

Transportation Fact Sheet

Background

Transportation design impacts our quality of life. Too often transportation design focuses exclusively on how many cars a street can carry. This limited vision exacted a high price on the environment, severed communities, and neglected the needs of non-motorists. Fortunately, by “thinking beyond the pavement” and integrating thoughtful solutions into larger social and environmental needs, transportation design can improve our quality of life and preserve our natural resources.

Beyond addressing traditional concerns of safety and mobility, good transportation design:

- Provides connections with public transportation, which many citizens rely upon to get to work and school
- Promotes bicycle and pedestrian use
- Allows for public input and participation
- Protects and enhances the environment
- Preserves scenic character and landscapes, and agricultural and recreational resources

Transportation Bills to Support:

SB 125 – Context-Sensitive Solutions (Sen. Bray) – **SUPPORT**

This bill requires MoDOT to embrace design solutions that are based on on-going public involvement and respect the surrounding environment and community.

HB 642 – Complete Streets (Rep. Sutherland) – **SUPPORT**

This bill requires MoDOT to provide full consideration for bicyclists, pedestrians, disabled persons, and transit users in its plans, programs and projects.

SB 289 – TDD Better Defined (Sen. Griesheimer) – **SUPPORT**

This bill defines the term "project" as used in a Transportation Development District (TDD) to exclude terrace walls, berms, landscaping, parking lots, awnings, building facades, etc., which benefit a private commercial developer rather than the larger public interest. This bill is a segment of Senator Griesheimer's more comprehensive bill from 2008 that would have introduced greater transparency and accountability in the use of TDDs.

SB 59; SB 100 – Radioactive Waste Transport Fees (Sen. Stouffer; Sen. Schaefer) – **SUPPORT**

By charging shippers of radioactive waste a special fee, similar to that charged by surrounding states, this bill would discourage shippers from using Missouri as their primary radioactive waste routes, and would provide funds for DNR to monitor such shipments and protect the public.

SB 124 – Digital Billboards (Sen. Bray) – **SUPPORT**

This bill prohibits digital and other changeable copy technology from being used on billboards to protect motorists from distracting signage and prevent additional visual blight on highways.

Transportation Bills to Oppose:

SB 57 – Billboard Proliferation (Sen. Stouffer) – **OPPOSE**

Allows billboards to be upgraded to new digital technology and allows billboards along I-70 and I-44 to be rebuilt in of future reconstruction.

Transportation Concepts to Support (No bills yet filed)

TIF and TDD reform

Tax Increment Financing and Transportation Development Districts are used extensively to encourage businesses to relocate to the jurisdiction offering the tax incentive. Often TIF and TDD cause the overbuilding of commercial developments. We expect a TIF and TDD reform bill to be introduced that lead to greater transparency and accountability in the use of these incentives.

Public Transit funding

Missouri lags behind other states in transportation funding. With the downturn in local sales tax revenues (a primary source for transit funding), our state transit agencies are drastically cutting service and raising fares. Missouri's most vulnerable citizens rely on public transportation to get to jobs, medical appointments, and school. We must increase transit funding to meet their needs. Transit also eventually reduces dependence on foreign oil and global warming emissions.

Toll Roads

Missouri needs a constitutional amendment authorizing the Department of Transportation to construct and operate toll facilities. We do not support SJR 2 or SB 13, however, which only allows for certain types of toll facilities. We instead support time-of-day tolling on existing highways in metropolitan areas to reduce the need for widening highways.

Transportation Concepts to Oppose:

Truck-Only Lanes

MODOT is proposing to build 4 additional lanes along I-70 from Kansas City to St. Louis. However, this proposal would not separate trucks from cars when they are entering or exiting the highway, and thus would not protect automobile riders from the most dangerous maneuvers of big trucks. We propose that this corridor would be better used for freight rail service that could carry truck containers, which would provide a safer, cost-competitive, energy-saving alternative to big trucks on interstate highways. Beyond the environmental benefits of rail, fewer trucks on the highways greatly decrease highway fatalities.

MODOT does not yet know how it would fund such specialized lanes, but says "the truckers don't want to pay for them." Thus, all Missourians may end up paying for them through a general sales tax.



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