

MEMORANDUM

TO: Coordinating Committee

FROM: Tim Teddy, Community Development Director, City CATSO member

DATE: December 1, 2022

RE: Comments on 2050 Long-Range Transportation Plan – Request for Report

At the end of the last CATSO Coordinating Committee meeting, the Mayor made a motion to request a report from staff on how we can incorporate some of the recommendations made by the Columbia City Council before we complete the next Metropolitan Transportation Plan [long-range Transportation Plan]: data collection; public engagement; options in the short-term.

City staff has reviewed the Council's short-term requests in its letter to CATSO Coordinating in March 2022:

"... CATSO will develop a Major Amendment to the 2050 LRTP that includes public input on transportation needs; mode share goals consistent with those adopted in the CAAP; a transportation infrastructure scorecard for rating projects; a project list that prioritizes walking, biking, and transit; and an implementation accountability strategy."

As members have discussed, leading a major amendment process *and* preparing a comprehensive update in the form of a new Metropolitan Transportation Plan (the new preferred term for a long-range transportation plan) will possibly delay the delivery of the Metropolitan Transportation Plan which is due in 2024. Staff recommends rolling the two activities together. That being said, the existing plan document can serve as a focus for discussion of changes to the plan.

Public engagement

The CATSO staff ran "cafeteria style" transportation needs public input meetings, in the evening and online, based on the MoDOT request for prioritization of unfunded needs. This model could be expanded for early engagement on the Metropolitan Transportation Plan. In contrast to the "unfunded needs" list meetings, the analysis of needs would be broader for the long-range plan and would encompass needs that are within the CATSO partners' capacity to fund.

CAAP mode share goals

The existing 2050 Long-range Transportation Plan has a chapter six, section 6.2 that reviews "Applicable Land Use, Transportation, and Related Plans." The Metropolitan Transportation Plan will need to acknowledge that the City, as a CATSO partner, has adopted mode shift targets in its Climate Action and Adaptation Plan that define a path to reach the plan's carbon emissions reduction goals. From a baseline of 78 percent single-occupancy vehicle; nine percent carpool; one percent public transit; five percent walking; and one percent bicycling trips, the

plan sets targets of 40 percent single-occupancy; 20 percent car pool; 17 percent transit; 13 percent walking; and 10 percent bicycling trips by 2035; and percentages of 10, five, 40, 25 and 20, respectively, by 2050.

CATSO should analyze the transportation infrastructure planning and design; land use planning; technologies; fiscal policies; incentives/disincentives; public services; education; and possible institutional changes that can move the city, if not the metropolitan planning area, closer to the mode shift goals.

Scorecard

Staff drafted a scorecard in conjunction with the rating of unfunded needs and will continue to refine the scorecard for those exercises. The scorecard related the points awarded to projects to goals in the CATSO plan. Criteria included asset management; complete streets; location within *and* beneficial to low-income communities and communities of color; facilitates intermodal transfers; improves or expands infrastructure for biking, walking and transit; improves mobility for persons with disabilities; reduces vehicle miles traveled or single-occupant vehicle trips; stand-alone transit project or investment; addresses regional needs; complements MoDOT's statewide safety plan; access to employment areas; located in an area already served with sewer and other infrastructure; incorporates a road diet concept; improves access to schools; essential services; low-income and special needs housing; adds traffic calming; reduces design speeds or posted speeds; reduces contributing factors to fatal and injury accidents; improves emergency response services; implements the Boone County Hazard Mitigation Plan; improves or expands commuter infrastructure; and reduces emissions or air pollution.

Finalizing a scorecard would involve asking the public and stakeholders what they want their transportation investments to do for them and selecting a scorecard that reflects public input and our federal transportation planning guidance.

The new Federal transportation law, known as the "Bipartisan Infrastructure Law" or BIL, has created new guidance and federal grant programs. This includes content for safety, multimodal transportation, and climate action and resiliency. The CATSO plan will be developed in conformance with these new federal regulations as they are codified. The plan should be developed such that it prepares its member jurisdictions to take advantage of these federal grants.

Project list

Reordering the project list in the short-term would require some discussions with the policy-makers of each member of CATSO. One suggestion is to review content of the Future Project Plan through a walking, biking and transit lens. Regarding transit, transportation projects in the plan can be viewed on the transit network; off the network; and off the current transit network

but potentially transit-supportive (or not) based on analysis of origins-destinations; intensity/density of land use; anticipated expansion of the system; and connectivity to the transit system. The City's transit study might lead to some new outcomes which may be incorporated into the CATSO Metropolitan Transportation Plan if the study is completed before the plan is finalized.

Projects can also be viewed as facilitating (or not facilitating) connections to trails, bike lanes; bike routes; sidewalks; transit connections; and safe crossings. "Prioritizing walking, biking, and transit" in a capacity upgrade project would mean the "upgrade" would emphasize the addition of appropriate infrastructure to a corridor as well as design that is conducive to safety of all users and modes.

A similar exercise could examine the demographics of the populations served at the origins and destinations along transportation corridors as well as within the corridors, to evaluate whether "capacity upgrades" in existing corridors or new transportation improvements in new alignments have positive or negative impacts to specific communities.

Both the Chapter Three Existing Transportation Facilities and Services, and the Chapter Seven Future Project Plan separate their content into discrete categories – streets, roads, highways, public parking, public transit, bicycle, pedestrian, inter-regional, railways, and pipelines in the existing facilities inventory for example – instead of noting how often these categories are combined.

Some of the work on non-motorized modes in the City follows the Parks and Recreation process of updating its Trails Master Plan and is not part of the "day-to-day" work of CATSO, which tends to receive requests for *roadway* amendments. The bicycle and pedestrian network remains an important part of the CATSO plan. Some of the Trail Plan's components are federally funded and eligible for federal funding; therefore they should receive more attention in the solving of transportation problems.

Implementation accountability strategy

The long-range plan is implemented by the members; one of the documents that tracks projects delivered is the Transportation Improvement Program, or TIP. To the standard, mandatory TIP content which includes federally mandated measures, we might add check boxes for goals implemented by the particular project, or continue to develop the narrative content of the TIP. MoDOT has an established process for reporting on an array of performance measures titled "Tracker". The CATSO could implement a similar annual reporting process that tracks trends and targets for various metrics.

Performance measurement is another part of the accountability strategy. Staff have acknowledged the critique that there is a proliferation of performance measures in the current plan that should be reduced to those for which there is a commitment to gather the pertinent data.