we'd like you to refer to the tech committee. I'll wait on those. But -- well, I'll just list them real quickly here. One of them is the development of a plan implantation process to come up -- to use the performance measures and come up with some baseline data for implementation; again, development of a scenic roadway classification; development of a complete streets policy; and, fourth, come up with some kind of a prioritization matrix, again, based upon the plan's goals, objectives, and priorities. So I'll stop there, Mr. Teddy, but we certainly will try to answer any questions now or after the public hearing.

MR. TEDDY: Okay. We've heard the staff report. Before proceeding to public comment, do members have any questions for staff? Questions regarding the plan?

**PUBLIC HEARING OPENED**



MR. TEDDY: Okay. We'll hear from anyone in our audience who wants to address this committee regarding the plan. Please come forward, state your name, address, any organization you represent if that's appropriate. Thank you for joining us today.

MS. GOLDSCHMIDT: I am Lisa Goldschmidt, 507 High Street. I'm the coordinator for the Comment Campaign; Columbians for Modern, Efficient Transit from the PedNet Coalition. I am also commissioner on the Public Transit Advisory Commission, but today I'm here representing COMET and I'm here to make a plea. We know that there is a public desire for improved public transit in our city and beyond. COMET has facilitated discussions among the city, among the county, and Columbia Transit with regard to adding routes outside of the city. As announced at the adoption of the CoMo Connect project at council, it was revealed that we do have a route that will be a commuter route for Prathersville. So we know that there is a need outside of the city. I am asking this committee to consider moving some of the budget away from new road construction and towards public transit. We know the need is there. We know that the desire is there. We know that CoMo Connect sets the stage for this to happen. Now is the time to do it. This isn't just about improving how we move people around in our city, which is important. It's also about increasing access -- access to employment, access to healthy food options and medical care, access to education and recreational activities. And this is really important for the people who live within our MPO. Thank you.

MR. TEDDY: Thank you for your comment, miss.

MS. QUINN: Good afternoon CATSO members and Mr. Mayor. My name is Christiane Quinn and I live at 719 West Broadway here in Columbia. I would like to address the council in my role as a co-chair of the Columbia for Modern, Efficient Transit, known as COMET. COMET is an organization that tried to help put in practice the community desire for more efficient transportation system. Our vision is that efficient transportation system will enrich lives and support the success of individuals, organizations, and business here in Columbia. Since 2010 COMET partnered with City Council members to host community conversations which led to several recommendations for improving transit service in Columbia. City Staff listened to that and proposed COMET Connect project. And as you all know, City Council unanimously endorsed that last week, and this new bus system design will be launched in August. I want to support CATSO plan in favor of the transit system expansion. I believe the public transit system should service the general public, and in particular the youth in the Columbia Public School students. Now, half of the high school students or individuals that not only does not have a car but also cannot drive. The rearrangement of the schools done by CPS this school year changed the age group, and now part of the old junior high schoolers are inside the high schools. Like I said, those individuals cannot drive. So how they can go to before- and after-school programs, and how they can go home? I believe those programs should be available to all, and not only to those that have access to private cars or they're juniors or seniors. The two miles range population that doesn't qualify for the yellow bus is huge by now. We need to have a better way to move those non-drivers around the city and to school. I hope you all remember yourselves in the early teenage years, the feelings there of being dropped by -- to

school by your moms and dads and how an efficient public transit system would help the young people to grow up independently and to value the use of the public transportation. And this is extremely important. Actually, this is -- this was the most value -- vision that Columbia residents pointed out to the community conversations that COMET promote about transit some years ago. This follow a national trend on the decreasing number of the car ownership with this new generation. CATSO can also have an impact and create new opportunities. Your plan is good, but your budget does not reflect that. How about shift some of the funds from the new roads constructions to bus system? Creativity gave birth to CoMo Connect with the resource they have. They do need extra funds to make it better and improve all of their service. That was the second-most voted issue in those community conversation. Just think about that. Make your plan real and with a positive impact in our community. Let's make a better public transportation system in our town. The students are vital. The young people will grow up valuing those public transportation. We are a community and could all work together. Thank you for your service for the City of Columbia.

MR. TEDDY: Thank you, miss. I appreciate your comment. Next.

MS. CLAWSON: Hi, my name is Sarah Clawson. I live at 108 Ripley, and I'm the Boone County community organizer for Central Missouri Community Action. And I just want to echo what Lisa and Christiana said. Really appreciated this plan and the emphasis that it puts on multimodal transportation and public transit, especially -- that's important to us as an agency because it really affects the people that we serve who are low-income community members struggling with access to things like healthcare and employment and education. And so -- so those are really important to us. So the plan is great and we would like to see the funding allocations mirror the priorities that are outlined in the plan. Thank you for your work and really appreciate what you're doing.

MR. TEDDY: Thank you for your comment, miss. Would anyone else like to make a comment? Please come forward.

MS. RUHLEN: Rachel Ruhlen, 103 Longfellow Lane. I am on the Public Transit Advisory Commission. I also serve on the boards of PedNet and the Missouri Bicycle and Pedestrian Federation, but I am speaking as a general public. First, I really approve of the long-range transportation plan and the public input processes that went into it. You guys did a really fantastic job, and the Staff, on getting that public input, so I really appreciate that. Second, I just wanted to comment on this -- adopting a complete streets policy. I was frankly astonished that CATSO doesn't have a complete streets policy, given that Columbia has had one since 2004 and was the first in the city -- or in the state of Missouri to adopt one. So I don't anticipate any problems with that going forward, and I look forward to seeing that adopted. And then the last thing I wanted to say is -- just comment on is that decades ago decisions were being made by people just like you, and not all of those decisions, in hindsight, were maybe the best decisions, and now we have maybe too many streets and definitely not enough sidewalks. So we should really be considering the future -- obviously not the 20 years, but even beyond that -- and really look very -- scrutinize very carefully any plans to put in new roads and just really ask ourselves, "Are these absolutely necessary?" when at the current rate of sidewalk in-fills, it's going to take 500 years to really get all the

sidewalks in, and it's going to be a lot more expensive than if we had just put those sidewalks in in the first place. I'm sure the people who made those decisions had their reasons for it and it made sense at the time, but now we have too many places without enough sidewalks. So just really want to be -- really scrutinize any new road projects, and are they really, truly necessary; and are they truly more important than getting the sidewalks in-filled? Thanks.

MR. TEDDY: Thank you.

MR. SIMONSON: Good afternoon. Lawrence Simonson, 2706 Hillshire Drive. First off, I want to say I was really impressed with the way CATSO went about organizing this long-range transportation plan. I think I received an e-mail about every week asking for some sort of public comment or something like that, and I think that was really great and a good way to be transparent and to get the community's involvement. I also want to applaud you guys for listening and hearing the community when they said, We want more emphasis on biking, walking, and public transit. As we all know, Columbia is one of the better health -- excuse me -- one of the better -- one of the lowest obesity rates in the state, and I think that has a lot to do with the fact that we already are one of the best biking, walking, public transit communities in the state. And I think by focusing more on that, we can continue to improve our health disparities. I also think it's important to remember that while a lot of people tend to focus on vehicular traffic, it's important to remember that a lot of cycling and pedestrian and public transit traffic helps improve economic development. There's tons and tons of research out there that shows that by increasing walkability and bikability and public transit that businesses have exponentially increased revenue; they tend to bring in greater young professionals into a community when the community develops public transportation, biking, and walking, therefore more businesses are going to continue to follow such as they have over the years with Columbia. And then I just want to second the call for the complete streets initiative. I think that's a fantastic idea. It's -- will be one of the first -- it would be the first for CATSO, and I think we need to follow the lead of many other communities and metropolitan planning organizations who have already adopted such a thing. And then, of course, I want to second and give a thumbs-up to the inclusion of the vehicle miles traveled, as well as second what some other people have mentioned with putting our money where the plan is, which is to increase public transit, increase biking and walking, and pull some of that money a little bit away from new roads which has not been identified as one of the emphasis in this transportation plan. Thank you.

MR. TEDDY: Thank you, sir.

MR. THOMAS: Hi. Ian Thomas, member of the Columbia City Council, resident at 2616 Hillshire Drive. I echo all of the comments that I heard since I walked in the room about five minutes ago. I do think it's an excellent update to the plan. I think that it's very well signaled by the cover of the plan, which shows 11 photographs, six of which feature active transportation -- people walking or bicycling or both -- three of which feature mass transit, and just two show cars and trucks. And I think that that is a healthy mix of mode share. The goals and objectives also underscore this focus on alternative transportation. I support the objective to reduce reliance on automobile travel and better serve those who do not or



cannot own and drive an automobile. Many reasons have been given -- health and economic development, environmental improvements. On the economic point, it costs on average in the United States \$9,000 a year to own and operate a car. So a family with two cars, if they're the average two-car-owning family, is spending \$18,000 a year in depreciation and running costs, taxes and insurance, and gasoline and so on. So families can do a whole lot better if there's a good mass transit system, multiple options, walking and bicycling for some of those journeys. In the United States, another national statistic, 25 percent of all journeys are one mile or less, and 50 percent are three miles or less, and yet less than 20 percent of journeys are taken by walking or bicycling. So there's a big opportunity to expand the number of active transportation journeys, which saves individual families money, saves the public sector money in continuing to widen the roadways. There are national trends that are reflecting that already. The number of vehicle miles traveled per person in the United States peaked ten years ago and has been declining ever since. People are moving to more urban centers and not owning cars at the same rates that they used to, especially young people. So you can see the trend moving through as the current generation ages. We're going to have more emphasis on mass transit and less emphasis on private vehicles and less emphasis on road widening. So I just want to finish up by echoing what I've heard, that I hope that we can find a way to reflect the goals and objectives in our annual city budgets and expand our transit operations. Columbia Transit has rolled up a -- rolled out a fabulous new design for the Columbia system. It's going to bring the bus a lot closer to a whole lot more people. I think there's a great opportunity now to really push it over that kind of tipping point where the bus service is a good enough service that people who actually have a car will actually choose to use it sometimes. And then we're into the territory where we'll see rapidly expanding ridership. Thanks very much.

MR. TEDDY: Thank you, Councilman. Appreciate your comment. Would anyone else like to address the committee about the plan? Do any committee members have questions for anyone who's spoken this afternoon, and you're dying to ask them? If not, I'll close the public hearing. The public hearing is now closed.

#### **PUBLIC HEARING CLOSED**

MR. TEDDY: Any discussion among members, how we feel about the plan? Are we satisfied and it meets our requirements? Are you ready to move forward with it?

MR. KOESTER: I'd like to commend the group for the amount of public comment that they did go out and get during the process. That's great. I mean, that's what we look for with these long-range transportation plans, is to get that community involvement with it. And from the comments from the audience today, that reinforces that they did a great job getting that public comment. So I commend the CATSO staff for that.

MR. TEDDY: I think you did a wonderful job managing the process as well. Any other comments? If not, I'll entertain a motion and a second that we approve the plan.

MR. GLASCOCK: So moved.

MAYOR MCDAVID: Move to approve.

MR. TEDDY: Moved Mr. Glascock, seconded Mayor McDavid. Any discussion on the motion? Seeing no discussion, all those in favor of the plan say aye. Any opposed?

**(Unanimous voice vote for approval.)**

MR. TEDDY: Very good. And congratulations to the staff for a job well done. Thank you. I know you got excellent cooperation from the public and other staff.

UNIDENTIFIED SPEAKER: Ted, how about a joy clap for Mitch and Rachel.

(Applause)

MS. BACON: Thanks to the public, too, for coming out and being so supportive.

MR. TEDDY: And Federal Highways needs to lay off the jargon a little bit. But thank you for your role in this, too, and your excellent advice. We appreciate it.

**V. MoDOT Project Prioritization - CATSO Role/Process**

MR. TEDDY: All right. We do have another agenda item we're going to hear about, the MoDOT project prioritization, and specifically CATSO's role in that. So Mr. Skov, do you want to lead off?

MR. SKOV: I just wanted to say a couple of things. I believe we're going to have maybe some comment from our MoDOT representatives on the committee. But you may or may not be aware that there is a proposal in the state legislature right now for a one-cent sales tax for transportation purposes. The proposal is to put that on the ballot for the November 2014 election, intended in part I think to keep MoDOT from experiencing a funding shortfall that they might need for preservation of the existing system. Initially, I believe the idea or the plan is for 10-percent of the potential revenue to be reserved for cities and counties; the remainder would be eligible to funding -- for funding a variety of transportation projects of varying modes. And MoDOT has been tasked with providing a prioritized list for each of the districts statewide. So we've been through a public input process and quite a bit of it for the long-range transportation plan. Now, we need to turn around and begin it again on a much -- over a much shorter period of time to come up with this prioritized list. And, again, each planning agency within each district -- since CATSO is one of the two MPOs in the Central District of MoDOT, we're going to be involved and, of course, we'll be happy to assemble a list of prioritized project with public input a real major element of that. And then, ultimately, the Central District office will use the CATSO list, along with those other planning agencies, to construct a prioritized list for this district. Now, MoDOT has made available to each of the planning agencies within each district a consultant or consultants for our use in setting up the public input for this process. In this case, there were a list of consultants that we looked over, and we did take this to CATSO tentacle committee on February 11th. They were certainly in favor of us using a consultant, and they were also in favor of us specifically using Burns & McDonnell as the -- at least the major contractor for the consulting. But I may turn it over to Mr. Koestner or someone else from MoDOT who wants to speak on this, but we have Mr. Wells from HG Consulting here to give sort of an overview of what we anticipate will be the -- sort of the public input process for this issue. And he's going to go over some PowerPoint -- a PowerPoint at this point. But if anybody from MoDOT on the committee has an intro statement to make, we'd certainly appreciate that.

MR. KOESTNER: Oh, I -- I think you covered it really well, Mitch. I mean, we're really looking at all of our planning partners in our Central District, and this is happening statewide to generate that effort to bring forth a prioritized list of projects for each of MoDOT's seven regions of the state and really getting input from all the planning partners and metropolitan planning organizations in each of those areas to generate that list of projects. And when the list of projects come in from all the planning partners in the Central District region, we will bring in members from each one of our planning regions such as -- we'll have some members from CATSO, from the -- from CAMPO, the Capital Area, and also from our rural -- our regional planning partners in to help us with that final prioritized list of projects if it comes to the point where we're asked to provide that. You know, we're wanting to get a little bit of a head start here because some of the indications from any type of new funding, they would ask the -- MoDOT to provide a list of projects, so we can't wait until we get too far down the line to start that -- start that process. So this is a -- this is the work on that -- that development of this list of projects and the process to select those projects. And, you know, regardless of what happens with funding, it is good to have this process in place for any projects for the future. You know, so I think you did a very good job of getting us kicked off, Mitch, so I'll turn it over to Steve.

MR. WELLS: Okay. Thanks, Travis. As Mitch indicated, my name is Steve Wells and I work for HG Consult, which is an engineering firm helping Burns & McDonnell do this in lots of places around the state. And this is really the initial kickoff discussion, and we've had several of these conversations over the last couple weeks, and we anticipate having more in the next couple of weeks. And Mitch and Travis set the stage, we're really in between a couple different things. One was the ballot language related to the sales tax initiative that's currently being discussed in the Missouri legislature as we speak, and the other is kind of a conclusion to a process MoDOT has been going through over the course of the last five or six months, which is an update to their long-range transportation plan. Very similar to what you're going through here at the local level, MoDOT is doing a long-range plan update that they refer to as On The Move. They've been out in all the communities around the state over the last six months talking to literally thousands of stakeholders and the general public, trying to figure out what the next 20 to 30 years should look like in the state of Missouri. Overwhelmingly, they heard four key points, and MoDOT's referring to them as the four pillars of their long-range transportation plan. The first one has to do with maintaining what you have today. There -- MoDOT has done a lot of work over the last ten years to get the system in pretty decent shape, and they want and the public wants to make sure MoDOT continues to focus on maintaining their system. Obviously, safety is something you hear over and over again, and MoDOT has done a lot of work with rumble stripes and the median barriers and a lot of improvements to shoulders, et cetera, and they want to see more of that as MoDOT moves forward. A little different spin is the economic development side of things. And we heard a lot of things related to "Let's do transportation improvements that help create jobs, help create economic growth, and really focus on those opportunities." And then, finally, is this -- make sure you have choices. A lot of discussions, even in the rural areas of the state, on, We need to be doing more with transit, with trails, with bike and pedestrian



accommodations, with ports, with freight. So it's not just a plan related to, How do we build more roads and bridges? It's, How do we provide better connections to all of our population? So -- and, obviously, an outcome of that long-range transportation plan that was just approved by the commission in February is that they need to come up with a list of projects, which is why we're here today. And, again, it's in anticipation of a November 2014 ballot that goes to the population of Missouri and asks them to support a 1-percent increase in the sales tax to support transportation. And MoDOT wants to use the process that they've been using for almost a decade now, their planning partners process. I worked on the last long-range transportation plan update in the mid-2000s, and as -- an outcome of that process was this planning partners process where they really looked to organizations like CATSO and CAMPO, all the RPCs around the state, and the MPOs, to help them prioritize their projects. And I know everybody on this board has been working with MoDOT in this planning process in the past. I also wanted to let you know that our firms are working not just with this organization but with ten other RPCs around the state and three of the MPOs, and the important point there to take away is to say that you're not alone in this. Right? There's going to be lots of questions on, How do we prioritize a trail versus a bridge and a transit project versus a freight-related project? And we want to take any innovative ideas you guys come up with, or any innovative ideas we hear from other organizations around the state and help answer some of these questions. Remember, MoDOT is -- doesn't have a current funding source, right, with their existing -- the gas tax. They can't use that for transit or ports or anything but roads and bridges. It's constitutionally protected. So this process of, How do you evaluate a transit project versus a road project? is new to everybody. So we're looking for innovative ways to do that and help with the prioritization process. It's also important to understand what the process is. Right? This is the first step. And what we're asking today is, we need to come up with what is that process between today and May when you guys need to submit a list of projects to Travis in the MoDOT Central Office. So between now and May we are actually going to go through that prioritization process, and then in May Travis and his group are going to take all of the lists -- all the projects that have been identified in the Central District and they're going to go through a prioritization process of their own. And then Travis and his group are going to then give it to Ed Hassinger, the chief engineer, and Ed is going to get all the list -- all the projects statewide and he's going to go through a prioritization process of his own. So it's a long process, and the expectation is they want to have the statewide list of projects in their hands, ready to distribute out to the public in that August/September timeframe so there's enough time prior to the November 2014 election to get that list out of on the street. So when some -- when you're -- when you're voting yes you know exactly what you're going to get with that yes vote. Okay. MoDOT is -- MoDOT has three simple requirements as you guys think about prioritizing your projects. First of all, be sure to be inclusive. Remember, it's not just roads and bridges, it's transit, it's all modes of transportation, so we need to make sure we're reaching out to those stakeholders. We're not as concerned here in Columbia. We know that this -- we're -- you already are inclusive. You're inclusive in your long-range transportation plan. That's more of an issue in some of the other more rural parts of the state. But be sure to be inclusive. Be sure to be

transparent. We want to reach out to as many people as we can to get ideas on what projects are, so we need to be open with that, and we need to be accountable. We need to keep in mind that the money that hopefully will come through the sales tax initiative will be well spent, that we're good stewards of the state's money, and we're accountable for the projects that are on that list. So keep in mind that you're not the only MPO and not the only RPC in the state developing projects. We need to keep in mind that the projects we prioritize in this region have to serve larger district needs and have to be larger state needs. Right? So there's going to be small projects, there's going to be large projects as we go through the process. I'm going to skip a couple. What I really want to get to is this, and I believe you -- you should have a hard copy of that. If you can't read it -- I know it's hard to read. But, really, I wanted to walk through the schedule and some of the things that we're going to be doing over the course of the next two or three months before we get to that point where we submit that list of prioritized projects. So the first box on the far left is where we are today. We're meeting with you guys and we're working to get an approved framework on how we're going to go about the process. We're -- we -- the expectation is by tomorrow -- I know, again, short timeline. Keep in mind, we're in a real rush to get this done. By tomorrow, we want the staff to make a recommendation to MoDOT on what the process is. This is essentially a process, so we just need some buy-in that, yeah, this looks good and this is what we're going to be doing. So starting next week, and between now and the end of March, we're going to actually be doing a lot of outreach and engagement to the stakeholders. That includes development of a website that will have a lot of information. You will have the ability to go in and nominate projects, to provide comments, the typical stuff you would have on a website. And we're also doing what we call a public value survey where we're asking the populous on what are their preferences; how important is transit to you; how important is safety? The questions are being developed as we speak, but there will be a survey that will help us answer some of these questions about how you prioritize different types of projects. We'll also be working towards establishing criteria on how you evaluate and rank projects, and we'll be starting the actual public involvement process. So by the first of April we're hoping to be able to take to the -- to a public meeting an initial list of projects, to get their feedback, and then based on that feedback make a recommendation that this committee can then approve and get to MoDOT by the first of May. Okay. So that's the schedule on the process we're expecting to go through. To help us with this, we're also asking each of the MPOs and the RPC to develop a smaller steering committee of four or five people, I think is what we've asked your staff to do that can -- that we would meet with regularly between now and the first of May, monthly or more often if we need to have those conversations, so we can keep having this conversation. Okay. So that's essentially my presentation. We obviously need your active engagement. Anything you can do to reach out to the various stakeholders that you feel are important to this process, encourage them to get involved, and anything we can do to help encourage as much participation as we can over the next couple of months is critical. I'm encouraged by all the public participation you were able to get with your long-range transportation plan. We just need to keep that momentum going for the next couple months. So between now and the first of May, I look forward to working with you and helping you



develop a list of projects. Keep in mind, I'm a facilitator. I am not a local resident. I live in Kansas City. I don't know what's important -- what projects are important in this community. I'm here to help have the conversation. You guys get to pick the projects and get -- do -- go through the prioritization process. I'm just here to help. So with that, I'm open for questions.

MR. TEDDY: Any questions for Mr. Wells?

MR. GLASCOCK: Having went through the '92 plan, Mr. Wells --

MR. WELLS: Yes. Hey, John.

MR. GLASCOCK: -- how are you going to stay accountable?

MR. WELLS: How am I going to stay accountable, or how is -- how is MoDOT going to stay accountable? I don't know. Travis, do you want to answer that question?

MR. KOESTNER: Well, depending on the conversations about funding proposals, there will be a time whenever the funding distribution will be -- you know, potential funding distribution will be distributed by MoDOT's Highway Commission. And once that is done, this project list will have to match that funding distribution. You know, and that's to -- you know, it's going to be fiscally constrained like our STIP is now, so any project list that is attached to any potential proposals that are out there will be the same way; you know, be fiscally constrained if they go through. And that's why -- you know, there's a lot of work to do between now and an actual list, because there's a lot of detailed -- you know, once we get to a project list, there's a lot of detailed cost work that has to be done on those projects as well to ensure that the list is a constrained -- fiscally constrained list of projects.

MR. GLASCOCK: Are you comparing it to the '92 plan to see which ones you didn't do and how that works?

MR. KOESTNER: We have looked at the projects from that era. A lot of those projects have been completed. There are still a few that weren't, but they probably weren't because of reasons -- you know, just different development -- different economic development around the state and the actual need for those projects. But there was a lot learned, you know, in the early nineties about how that process went, that we're going to use those lessons during this process and really concentrate on that fiscally constrained aspect of this exercise. That's for sure.

MR. WELLS: And I think if you compare and -- I don't know how many people were around in the '92 -- I was fairly young in the -- when the '92 plan was being discussed. But if you remember right, that was a lot more political in terms of how they developed the list of projects. Right? They were adding and subtracting projects right down to the wire, and the politicians were a lot more involved in that process. And this time, they've learned that lesson and they've tried to take the politics out of the project selection process. And that's why the legislators are just talking about what the funding mechanism is now, and we're not developing this list of projects until after the legislative session is over, and hopefully the legislation has been passed, to try and avoid some of that. And there's lots of things that we need to be doing to make sure that our cost estimates are accurate, that it includes inflation, that it -- all the things that we didn't necessarily do a good job of in '92, we need to make sure we've done that. MoDOT has

done a really good job in the last 15 years of rebuilding their reputation and have done a lot of really good things, and we need to make sure that that continues as we go into this next transportation plan.

MR. KOESTNER: I appreciate that, Steve. It is a lot different atmosphere than it was in the early nineties. That was the beginning of my MoDOT career back in the early nineties. But we actually are seen as a national leader in delivering projects on time, within budget, so we plan to use that expertise that we have now to ensure that this list meets those fiscal constraints, so --

MR. TEDDY: Well, the CATSO technical committee, we do approve of this process, so many of the staff that serves CATSO from the three agencies does strongly recommend we follow this process. I hope members are comfortable with it. No cost to the City of Columbia or Boone County bringing a consultant on board, so it seems like a good process to us, so any further comments or questions?

MR. MCDAVID: You need a motion?

MR. TEDDY: I think a motion is in order. Yeah, here, let's get back online, here. A motion to direct staff to proceed --

MR. SKOV: Yeah, we did -- specifically, again, to clarify, as Mr. Teddy indicated, there's no cost to CATSO, to the City of Columbia, to Boone County. MoDOT is footing the bill for this -- the consultant services and also doing the administrative work for that. So we are free to work just directly on the project prioritization process itself. We would like you to approve the process as was outlined by the -- Steve here in the presentation. And this could all be part of the same motion, but we'd also like your approval that we will use a so-called subcommittee -- a framework subcommittee just to meet more frequently to review and oversee the process. We do have people on our tech committee who are willing to do that. I just anticipate having at least one person from each jurisdiction -- Boone County, City of Columbia, and MoDOT -- from the tech committee to do that. And, of course, staff will be involved, too. Basically, depending on if they're willing to serve in the role, we can include them, but it can just be a four- or five-person committee. So yes, we would like to have a motion to reflect those two items or two separate motions, whichever.

MR. GLASCOCK: Well, I'll move to approve the -- or move that we establish the subcommittee and approve the process by which MoDOT is moving forward with this and support it.

MR. TEDDY: I have a motion. Is there a second?

MAYOR MCDAVID: Second.

MR. TEDDY: Moved by Mr. Glascock, seconded by Mayor McDavid that we approve the subcommittee structure and the planning process for project prioritization in the Central District. Any discussion on the motion? Does everyone understand what we're voting on? This, of course, would include the timeline as described by Mr. Wells. All those in favor say aye. Any opposed?

**(Unanimous voice vote for approval.)**

MR. TEDDY: Thank you. I think we're done with that item. Any further comments on that?

MR. WELLS: No. I just think -- thanks for the opportunity. I look forward to working with you over the next couple months.

MR. KOESTNER: Thank you, sir. And we do appreciate the boards and all the RPCs in our region moving so quickly on this process. As you know, at MoDOT, we don't control the funding that we receive; we just have to do the best with what we have, and this is part of the -- part of the process that's laid before us now, to work on a potential list of projects and a process to get to that point. So we do appreciate the expedited work, so --

**VI: Other Business**

MR. TEDDY: And at the top of the meeting, Ms. Buffaloe indicated she has some other business to discuss with us.

MS. BUFFALOE: Yes. So the Department of Transportation recently announced the allocation and release of the Tiger for fiscal year 2014 discretionary grants. The City of Columbia went for a Tiger grant last year to help with CoMo Connect, but since it was still in the planning stages, it was kind of a -- more of a loose application. But we're ready this year to hit it harder, and so the City of Columbia will probably be applying for a Tiger grant. And like last year, the Department of Transportation has a big emphasis on investigating in transportation projects that connect people. And we know that CoMo Connect is doing that as heard from the public hearing here and at council meeting, so we're looking to maybe have projects within CoMo Connect be under the application for the fiscal year 2014 Tiger grant. Like last year, and likes years before, it's a really large amount of dollar grant with a match that's required to it, so it's a minimum of \$10 million grant with a 20-percent match required. So we're looking at what our options are, what our projects could potentially be for that. One of those is also -- you can submit more than one application. You can submit up to three from any lead applicant. So potentially might look at also supporting freight rail as well as our -- so with our Colt Railroad, which I know you guys have a presentation -- or CATSO had done a presentation to the Colt Railroad. We're also looking at projects that could include would be maybe hybrid buses for our downtown orbiter or downtown trolley system; the bus shelters that we're designing in partnership with PedNet and the University of Missouri; and then, also, just any sort of capital costs that we have that we're already planning on that could potentially be the match. One requirement of these, so that you guys are aware, is we can't use any federal match -- federal funds as matching. So, unfortunately, that's how a lot of our transit operational funds go, so it will be interesting to look -- see what we can do for that. That's really just it. I mean, at the time we look at CATSO's prioritized projects on this to see if there's anything that we could do on that. They like that.

MR. TEDDY: So the notice of funding availability is out --

MS. BUFFALOE: Correct.

MR. TEDDY: -- and there's a close --

MS. BUFFALOE: Yeah. So we have -- the applications are due April 28th, and then you must be obligated to spend -- or you must be obligated to spend by June 2016 with complete spend -- expenses done by September 2021. So it's a short turnaround for the application and for obligations, so that's why you want to look for projects you're already planning on. MoDOT don't shake your head. You guys get them.



MR. TEDDY: Any questions for Ms. Buffaloe about the Tiger grant? Okay. Thank you for the update on that. We do have a segment of our meeting, general public comment. Anything that's not on our agenda but is CATSO- or transportation-related, please feel free to come up and address the committee. Does anyone want to speak to us again today? Councilman?

#### **VII. PUBLIC COMMENT**

MR. THOMAS: I'd like to comment on the project list discussion which was on the agenda. Is that okay? You said --

MR. TEDDY: Yes, sir.

MR. THOMAS: Okay. Great. Well, I do want to thank MoDOT for another excellent outreach process over the entire state, listening in all corners of the state to what people want from their transportation system. And the Missouri Move on the Move website and strategic plan certainly reflects a more multimodal mindset of the people of Missouri. I'm a little concerned that the focus of thinking about the spending is a project-based focus and I would encourage everybody to think more of a transportation service rather than specific construction projects. One of the problems with your budget, I think, is the overwhelming burden of operations and maintenance of the road system. And if we continue to build construction projects, new roads, and capacity expansions, every time we do that, that increases the operations and maintenance burden. So looking to really narrow down the growth in the road infrastructure, maintain what we've got, and then use what we've got for alternative modes which are much less expensive in the long run to operate is what I would encourage you all to do. Thanks very much.

MR. TEDDY: Thank you for your comments, sir. Anyone else?

#### **PUBLIC HEARING CLOSED**

#### **ADJOURN**

MR. TEDDY: Seeing no further public comments, I'll entertain a motion to adjourn this meeting.

MR. GLASCOCK: I move to adjourn.

MR. MCDAVID: Second.

MR. TEDDY: Okay. Moved and seconded to be adjourned. All those in favor say aye.

**(Unanimous voice vote for approval.)**

MR. TEDDY: The meeting is adjourned. Thank you very much, everyone.

(Off the record.)

(Meeting concluded at 3:23 p.m.)