

CATSO TRANSPORTATION PLANNING OVERVIEW

May 25, 2023

What is “CATSO”?

Columbia Area Transportation Study Organization

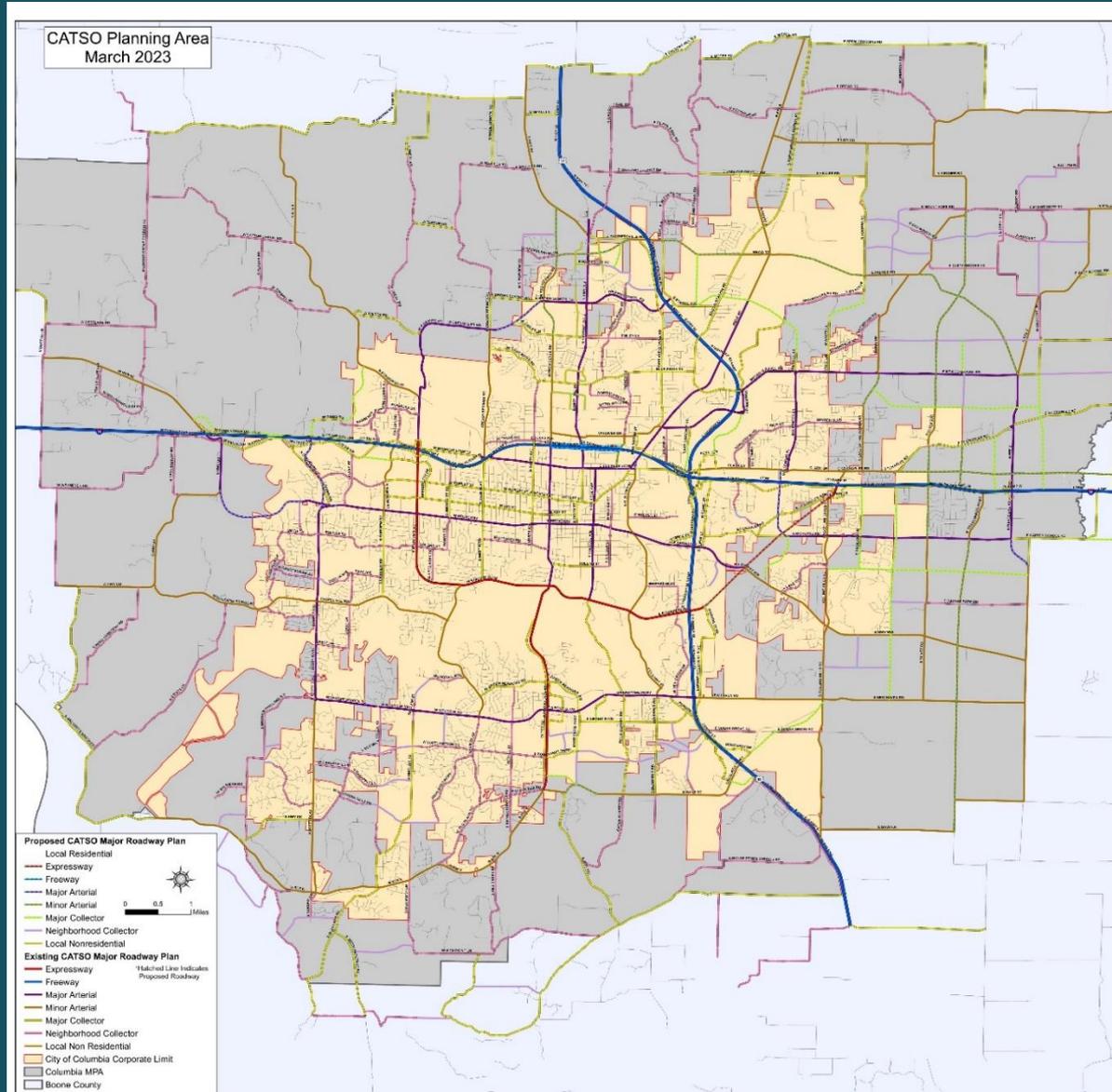
- ▣ Created November 1964
- ▣ Functions as the “Metropolitan Planning Organization” (MPO) for City of Columbia and Central Boone County
- ▣ The CATSO Metro Planning area covers approximately 189 square miles, includes the Columbia urbanized area and area expected to become urban within 20 years

What is an MPO?

An “MPO” is an inter-governmental organization, approved by the governor, required to carry out transportation planning in urban areas of a population of 50,000 and larger that use federal funds for transportation investments

- ▣ Strictly a planning organization – does not design and construct its own projects

CATSO Planning Jurisdiction (city limits plus gray area)



CATSO membership and organization

CATSO members:

- ✓ Boone County
- ✓ City of Columbia
- ✓ Missouri Department of Transportation (MODOT), and
- ✓ (ex-officio) Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and University of Missouri.

Directed by a **Coordinating Committee** which assigns tasks to a **Technical Committee** and CATSO staff. Federal **Consolidated Planning Grant (CPG)** funds are used for planning on a 80:20 (federal: local) matching basis.

CATSO Organization



MoDOT Transportation Planning Organization

MoDOT
Central Office

MoDOT Central District
Office

“Planning partners”:
MPO’s, Regional Planning
Commissions, Councils of
Government



CATSO Planning Products

The **Metropolitan Transportation Plan** (previously called the **Long-Range Transportation Plan (LRTP)**) – the official, multi-modal transportation plan adopted by the MPO

The **Transportation Improvement Program (TIP)** – prioritized listing/program of transportation projects for a four-year period

The **Unified Planning Work Program (UPWP)** – the statement of CATSO staff work activities

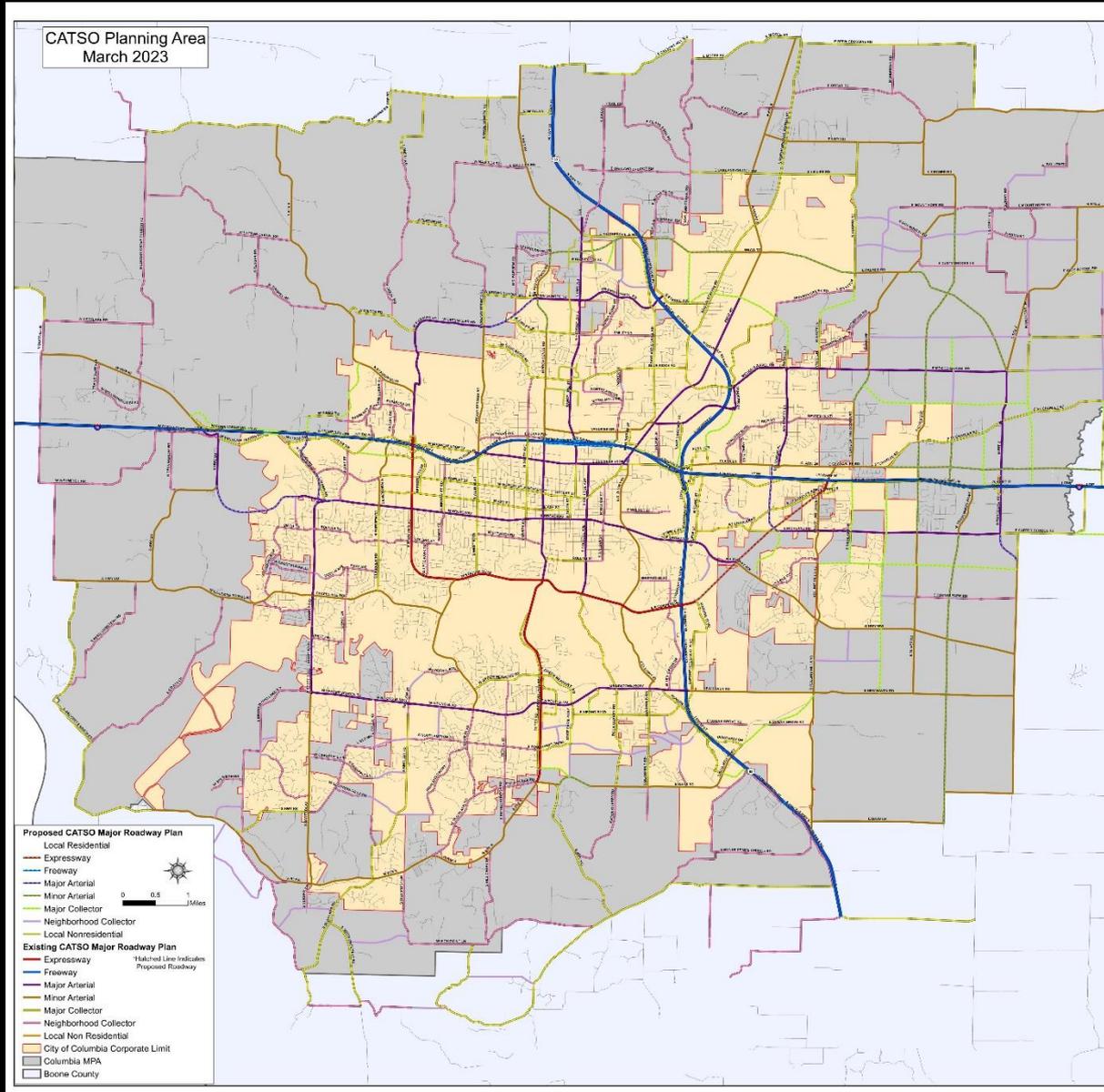
Special Studies as Assigned – Most frequent activity is amendments to the **Major Roadway Plan**

Programed Projects

2023-2026 TIP

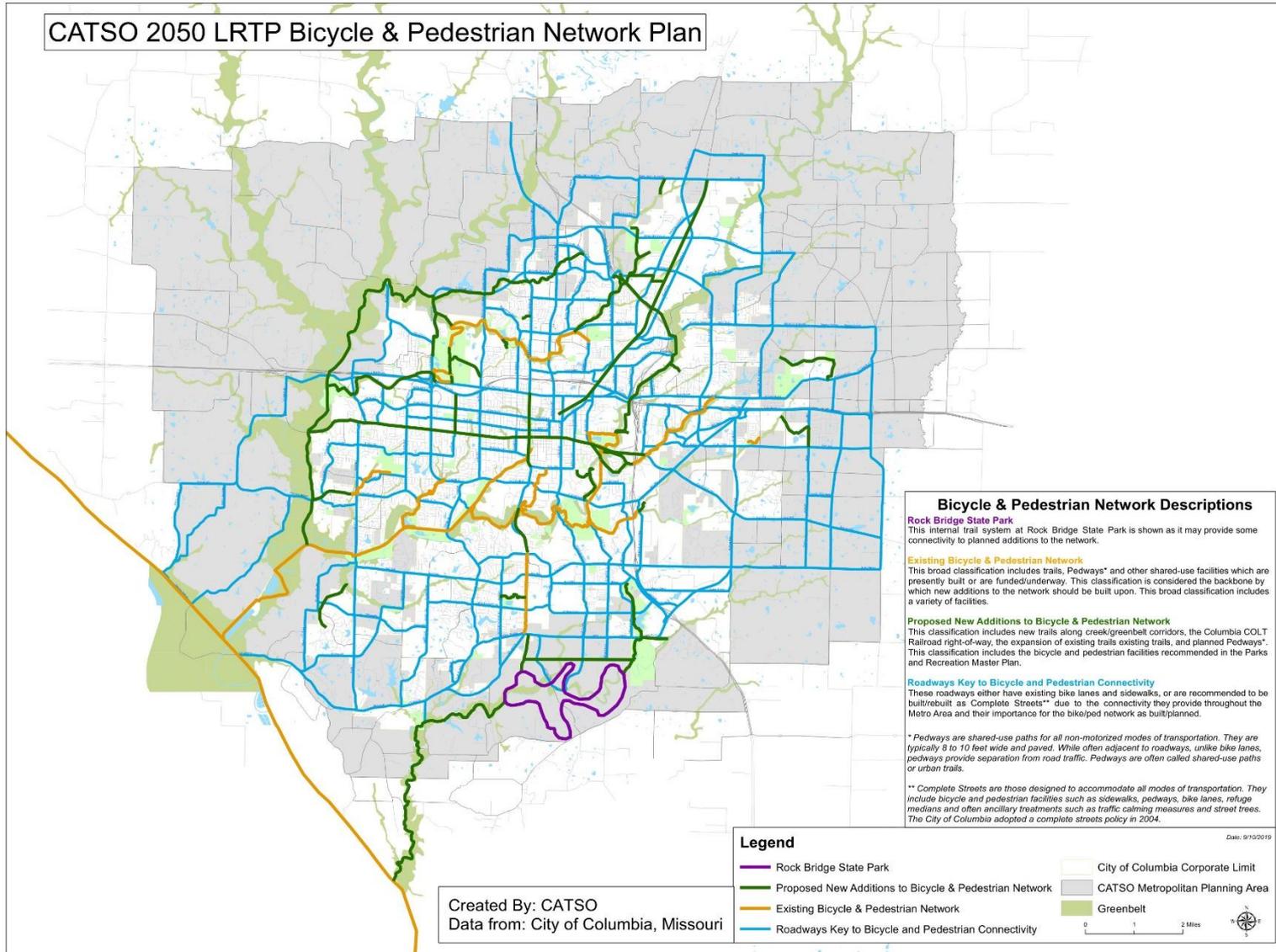
TIP category	Total Projects	New Projects	Total Project Costs	Total Costs - New Projects	Total Federal Funds
MoDOT Construction	42	24	\$243,413,300	\$25,164,200	\$194,170,500
MoDOT Scoping	7	6	\$502,000	\$501,000	\$165,000
Boone County Roads	1	1	\$677,000	\$677,000	\$541,600
Columbia Streets	6	5	\$15,696,381	\$13,096,381	\$250,000
Columbia Sidewalks	6	6	\$4,223,340	\$4,223,340	\$910,938
Rail/Highway	1	1	\$862,000	\$612,000	\$200,000
Transit	13	3	\$23,159,710	\$13,138,228	\$15,328,728
Totals	76	46	\$288,533,731	\$57,412,149	\$211,566,766

Major Roadway Plan



CATSO 2050 Bike-Ped Plan

CATSO 2050 LRTP Bicycle & Pedestrian Network Plan



Bicycle & Pedestrian Network Descriptions

Rock Bridge State Park
This internal trail system at Rock Bridge State Park is shown as it may provide some connectivity to planned additions to the network.

Existing Bicycle & Pedestrian Network
This broad classification includes trails, Pedways* and other shared-use facilities which are presently built or are funded/underway. This classification is considered the backbone by which new additions to the network should be built upon. This broad classification includes a variety of facilities.

Proposed New Additions to Bicycle & Pedestrian Network
This classification includes new trails along creek/greenbelt corridors, the Columbia COLT Railroad right-of-way, the expansion of existing trails existing trails, and planned Pedways*. This classification includes the bicycle and pedestrian facilities recommended in the Parks and Recreation Master Plan.

Roadways Key to Bicycle and Pedestrian Connectivity
These roadways either have existing bike lanes and sidewalks, or are recommended to be built/rebuilt as Complete Streets** due to the connectivity they provide throughout the Metro Area and their importance for the bike/ped network as built/planned.

* Pedways are shared-use paths for all non-motorized modes of transportation. They are typically 8 to 10 feet wide and paved. While often adjacent to roadways, unlike bike lanes, pedways provide separation from road traffic. Pedways are often called shared-use paths or urban trails.

** Complete Streets are those designed to accommodate all modes of transportation. They include bicycle and pedestrian facilities such as sidewalks, pedways, bike lanes, refuge medians and often ancillary treatments such as traffic calming measures and street trees. The City of Columbia adopted a complete streets policy in 2004.

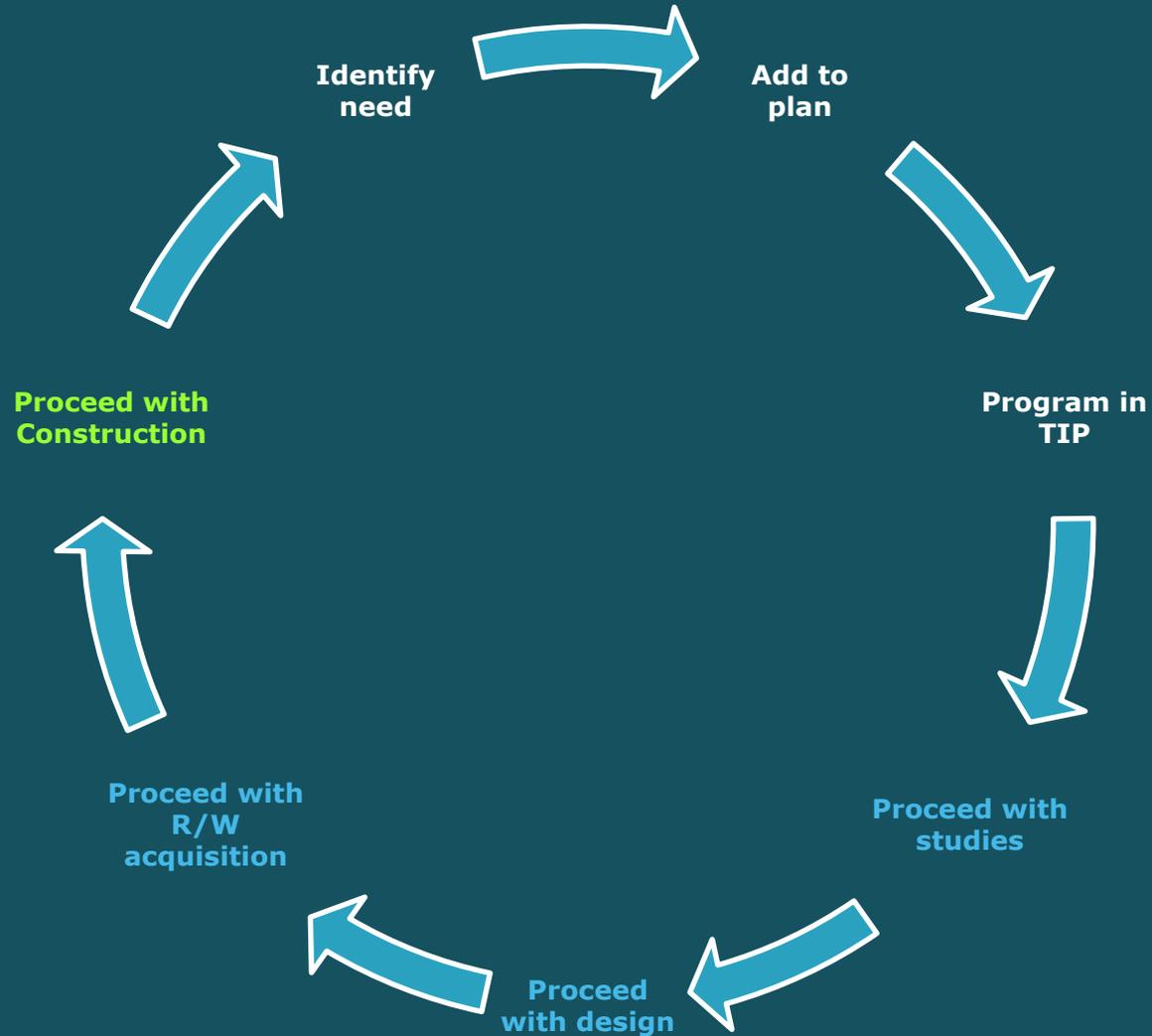
Date: 9/10/2019

Legend

- Rock Bridge State Park
- Proposed New Additions to Bicycle & Pedestrian Network
- Existing Bicycle & Pedestrian Network
- Roadways Key to Bicycle and Pedestrian Connectivity
- City of Columbia Corporate Limit
- CATSO Metropolitan Planning Area
- Greenbelt

Created By: CATSO
Data from: City of Columbia, Missouri

How a project becomes a road



Who can initiate a planning project?

Initiator

- ▣ Governing bodies
- ▣ Citizens
- ▣ Developers
- ▣ Staff

Example

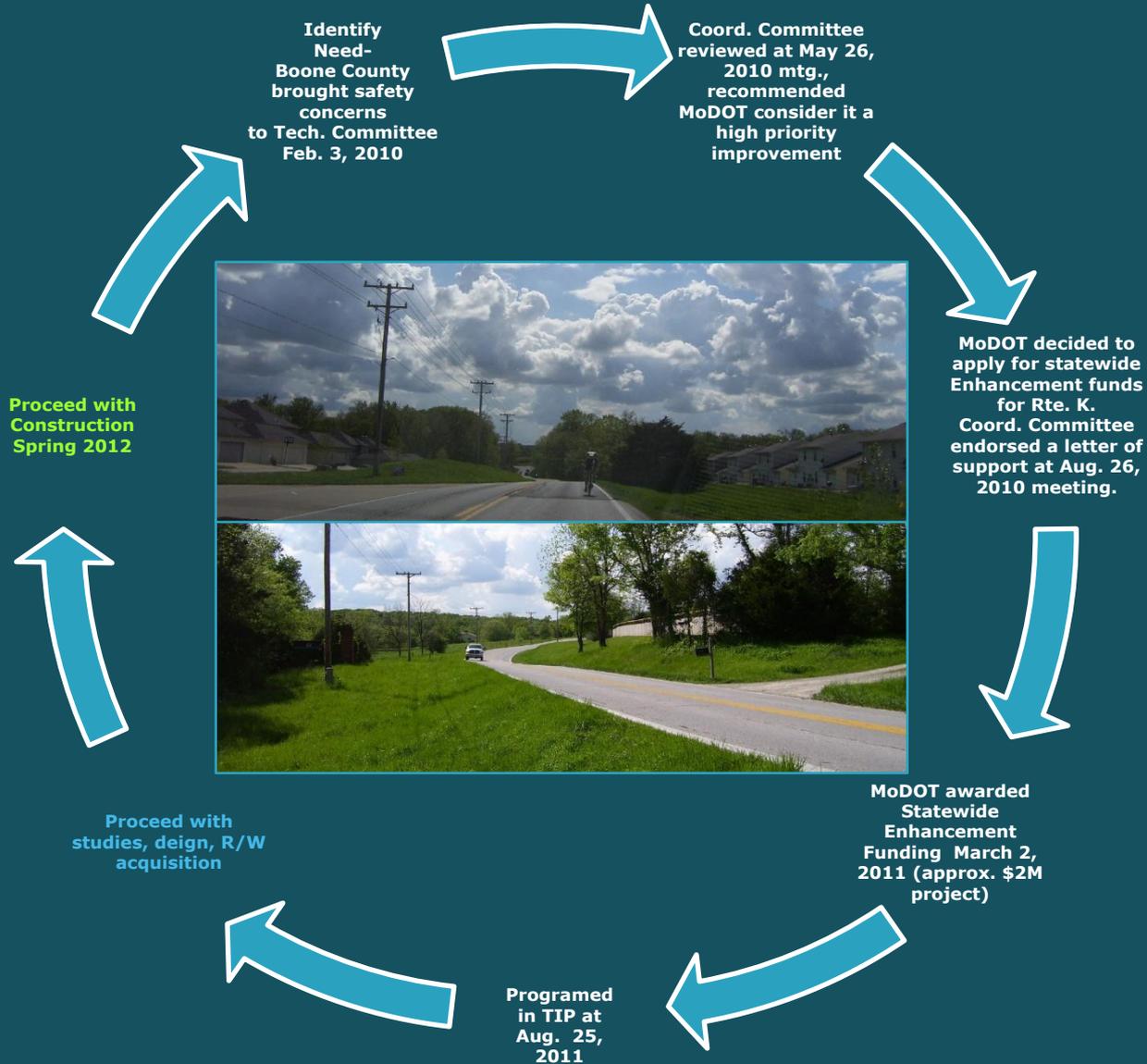
- ▣ MO 740 extension
- ▣ ??????
- ▣ Philips Farm Road extension realignment
- ▣ Rangeline Street corridor local non-residential connectors

Key points

- ▣ CATSO must do planning as a condition of federal funds receipt
- ▣ Planned investments must be **fiscally constrained**
- ▣ “Transportation Improvement Program” – best source of projects expected to be implemented in next four years
- ▣ Funded improvements must be in the TIP and the long-range plan
- ▣ Design/bidding/construction is handled by local or state member jurisdiction

Recent Project Process

Route K Shoulder Improvements



Ongoing Infrastructure Project examples - included in current TIP

- ▣ Transportation Alternative Program (TAP) projects - e.g. sidewalk on St. Charles Road, Lake of the Woods roundabout to Demaret Drive, and North Stadium Boulevard to fill in sidewalk gaps on west side, including connection to Cosmo Park
- ▣ Replacement of Gans Creek tributary bridge on Ben Williams Road - FHWA bridge funds
- ▣ Intersection, bridge and pavement improvements at I-70/US Highway 63 interchange