

To: CATSO Staff and Technical committee members regarding Climate and Environment Commission materials sent to the Coordinating Committee that have been referred to the Staff and Technical Committee for an evaluation/response

Date: August 3, 2022

Staff Note to Technical Committee: this document is a draft response to the Climate and Environment Commission (CEC) analysis of the CATSO 2050 Long-range Transportation Plan (LRTP) and an associated letter from the Columbia City Council lending their support to the CEC's suggested changes to the LRTP and its process. Technical Committee discussion of this draft response is needed.

From the "City of Columbia Climate & Environment Commission Statement on CATSO Long-Range Transportation Plan", the CEC (Climate and Environment Commission) does not have a complete understanding of the relationship between CATSO as an organization and the City of Columbia as a member of CATSO. As a metropolitan planning organization, CATSO is made up of three equal member entities, MoDot (Missouri Department of Transportation), Boone County, & The City of Columbia, as well as several supporting organizations such as FHWA (Federal Highway Administration) & FTA (Federal Transit Administration). The LRTP (Long Range Transportation Plan) is one of the primary products produced by CATSO.

The CEC used the CAAP (Climate Action & Adaption Plan), adopted by the City of Columbia, to form the basis of the comments presented. The CAAP is not a plan nor policy adopted by either MoDOT or Boone County. The LRTP calls for coordination amongst CATSO members and input from the public and community is welcomed during discussion of long-range goals. However, viewing the LRTP predominantly through the lens of the CAAP does not consider all aspects of transportation planning. CATSO Staff, Technical Committee, and Coordinating Committee can review the LRTP and see where aspects of the CAAP are compatible with the LRTP and where they are not. There are likely aspects of the CAAP that will not be considered compatible with the LRTP. Incompatible aspects will likely not be incorporated.

The CAAP used greenhouse gas emissions goals as the mechanism to establish the mode share goals for 2050 that are totally unrealistic even for a 30 year time frame; Transit to go from 1% to 40% a 40 fold increase, Walking from 5% to 25% a 5 fold increase, Biking from 1% to 20% a 20 fold increase, and Personal Vehicle use to drop from 87% use to 15% use. These goals would not be only for the City of Columbia municipal limits but for the entire CATSO area.

To put these CAAP goals in perspective:

For US Metros - Only counting Metros with >50k workers, 361 total metros

- *CAAP Goals would be #1 for every mode share metric*
 - *Ahead of NYC, San Francisco, Boston, DC, Philadelphia, and others*
- *Driving via personal vehicles 15% / NYC is currently lowest at 54.7%*
 - *Columbia currently ranked #128 (87.7%) out of 361*
- *Transit 40% / NYC is currently highest at 29.8%*
 - *Columbia currently ranked #207 (0.7%) out of 361*
- *Biking 20% / Boulder, CO is currently highest at 4%*
 - *Columbia currently ranked #54 (0.8%) out of 361*
- *Walking 25% / Flagstaff is currently highest at 8.4%*
 - *Columbia currently ranked #40 (4.1%) out of 361*

These goals might be fine as aspirational goals of the CAAP but not as target goals in the context of the LRTP. Aside from a few illustrative projects, the LRTP must be a fiscally constrained plan despite being long range in nature which means proposed projects must match anticipated funding revenues for its member jurisdictions.

The level of funding necessary to shift mode share to these goals is not currently present for CATSO jurisdictions. The gas tax in Missouri is the primary source of transportation funding which is bound by state statute to be spent on roads and bridges instead of transit or other multimodal projects. Meeting the modal share goals in the CATSO area would require a change in land use conditions to be more akin to the highly urbanized metros such as New York City or Washington D.C. in addition to changes in transportation funding policies in the State of Missouri. A comparison of metros within Missouri shows that Columbia is outperforming other metros within the region on a per capita basis.

For MO Metros

- *Driving via Personal Vehicles – Columbia at #1 (fewest personal vehicles)*
- *Transit – Columbia is #3 behind St. Louis and Kansas City*
- *Biking – Columbia is #1 with 0.8%, next closest is Springfield at 0.3%*
- *Walking – Columbia is #1 with 4.1%, next closest is Springfield at 1.8%*

It appears that the reduction of personal vehicle travel is one of the overarching goals emphasized repeatedly in the CAAP Goals while it is simply one of many in the LRTP. The CEC statement represents that reducing reliance upon personal vehicle travel is a greater component of the LRTP than it actually is. For example, the comparison of the LRTP Goal 2 *The MPA transportation system will integrate and connect all travel modes* is equated with the CAAP Goal 1 *Reduce travel by car*; these two goals may share some aspects but are not the same thing. The LRTP goal is to integrate the personal vehicle travel along with the other modes

of travel with some reduction in personal vehicle use while the CAAP seems to focus on reduction of car travel as its main tool.

The CEC statement claims a misalignment of the LRTP goals and projects, while it still claims the goals of the CAAP and LRTP are highly aligned. While the CEC would like to view the projects as misaligned rather than how they could be considered aligned, the way CATSO has traditionally looked at the goals and projects as compatible must be a reasonable interpretation otherwise Federal Highways would not have signed-off on the existing or previous LRTP.

The CEC statement claims bicycle, pedestrian, and transit are undervalued and not given enough priority to support the goals because only 5% of the LRTP projects are bicycle and pedestrian facility oriented and only 21% are transit oriented. Current mode share of transit and biking is 1% each so 21% is significantly more than the current usage represents. Walking at 5% is the same as the current mode share but it doesn't represent a complete picture as it doesn't reflect that parks and recreation trails and other pedestrian improvements are not all contained in the LRTP.

The included projects are supportive of the LRTP goals and the assertion that the allocations are insufficient to meet the LRTP goals is not founded simply because they don't do it at a pace set by the arbitrarily high expectation of the CAAP. Projects are only included in CATSO documents if they are regionally significant or receive federal funding, as required by federal regulation. An evaluation of CATSO's list of projects does not accurately portray a list of all multi-modal projects in the CATSO area. For example, sidewalk and trail projects would likely not elevate to CATSO's regional plan as the City of Columbia may deliver those projects independently from CATSO's federally regulated process.

The performance measures of a long-range plan need to be balanced and proportional to long-range goals. Short term metrics are not appropriate for long-range goals. The goals and objectives are not meaningless simply because they aren't bean counting. Long-range performance measures are supposed to be more open to the extent that measures are akin to guidance on steering a ship, if a reasonable argument can be made that the goals and objectives are compatible, moving in the correct direction, and making progress towards the destination, then the performance measure is met.

Transportation planning has incorporated equity longer than almost any other area of planning because it is mandated through issues such as environmental justice and built into the process. The assertion by the CEC that major roadway projects go against equity is puzzling as it is an unsupported overgeneralization that absent any other context should be seen as an equity neutral item; there is nothing unequitable about a road project simply because it is a road project. Complete streets are designed to accommodate all modes of transportation and facilitate a more comprehensive public transportation network. Equity is incorporated into the LRTP process, both the LRTP and CAAP discuss the concept of equity as part of their planning process, they both utilize different aspects of how equity is part of the conversation. The LRTP

process seeks input from the general public in discussion of transportation projects that will impact the community over the next several years. The process and any suggestions will be looked at and considered for the next iteration but modification to the LRTP is a process of refining and building upon the foundation we have. CATSO welcomes suggestions for improvement but departure from the process is not conducive to the needed continuity of the Plan and its required conformance with federally mandated plan elements

Climate change is not going to be the driving focus of the LRTP, that is not the purpose of the LRTP. The next iteration of the LRTP will likely address climate issues more than the current LRTP currently does however, it likely will be done as one of the many considerations not the controlling factor of the plan.

The LRTP is a technical document and builds upon the previous plans. While making the plan easier to read is attempted with each iteration, the LRTP contains several federally mandated plan elements encompassing technical information, data, and analysis. The next update of the LRTP will be developed with consultant assistance and could include an executive summary or citizen's guide intended for the general public.