



Long Range Transportation Plan Subcommittee

KICK OFF MEETING

8:30 – 9:15 AM

September 23RD, 2008

Agenda

1. Welcome and Introductions
2. Plan Update Background
 - a. Federal Regulations
 - b. Transportation Outlook 2030
3. Overview of Transportation Outlook 2040
 - a. Phases of Activity
 - b. Schedule- Public Involvement
 - c. Anticipated Outcomes
4. Open Discussion
 - a. Thoughts, Expectations?
5. Next Meeting Date & Time

SUMMARY

Long-Range Transportation Plan Sub-Committee

09/23/08

1. Welcome and Introductions

Meeting participants introduced themselves after Marge Vogt called the meeting to order.

Meeting participants included Mark McHenry, Ron Norris, John Rod, Gary Lathrop, Ron Achelpohl, Steve Lebofsky, Mac Andrews, Ron McLinden, Linda Clark, John Rod, Ed Ford, Julie Wittman, Jody Craig, Aaron Bartlett, Nick Freeman, Tom Jacobs, Lisa Pool, Karen Clawson, Tom Gerend, and Mell Henderson.

2. Plan Update Background

Tom Gerend presented background information regarding the long-range transportation plan.

- Sub-committee is representative of MARC's modal committee co-chairs. It's a forum to bring feedback together from various modes. Expanded invitation list includes Air Quality Forum and Technical Forecast Committee.
- More emphasis is being on environment and land use, per federal guidelines.
- Marge asked if we are taking suggestions for names for unfilled committee positions.
- Tom G. said yes, and that we may want to bring in others at certain times during the process.
- Someone asked if a MetroGreen representative could be invited in the future.
- Tom stated that additions such as MetroGreen representatives are possible. We might also want to look at private sector representation.
- Tom presented information via a PowerPoint presentation regarding the purpose of the long-range plan; the context of the plan; plan update overview; capabilities of plan; review of current plan; performance measures; and projections of population, employment, and vehicle miles travelled.

3. Overview of Transportation Outlook 2040

Tom Gerend provided an overview of challenges and direction associated with the plan update.

- Decreased funding, increasing transportation needs, and a growing list of considerations (i.e. energy, environment, land use, and economic development) will result in tough choices.
- Opportunities include tying in with the MARC Strategic Planning Process, gathering new input from the public engagements for the long-range plan, and coordinating with planning efforts of KDOT/MoDOT.

- The planning process is an 18-month process with 3 phases (Phase 1 through fall '08, Phase 2 in the spring, and Phase 3 next fall).
- The first round of public engagements runs from October 13 – 29, and will focus on understanding the values of the region's residents.

4. Open Discussion

- Marge Vogt asked if past projections have been on target. She said we are going to have to look at true needs versus wants, and that the projections are very important.
- Tom Gerend said that a lot of work has been done on the model and that he has confidence in the model. Past projections under projected congestion.
- Ron Norris said that transportation is a tool. Understanding the goal informs the answer, and that we should spend time understanding what we want to be.
- Mark McHenry asked if density factors into the model.
- Tom said that it does indirectly. The Technical Forecast Committee forecasts population and employment to generate demand on the network. The Technical Forecast Committee is looking at density, regional growth allocation, and an alternative scenario.
- John Rod said that, in the past, the group had not looked at redevelopment. In looking at it now, it's a challenge.
- Ron Norris asked if there is a way to develop several alternative plans. We are at an uncertain point r.e. dealing with issues we haven't dealt with before. Do the scenarios recognize a spectrum of differences?
- Tom said that one opportunity with the Technical Forecast Committee is to develop land use/network scenarios. Certain types of land use patterns reduce trip lengths. On the network side, there is a more extensive transit network. We can link the land use forecast to this process, and we can look back at how the two relate to inform each process.
- Ron said that we should examine a range of alternatives regarding assumptions.
- Ron Achelpohl asked if the purpose of the plan should be a desired direction or a network that performs reasonably well under many scenarios.
- It was noted that if the plan is more of a policy document, it is a stronger document.
- Tom said that MARC has historically leveraged the plan as a policy document, but that we haven't necessarily tied it to some of our other decisions.
- Ron Norris said knowing the implications of decisions might help inform results.
- It was noted that the highway committee said that land use needs to be more of an integral part of how we view the plan. Each time, we learn from mistakes.
- Mel said that the planning process is a cyclical process – That we should be more focused on five years from now than 10 – 30 years out.
- Tom Jacobs noted that a lot of good climate protection planning work is going on in the Seattle area, and that we could frame the discussion in terms of being adaptive.
- Linda Clark mentioned her work on a Missouri environmental committee. The committee includes UMKC and other partners. She said they are looking at six climatology scenarios and the implications of policies associated with those

scenarios. They are asking questions like: “What if we build more density?” “What if more funds go to transit projects?” “What are the implications of climate change on agriculture, land use, etc...?”. It’s about spending money wisely.

- Karen Clawson discussed the up-coming LRTP public engagements. She said it is a huge component of the LRTP update process. MARC has contracted with One KC Voice to conduct 5 public engagements as part of Phase 1, which is to assess the public’s values and needs.
- We will be asking similar questions of MARC’s committees that we ask of the public. We will rely on MARC’s committees throughout the process.
- Additional outreach includes a survey, website, and photo contest.
- Linda Clark noted that an interactive website and YouTube video contest have worked well for MoDOT
- Karen said that MARC plans on having an interactive web presence as a supplemental engagement tool.
- Marge noted that we need to integrate the long-range plans of Kansas and Missouri into the LRTP planning process.

5. Next Meeting Date & Time

- The LRTP sub-committee meetings will be held each month at 8:30 a.m., prior to the Total Transportation Policy Committee meeting.