



OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Ed Ford, Missouri Co-Chair
Marge Vogt, Kansas Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, January 17, 2012 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

A G E N D A

1. Welcome/Introductions – 9:30 a.m.
2. VOTE: Minutes of last meeting* – 9:35 a.m.
3. REPORT: KU Med Center Area Transit Study -9:40 a.m.
 - Report on Proposed Transit System Improvements near KU Med Center
4. VOTE: Downtown Corridor Alternatives Analysis*– 9:55a.m.
 - Downtown Corridor Alternatives Analysis Report
 - Review final report; consider approval
 - Transportation Outlook 2040 Proposed Amendment
 - Review public comments on proposed amendment; consider approval
 - 2012 UPWP Amendment #2
 - Review proposed amendment; consider approval
5. VOTE: TTPC Bylaws*– 10:05 a.m.
 - Review proposed bylaws amendments; consider approval
6. VOTE: K-7 Corridor Land Use and Economic Development Study*– 10:15 a.m.
 - Review and consider acceptance of final report
7. VOTE: Consent Agenda– 10:25a.m.
 - a) 2012-2016 Transportation Improvement Program Quarterly Amendment
 - Review public comments, consider approval
 - b) DBE Plan Update
 - Review proposed changes; consider approval
8. Livable Communities Pilot Program– 10:30 a.m.

Briefing on process to develop new program
9. TIGER Update-10:45 a.m.

Review of recent activities related to the regional TIGER grant
10. Other Business- 10:55 a.m.
11. Adjournment-11:00 a.m.

***Action Items**

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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.

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Total Transportation Policy Committee
January 17, 2012
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Ed Ford, Missouri Co-Chair
Marge Vogt, Kansas Co-Chair
Chuck Adams, Wyandotte Counties Municipalities
Jim Allen, Johnson County
Alice Amrein, Johnson County
Mac Andrews, Johnson County
Kenneth Bernard, Leavenworth County Municipalities
David Bower, Jackson County Municipalities
Mike Brungardt, Johnson County Municipalities
Emerick Cross, Unified Government of WyCo/KCK
Dick Davis, city of Kansas City
Dennis Enslinger, Johnson County Municipalities
Chuck Ferguson, Johnson County
Bill Heatherman, Unified Government of WyCo/KCK
Mark Huffer, Kansas City Area Transportation Authority
Dick Jarrold, Kansas City Area Transportation Authority
Russ Johnson, city of Kansas City
Lee Ann Kell, Missouri Department of Transportation
Brian Kidwell, Missouri Department of Transportation
Robbie Makinen, Jackson County
Michael McDonald, Leavenworth County Municipalities
Mark McHenry, Kansas City Parks & Recreation
Dan Miller, city of Overland Park
Davonna Moore, Kansas Department of Transportation
Daniel Moye, Jackson County
Ferd Neimann, Jackson County
Ron Norris, city of Olathe
Katee Porter, Clay County
John Powell, city of Independence
Martin Rivarola, Johnson Counties Municipalities
Carson Ross, Jackson County Municipalities
John Sharp, city of Kansas City
Mark Sherfy, Johnson County Municipalities
David Slater, Clay County Municipalities
John Smedley, Platte County Municipalities
Mike Spickelmier, Leavenworth County
Mark Stuecheli, city of Overland Park

Jared Miller, HNTB
Ken Miller, city of Lansing
Vicki Noteis, Collins Noteis and Associates
Janet Rogers, Transit Action Network
Ron Schikevitz, Burns and McDonnell
Allison Smith, Kansas Department of Transportation

MARC Staff Present

Mell Henderson, Director of Transportation
Ron Achelpohl, Assistant Director of Transportation
Tom Gerend, Assistant Director of Transportation
Aaron Bartlett, Bicycle/Pedestrian Planner III
Darryl Fields, Transportation Planner III
Marc Hansen, Transportation Planner III
Ebony Jackson, Transportation Program Assistant
Lisa Pool, Transportation Planner III
Julie Wittman, Public Affairs Coordinator

Others Present

Eric Bernskoetter, Missouri Department of Transportation
Robert Broomberg, Olsson Associates
Cory Clark, GBA
Chris Cline, Confluence
Chip Corcoran, RK/Iteris
Shelie Daniel, Missouri Department of Transportation
Larry Frevert, HDR Engineering
Lisa Koch, Parsons Brinkerhoff
Lideana Laboy, Unified Government of WyCo/ KCK
Chuck McCulloh, Cass County
Sherri McIntyre, city of Kansas City
Ron McLinden, Transit Action Network

1) Welcome/ Introductions

Missouri Co-Chair Ed Ford called the meeting to order and welcomed attendees.

2) Approval of Meeting Summary *

There were no changes to the December 20, 2012 meeting summary. Alice Amrein moved to approve the meeting summary, David Slater seconded and the motion carried.

3) KU Med Center Area Transit Study

Tom Gerend said that officials in Wyandotte County and Roeland Park approached MARC last year to discuss opportunities to improve transit connectivity between their communities and specifically within the vicinity of the KU Medical Center (KUMC) campus. Since that time MARC has worked with the local jurisdictions and the region's transit providers (KCATA, Johnson County Transit (JCT), and Unified Government Transit (UG)), and KU Medical Center to identify opportunities, further assess transit needs and potential improvements in the area. Together this partnership, led by the KCATA, conducted a more formal study of the transit needs and opportunities within this area. Mr. Gerend introduced Jared Miller with HNTB to give a report on the KU Med Center Area Transit Study

The area is served by several local transit routes operated by KCATA, UG, and JCT but no formal service assessment had been conducted prior to this effort. Through this study, the existing routes and currently planned routes were analyzed in light of the growing need for transit service for KUMC employees, students, and patrons as well as surrounding local residents. There are 10,000-15,000 visitors and employees daily at KUMC with only 5,000 parking spaces. Currently there is only a 3% transit mode split.

Mr. Miller walked through a power point presentation speaking to points about how to improve ridership in the area and coordinate those efforts that answered those questions asked by the study. He also explained different route options that were identified to effectively serve the transit user, while taking into consideration the redevelopment currently occurring around the area. The suggestion is to build a transit hub, instead of a transit center because of available space and need.

Currently there is no funding to implement study findings. Since there will be multiple local jurisdiction and transit providers, HNTB is proposing to create a Transportation Management Association to help to solidify the coordination between the different entities.

The entire study will be made available at www.kcsmartmoves.org.

4) Downtown Corridor Alternatives Analysis*

Tom Gerend reported that on December 20, 2011, TTPC approved the release of a proposed amendment to Transportation Outlook 2040 for public review and comment related to the proposed Locally Preferred Alternative (LPA) resulting from the completion of the Downtown Corridor Alternatives Analysis (DCAA). He read aloud one comment that was received from David Johnson, a member of a group of downtown residents, in support of adding the Kansas City Streetcar project to Transportation Outlook 2040. The public review and comment period is not officially over until January 20, 2012.

Mr. Gerend asked the committee to consider three related actions in support of the DCAA.

1. Acceptance of the Downtown Corridor Alternatives Analysis Report.
The draft report has been made available on the project website, www.kcsmartmoves.org for public review and comment. Acceptance of the report allows the project to move to the next phase of project planning and development.
2. Amend Transportation Outlook 2040 as detailed below:
Amend Transportation Outlook 2040 Project #611167 "Kansas City Streetcar" to specifically designate this project as the Locally Preferred Alternative (LPA) resulting from the Jackson County/Kansas City Downtown Corridor Alternatives Analysis (AA).

Project Details:

- Project Sponsor: City of Kansas City, Missouri.
- Project Limits: River Market to Union Station/Crown Center
- Project Alignment: Main Street

- Project Mode: Streetcar
- Project Purpose: The purpose of the project is to provide an attractive transit option that will more conveniently connect people and places within the Downtown Corridor, and support regional and city efforts to develop downtown Kansas City and the Downtown Corridor as a more attractive and successful urban center.
- Cost: The estimated capital cost is \$101 million in FY 2011 dollars for construction and approximately \$2.7 million in FY 2011 dollars annually for operations.
- Financial Strategy: The project is proposed to be funded through a combination of local and federal funding sources. Proposed local sources include the use of the Missouri Transportation Development District Act (TDD) which could include a district-wide sales tax and/or district wide property tax assessment. Other proposed local revenue sources include surface parking assessments and the collection of rider fares and advertising revenues. Potential federal sources include TIGER (Transportation Investments Generating Economic Recover) grants, Federal Transit Administration (FTA) Section 5309 New Starts funds, Federal formula funds, and Urban Circulator grants.

3. Approve 2012 UPWP amendment #2.

The existing Downtown Corridor Alternatives Analysis task 6.4 in the 2012 UPWP is proposed to be amended to include additional local and federal transit planning funds (\$2m and \$500k respectively) that have been allocated to support the next phase of planning and project development activities within the Alternatives Analysis.

Mark McHenry moved to approve the following actions related to the Downtown Corridor Alternatives Analysis Study: Acceptance of the Downtown Corridor Alternatives Analysis Report , to recommend approval of the amendment to Transportation Outlook 2040, contingent on completion of the public review and comment period and to approve Amendment #2 to the 2012 UPWP. Mark Stuechli seconded and the motion carried.

5) TTPC Bylaws*

Mell Henderson reported that TTPC operates under a set of bylaws that articulate TTPC’s purpose, its membership and voting, and how it conducts business, among other items. At the December 20, 2012 TTPC meeting, the committee reviewed a set of proposed changes to the TTPC bylaws and provided input and direction for the proposed amendments. The proposed changes were attached to the meeting’s agenda packet. Also attached was a memo to the committee documenting the method used to arrive at the local government membership that was reflected in the proposed bylaws amendment that took into account the 2010 Census population numbers.

Mr. Henderson discussed differences from the last version that were discussed at the December 2011 meeting. He mentioned that the Johnson County Mayors will not meet until March to decide if they want to modify the way they make appointments, The Johnson County membership appointments will remain the same, if they request to change the bylaws at some point in the future, a separate amendment will be brought to TTPC.

David Slater moved to approve the proposed TTPC bylaws changes, and recommend approval by the MARC Board of Directors, John Sharp seconded and the motion carried.

6) K-7 Corridor Land Use and Economic Development Study*

Mell Henderson reported that in early 2011, MARC, in conjunction with a number of partners, initiated the K-7 Corridor Land Use and Economic Development Study. The purpose of the study was to develop a land use and economic development strategy for the K-7 Corridor in Leavenworth and Wyandotte Counties that would align with the planned conversion of the facility to a freeway over time in the future. The study included a market analysis to assess the viability of various future development options that may occur along the corridor and an assessment of priorities for the transportation investments necessary to convert the facility to a freeway over time.

The study was led by a Core Team comprised of representatives of the study partners: Basehor, Bonner Springs, Lansing, Leavenworth, Leavenworth County, Unified Government, KDOT, Leavenworth County Port Authority, and the Kansas City Kansas Chamber of Commerce. A consulting team comprised of Confluence, Collins Noteis & Associates, DesignWorkshop and Burns & McDonnell assisted the Core Team with the project.

Mr. Henderson introduced Chris Cline with Confluence, who gave a high level overview of the study. The corridor was divided into districts; Leavenworth, Lansing, Parallel to Lansing, I-70 to Parallel, Kansas Avenue and Downtown Bonner Springs. An infrastructure assessment was completed (transportation, water and waste water). An analysis of current demographics and market were performed and recommendations were made by district. The consultant team is recommending that the jurisdictions along the K-7 Corridor in Leavenworth and Wyandotte counties pursue a "Growing Together" strategy that would seek orderly development of the corridor with initial development focused on areas contiguous to existing areas of development; a commitment to design guidelines that would result in higher quality development; a higher degree of mixed use development than currently in the corridor; and a priority for freeway conversion moving from south to north along the corridor with a mix of both overpasses and interchanges. The anticipated results are to attract higher quality and higher value development, have a more positive fiscal impact to local governments in the corridor and maintain reasonable travel speeds along the corridor through its transition to a freeway.

The final report is available at: <http://www.marc.org/transportation/pdf/k7corridor/K-7-Corridor-Study-Final-Report.pdf>

Ken Bernard moved to approve the K-7 Corridor Land Use and Economic Development Study's final report, Chuck Adams seconded and the motion carried.

7) Consent Agenda*

7(a) 2012 1st Quarter Amendment to 2012-2016 TIP

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*. TTPC approved to release the 1st Quarter *TIP* for public review and comment. There were no comments received.

The 2012 1st Quarter Amendment to the *FFY 2012-2016 TIP* includes 13 new and 11 modified projects:

- #380125 – K-10 Median Cable Barriers in Johnson and Douglas Counties
- #490120 – I-29, Payment to Army Corps of Engineers for Platte River Bridge Improvements
- #510070 – Tiffany Springs Parkway, US-169 to Platte Purchase Dr.
- #611167 – Kansas City Streetcar
- #970095 – Veterans Transportation and Community Living Initiative
- #996092 – Bus Passenger Infrastructure Improvements
- 2 MoDOT Cost Share Program Projects
 - #490121 – I-29, Interchange Improvements at Tiffany Springs Parkway
 - #790068 – US-71, Interchange Improvements at M-291
- 5 Bridge Replacements in Leavenworth, Clay, and Platte Counties
 - #165010 – 178th Street between State Avenue and Leavenworth Road
 - #415205 – Dye Store Road near Fairview Road
 - #415206 – Dye Store Road between Salem Road & Taulbee Road
 - #415207 – Jowler Creek Road between Elm Grove Road and Interurban.
 - #590178 – Schoolfield Road over Williams Creek
- 11 modified projects
 - Scope
 - Schedule
 - Budget
 - Suballocated Funding

Details of these projects are available for review on the Internet at:

<http://www.marc.org/transportation/tip/amendments/12Q1Amend.pdf>

7(b) Disadvantage Business Enterprise Program Update

In response to a request for more detail, Darryl Fields reported that the U.S. Department of Transportation's (USDOT) DBE program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. The three major DOT operating administrations involved in the DBE program are Highway (FHWA), Aviation (FAA) and Transit (FTA).

DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. USDOT has expanded the requirements of the DBE program to encourage and facilitate participation by small businesses in general, not only those certified as DBE. The language of the updated program was attached to the meeting agenda packet.

MARC is required to have a DBE Program as a recipient of FHWA/FTA funds received for planning, capital or operating assistance and the award of prime contracts. MARC's DBE goal is 14%.

MARC must submit revised DBE Program to FTA no later than February 28, 2012. The updated DBE Plan must include an element that fosters small business participation.

In response to a question raised by John Sharp, Mr. Fields said that this small business provision will not affect MARC's 14% DBE goal and/ or participations. The purpose of the small business element is to encourage small business to participate in USDOT assisted projects. MARC's projects are small enough to be conducive to small business participation; that a set aside provision will not affect MARC.

Marge Vogt moved to approve the 2012 1st quarter amendment to the 2012-2016 TIP and the proposed amendment to MARC's DBE program to add the language that addresses the expanded requirements that DBE programs encourage participation by all small businesses, Alice Amrein seconded and the motion carried.

8) Livable Communities Pilot Program

Lisa Pool reported that Livable Communities pilot program is now the Sustainable Places Planning Program. The funding and programming of the Livable Communities STP award and Creating Sustainable Places demonstration funds are being integrated. The Sustainable Places Planning Program will provide local governments with financial support to advance detailed local planning and project development activities in support of Creating Sustainable Places (CSP), Transportation Outlook 2040's (TO2040) activity centers and corridors framework, and the MARC Board's adopted policy statement on regional land use direction.

Available Funding

\$750k - HUD Sustainable Communities Grant Program (a.k.a. Creating Sustainable Places)

\$425k - Missouri STP - Livable Communities Pilot Planning Program, FFY 2013

\$400k - Kansas STP - Livable Communities Pilot Planning Program, FFY 2013

The objectives of the program are as follows:

- Support and encourage the development of local activity center plans consistent with CSP principles, identified regional activity centers, and the land use policy direction outlined in TO2040.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of transportation projects and related sustainable development projects that help to realize the sustainability objectives identified in the Creating Sustainable Places initiative and also support the adopted regional land use policy statement and TO2040.
- Support the development, submission, and consideration of sustainable community projects in local, regional, state, and federal investment programs.

An interdisciplinary group of local government and committee stakeholders, appointed by TTPC and CSP Co-chairs, will be formed to serve as the Sustainable Places Planning Program Committee. This committee will help to develop detailed program ground rules (award limits, evaluation process, match requirements, etc), oversee a competitive regional solicitation for funds, and select local activity center studies and small area plans to be funded out of the \$1.575M program allocation.

Staff anticipates a four-month program development timeline, followed by a four-month project solicitation and selection process. Resulting studies would be funded based on the availability of funds and would be expected to generally take less than 12 months to complete.

The 2012 conceptual schedule is as follows:

- January - February - Form Sustainable Places Planning Program Committee
- February -April - Develop program ground rules and guidelines
- May-July– Solicit projects
- July-September– Procure consultants
- October 1 – Initiate studies

9) TIGER Update

Tom Gerend reported that in February 2010 the Kansas City region received a \$50 million grant through the American Recovery and Reinvestment Act's TIGER program to support the implementation of the Kansas City Regional TIGER grant submission. The Kansas City Regional TIGER Project was a collaborative, multi-jurisdictional effort involving dozens of partners and supporters in both Kansas and Missouri. The TIGER projects are on budget and schedule.

Regional Transit

Transit corridor improvements are ahead of schedule. The Kansas transit investments; State Ave and Metcalf/Shawnee Mission Parkway, are in the procurement phase with the expectation of starting construction before the end of the year. The expectation is that the Missouri transit investments; North Oak and Eastern corridor, will be complete by the summer.

Green Impact Zone

The Green Impact Zone (GIZ) has made progress on sidewalk rehabilitation. As of mid-December there have been 100 city blocks of sidewalks reconstructed. Mr. Gerend showed a 2 minute video of the sidewalk rehabilitation with interviews of citizens, construction workers and GIZ employees.

In response to a question about how MARC can capitalize on the message that the TIGER project is on budget and on schedule to counter opposing reports, Mr. Gerend replied that the MARC staff have discussed the best way to put the message out and will release something soon.

See the projects website for more information: <http://www.marc.org/tiger/>.

10) Other Business

11) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held on February 21, 2012.