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## SPECIAL MEETING NOTICE

**Long-Range Transportation Plan Subcommittee**  
**Tuesday, February 2, 2010**  
**9:30 AM – 11:30 AM**  
**600 Broadway, Suite 200, Kansas City, Missouri**

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### AGENDA

1. Welcome and Introductions
2. Presentation by Missouri Transportation Alliance Representative (Tentative)  
*Staff is currently working to secure participation from a representative of the MTA for this meeting.*
3. Status of Missouri Investment Scenario project  
*Background materials at: [http://www.marc.org/transportation/2010\\_mo\\_invest\\_priorities.htm](http://www.marc.org/transportation/2010_mo_invest_priorities.htm)*
4. VOTE: Position Statement Outline on Missouri Investment Scenario (see attached draft outline)  
*Review and vote on draft outline as basis for a letter for TTPC's consideration on February 16, 2010.*
5. Other Business
6. Adjourn

**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. An entrance directly into the conference area is available from this level. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp. For directions to the MARC offices, visit [www.marc.org/mapandparking.htm](http://www.marc.org/mapandparking.htm)

**Special Accommodations:** Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

## DRAFT Outline: Position on 2010 Missouri Investment Scenario

1. MARC acknowledges the need for increased funding for statewide, multi-modal transportation needs in both Missouri and Kansas.
2. MARC would prefer that the need for additional State funding be addressed through the legislative process by the General Assembly and Governor rather than through an ad hoc initiative petition process.
3. At this time, MARC takes no position in support of or in opposition to the use of sales taxes as a mechanism to provide increased statewide transportation funding.
4. MARC supports the following elements of the Missouri Investment Scenario presented by MoDOT on December 4, 2009:
  - a. **System Preservation:** MARC shares MoDOT's commitment to preserve and maintain the State's existing transportation infrastructure. This scenario appropriately addresses maintenance of the State's existing highways and bridges as the top priority for existing funds through the "Take Care of the System" and "Interstates and Major Bridges" elements.
  - b. **Multi-Modal Transportation:** The scenario would provide dedicated funding for multi-modal needs including public transportation, ports and AMTRAK through the "Other Ways to Get Around" element, although as stated below, MARC does not believe that the level of funding for public transportation in this scenario is adequate.
  - c. **Cooperative Decision-making:** The scenario uses input from MoDOT's planning partners to establish program and project priorities for new transportation revenues.
  - d. **Predictable Funding:** The scenario would provide predictable funding levels for all parts of the State including the MARC area.
  - e. **Partnerships with Local Governments:** The scenario continues the successful "Economic Development and Cost Sharing" program which has benefited many local government projects in the MARC area.
5. MARC also offers the following suggestions to strengthen this scenario:
  - a. **Provide Significant Dedicated Funding for Transit Operations and Facilities:** We acknowledge that all elements of this scenario are under-funded relative to the needs that exist throughout the State. However, with recent cuts in operating funds for public transportation services in Kansas City and St. Louis, it is critical that the State provide more meaningful and predictable support for transit operations and facilities. We recommend that the "Other Ways to Get Around" element be modified to use the funding model developed by the Missouri Public Transit Association to fund transit services at a level of at least \$75 million per year to be divided 50% for the St. Louis area, 25% for the Kansas City area and 25% to the rest of the State. Additionally provide flexibility within Districts to allocate Major Projects funding to "Other Ways to Get Around" if needed based on regional needs and priorities.
  - b. **Defer the I-70 Program:** We recognize that I-70 is a vital transportation link connecting our region to the State and the nation, yet a number of critical questions about how the proposed Truck-Only Lanes will impact transportation operations in our region or the other major urbanized areas within the State have not yet been addressed. Additional planning work is needed to address these issues. We are also concerned the State should not initiate this major new commitment without the means to complete it. Finally, there are major needs on I-70 in our region, and in the State's most congested urban areas, that we believe must be included in a more comprehensive package of improvements to this facility.
  - c. **Revise the Geographic Distribution Formula for New Funds:** If sales taxes are used to fund this scenario, the formula used to distribute new revenues must be revised to better reflect each region's role in generating them. On this basis, we believe that the Kansas City area should receive at least 20% of any new funds for Major Projects and Flexible Funds that are not allocated on a statewide basis.
  - d. **Provide Some Contingency to Address Unforeseen Needs:** Since this scenario covers a ten-year planning horizon, we believe that it would be prudent for MoDOT to provide some contingency to address transportation needs that may emerge during this period that may not be clear today. While we cannot predict exactly what these needs may be, we can anticipate with certainty that some critical transportation challenges or opportunities will present themselves throughout the State during this period.