



**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, September 21, 2010 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. Minutes of last meeting* – 9:35 a.m.
3. REPORT and VOTE: Transit Regional Transit Implementation Plan – 9:40 a.m.
 - Presentation on commuter rail/commuter corridors planning work; continuing work plan for the MARC Transit Committee
4. VOTE: Limited English Proficiency Plan*– 10:15 a.m.
 - Review proposed plan; consider approval
5. REPORT and VOTE: Missouri Transportation Enhancements Program – 10:20 a.m.
 - Report on upcoming call for projects; consider approval of amended MO TE Committee bylaws
6. VOTE: 4th Quarter Amendment to the 2010-2014 TIP* – 10:30 a.m.
 - Review proposed amendment; consider release for public review and comment
7. VOTE: Proposed Amendment to the 2010 Unified Planning Work Program*– 10:35 a.m.
 - Review proposed amendment to add K-7 Corridor Development Study and Jackson County/Kansas City Regional Alternatives Analysis; consider release for public review and comment
8. VOTE: Proposed 2011 Unified Planning Work Program*– 10:40 a.m.
 - Review proposed work program; consider release for public review and comment
9. REVIEW: MARC Conflict of Interest Policy – 10:50 a.m.
 - Annual review of policy for MARC Committee Members
10. Other Business – 10:55 a.m.
11. Adjournment – 11:00 a.m.
 - *Action Items

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. 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.

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.

MARC programs that receive federal funding may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see http://www.marc.org/transportation/title_vi.htm, or call 816-474-4240.

Total Transportation Policy Committee
September 21, 2010
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Marge Vogt, Olathe, Kansas Co-Chair
Ed Ford, Kansas City, Missouri Co-Chair
Chuck Adams, Wyandotte County Municipalities
Jim Allen, Johnson County
Alice Amrein, Johnson County
Mac Andrew, Johnson County
Kenneth Bernard, Leavenworth County Municipalities
David Bower, Jackson County Municipalities
Mike Brungardt, Johnson County Municipalities
Cindy Circo, Kansas City
Linda Clark, Missouri Department of Transportation
Dennis Enslinger, Johnson County Municipalities
Chuck Ferguson, Johnson County
Stan Harris, Kansas City
Bill Heatherman, Unified Government of WYCO, KCK
Patty Hilderbrand, Kansas City
Mark Huffer, Kansas City Area Transportation Authority
Duane Jackson, Clay County
Dick Jarrold, Kansas City Area Transportation Authority
LeeAnn Kell, Missouri Dept. of Transportation
Mike McDonald, Leavenworth County Municipalities
Davonna Moore, Kansas Department of Transportation
Lee Morris, Cass County
Ron Norris, City of Olathe
John Powell, City of Independence
Martin Rivarola, Johnson County Municipalities
Bob Roddy, Unified Government of WYCO, KCK
John Sharp, Kansas City
Mark Sherfy, Johnson County Municipalities
David Slater, Clay County Municipalities
John Smedley, Platte County Municipalities
Mike spickelmier, Leavenworth County
Mark Stuecheli, Overland Park
Doug Wood, Johnson County

Others Present

Randy Batteglar, Raytown Times
Jack Brainbridge, Laborers' Local 663
Shari Cannon-Makay, Burns and McDonnell
Emerick Cross, Unified Government of WyCo, KCK
Mike DeBacker, Burns and McDonnell
John Flower, Leavenworth County
Paul Foundoukis, Federal Highway Administration
Larry Frevert, HDR Engineering
Bob Goodwillie, HG Consult, Inc
John Ivey, Lakewood Business Park
Mark Kenneally, Transystems
Robbie Makinen, Jackson County
Kitty McCoy, Kansas City Regional Transit Alliance

Others Present-Continued

Sherri McIntyre, City of Kansas City
Ron McLinden, Transit Action Network
Ken Miller, City of Lansing
Clarence Munsch, GBA
Chris Nazar, Wilbur Smith Associates
Bob Orr, Wilbur Smith Associates
David Pavlich, City of Kearney
Kim Pemberton, Trekk Design Group, LLC
Margie Richcreek, Transit Action Network
Dale Ricks, Olsson Associates
Janet Rogers, Transit Action Network
Ali Roohanirad, Jackson County
Linda Rottinghaus, Affinis
Mike Sanders, Jackson County
Kite Singleton, Kansas City Regional Transit Alliance
Allison Smith, Kansas Department of Transportation
J.C. Tellefson, Leavenworth County
Frank Weatherford, Transystems
Calvin Williford, Jackson County

MARC Staff Present

Mell Henderson, Director of Transportation
Ron Achelpohl, Asst. Director of Transportation
Tom Gerend, Asst. Director of Transportation
Karen Clawson, Transportation Planner II
Darryl Fields, Transportation Planner III
Nick Freeman, Transportation Planner II
Marge Gasnick, Ride Share Program Coordinator
Marc Hansen, Transportation Planner III
Jim Hubbell, Transportation II
Ebony Jackson, Transportation Program Assistant
Stephen Lachky, Transportation Intern
Tyler Means, Transportation Planner I
Marlene Nagel, Director of Community Development
Lisa Pool, Transportation Planner III
Heidi Schallberg, Transportation Planner II
Muril Stone, Database Technician

1) Welcome/ Introductions

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

2) Approval of Meeting Summary *

There were no changes to the August 24th meeting summary. Mac Andrews moved to approve the meeting summary; it was seconded by Mark McHenry and the motion carried.

3) Regional Transit Implementation Plan

Mike Sanders gave an overview of the Regional Transit Implementation Plan and discussed what is possible with regional transit in the not too distant future. He noted the community has the opportunity to work together to leverage Federal dollars in the Kansas City area, which will transform the way that we work, do business and the way that we move. He noted that regional transit is critical to the region’s competitiveness, and used the example of convention business to illustrate his point.

Mark Kenneally with TranSystems discussed the Phase II Commuter Corridors planning activity. The purpose of this study is to evaluate specific commuter transit corridor’s potential for rail and to provide a better definition of that rail option, as well as recommend implementation plans for other modal options. Kansas City is the nation’s 2nd largest rail hub. When reviewing the rail assets for passenger use, the practical solution is to identify underutilized or abandoned rail corridors. These corridors form the backbone of the regional rail concept. Positive discussions have been held with Union Pacific and Kansas City Southern for either a purchase or shared use, of their corridor elements.

In the plan, Jackson County will be served by the Blue Springs Line (I-70 East Corridor), Lees Summit Line (Rock Island Corridor), and Grandview Line (US-71 Corridor) with a common line connecting to Union Station.

The other counties, Clay, Platte and Wyandotte will be served by the Liberty Line (I-35 North Corridor), KCI Line (I-29 Corridor) and West line (I-70 West Corridor).

Mr. Keannelly highlighted the following commuter service strategies.

Summary of Commuter Service Strategies - Approved by MARC Transit Committee						
Commuter Corridor						
Timeline	I-70 East	Rock Island	US-71	I-35 N	I-29	I-70 W
Short Term	>Express Bus	> Express Bus	> Express Bus	> Express Bus	>Express Bus	> New Express Bus
	> Pursue Rail Option	>Pursue Rail Option				
Mid Term			> Express Bus	> Express Bus	> Pursue Rail Option	
Long Term			> Pursue Rail Option	> Pursue Rail Option		

These strategies have been developed based upon the 2030 land use projections. Currently we are evaluating the 2040 forecast to see where changes will occur.

Tom Gerend reported on the proposed Phase III Scope of Services. Phase III is building on the findings of the first two phases of the Smart Moves Implementation Plan and will result in a final Phase III systems integration and implementation plan that outlines integrated urban, commuter, and local system needs for the Kansas City Region.

The tasks will include:

1. Integrate Phase I and Phase II finding
2. Analyze local service needs
3. Financial outlook and integrated financial strategy
4. Project Management, Coordination and Outreach
5. Report

Ed Ford asked for an update on the status of the TIGER grant. Mr. Gerend responded that the TIGER Grant is funding \$25 million of investments that are coordinated with Phase I. There will be a signing ceremony after the MARC Board meeting

Tuesday, September 28, 2010 at 1:15p.m. Construction of TIGER related elements will begin in early 2011. The TIGER grant has provided funding for some elements of Phase I BRT.

John Sharp indicated his support for a regional rail network, but he thought that the plan recommendation is overly conservative and hinders the ability to aggressively seek Federal funding for an Alternatives Analysis for some of the rail routes. He is most interested in the US-71 Corridor route because he believes it has great potential for economic development. He suggested moving US-71 and I-35 Corridors from long term to midterm and moving the I-70W Corridor from non-existing to long term. If the region acts aggressively and in a timely fashion we can get Federal funding for this.

Mr. Sanders said the practical reality is there are limited resources in Washington D.C., and there are many communities that are pursuing these dollars. None of this precludes individual local governments from studying these routes, if we can figure out how to fund these with local dollars. The focus is on setting some priorities among the corridors for pursuing Federal funds.

Doug Wood said that the lines that are studied first should be the ones that will facilitate tourism and conventions. Mr. Sanders said the prioritizing was designed around ridership. The only way this plan could work is if it included all of the corridors. There are limited resources and we have to prioritize based on what we think can get funded. Mr. Wood asked if there has been any preliminary analysis done on the economic impact. Tom Gerend said not directly, but the study included ridership, feasibility of construction and cost; a combination of factors that ultimately impacts the timeline of the individual corridors. Mr. Keannely added that when they had their discussion with the FTA, they commented that they liked the fact that we are starting with a systems approach, with a long range goal. The ultimate objective with the next Alternatives Analysis step is to define a locally preferred alternative for each corridor.

Marge Vogt asked why I-35 South wasn't included in the study and how it fits in Phase II. Mr. Gerend said an Alternatives Analysis has already been completed for that corridor and has resulted in a locally preferred alternative of bus on shoulder.

David Bower said that a lot of work has been put into this study. There is a great deal of enthusiasm in the communities for this. This is a good starting point and he asked for the committee's support.

Mr. Ford wanted to know if there was any discussion around John Sharp's suggestion that the plan be more ambitious and move the US-71 and I-35 Corridors to mid range and I-70W Corridor to long range. Chuck Adams said that Wyandotte County chose to take rail off table. He described the value of the existing I-70 corridor and suggested the bus on shoulder will be the appropriate response in that corridor.

In a response to a question from Mr. Ford, Mr. Huffer said that the Alternatives Analysis process is prescribed by the Federal government. It will include environmental assessments, financial capacity, and level of maintenance requirements. It will typically be an 18 month process. Historically, the Federal Government will only allow analysis of one line at a time. It isn't typical for an area to be allowed to analyze multiple corridors concurrently.

Mr. Sharp said it will increase our chance to get Federal funding if we move the long-term rail options for the US-71 and I-35 Corridors up to mid-term. Councilwoman Circo felt it was important start the conversation and get everyone on board to answer questions about funding including MoDOT and funds from our own municipalities to support this.

Mr. Gerend responded that it is feasible that those studies can be moved up from long term to midterm. Mr. Huffer also reminded the committee that we can't talk about regional transit without talking about our bus network. We will still need a financially sound bus system because all the places that have a rail system still have a very successful bus network.

Mr. Gerend also stated that MARC is reaffirming the structure and representation of the Transit Committee to ensure it will have a meaningful and productive role in supporting this work.

Mr. Ford suggested the committee consider approving Phase II commuter corridor service strategies with the proposed changes to move the US-71 and I-35N rail options from Long-term to Mid-term and to approve the Phase III primary objectives and scope of services.

John Sharp moved, David Bower seconded and the motion passed.

4) **Limited English Proficiency Plan***

Darryl Fields reported that according to the U.S. Department of Transportation's (USDOT) Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons, MARC is required to take responsible steps to ensure meaningful access by LEP persons to MPO programs and activities. MARC shared an LEP policy with TTPC at the August meeting. After review by the FTA, MARC was requested to expand the policy to create an LEP plan. The policy has been expanded to provide that more details about how MARC will implement elements of the plan.

David Slater expressed his concern regarding where these types of policies or plans might lead.

Marge Vogt moved to approve the Limited English Proficiency Plan, Alice Amrein seconded and the motion passed with one vote opposed.

5) **Missouri Transportation Enhancements Program***

Heidi Schallberg presented proposed changes to the Missouri Transportation Enhancements (TE) Committee bylaws that would clarify the representation for transit by adding the Transit Committee's appointed representative as a voting member and increasing the total count of members to 18. The bylaws change will improve alignment of MARC's programming processes with the updated policy framework of Transportation Outlook 2040.

A question was asked about North Kansas City's position on the committee given its population is not more than 20,000 as the bylaws indicate. Staff was unable to address the discrepancy, and suggested the item be deferred, and that staff consult with the MO TE Committee. The action was tabled until the next TTPC meeting to give the Missouri TE Committee an opportunity to clarify the question raised regarding the bylaws.

Ms. Schallberg also informed the committee that later this month, MARC will issue a call for projects for FFY 2010 and 2011 funding through the Transportation Enhancements Program in Missouri. A total of \$5.8 million is estimated to be available through this call for Missouri projects; however, the FFY 2011 funds are beyond the period covered by current authorizing legislation, so the estimated amounts and available uses for these funds may be subject to change.

6) **4th Quarter Amendment to the 2010-2014 TIP ***

Mark Hanson reported that 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*.

The proposed 2010 4th Quarter Amendment to the FY 2010-2014 *TIP* includes 17 projects:

12 new projects to be added, including:

- 3 projects awarded Kansas Transportation Enhancement funding
- 5 KDOT projects
- 2 MoDOT projects
- 1 Jackson County, Missouri project
- 1 MARC project

1 ARRA Emergency Amendment to add a new project approved on August 27, 2010 in accordance with the MARC policy on Modifying the Transportation Improvement Program

3 modified projects

- Scope
- Schedule
- Budget
- Suballocated Federal Funds

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

<http://www.marc.org/transportation/tip/amendments/10Q4amend.pdf>

Mr. Hanson noted that the action before the committee was to consider releasing the amendment for public review.

David Slater moved to approve the release of the 2010 4th Quarter Amendment to the FFY 2010-2014 TIP for public review and comments, Cindy Circo seconded and the motion carried.

7) Proposed Amendment to the 2010 Unified Planning Work Program*

Mell Henderson reported that there are four proposed amendments to the 2010 UPWP:

- Revise Task 2.1 Land Use, Demographic and Comprehensive Planning to remove the Natural Resource Inventory Web-based tool and reduce the budget by \$10,000.
- Revise Task 6.1 - Transit, Paratransit Planning and Coordination to reflect Phase III of the Smart Moves Implementation Plan.
- Add NEW Task 8.9- K-7 Corridor Development Study in Leavenworth and Wyandotte Counties.
- Add NEW Task 6.8- Jackson County/Kansas City Regional Alternatives Analysis.

The amendments do not change the amount of MARC's Consolidated Planning Grant (CPG) funds, but do increase the overall budget of the 2010 UPWP by \$2,578,321. Because the amendment is adding new work activities, it should be released for public review.

Alice Amrein moved to approve the release of Amendment #3 of the 2010 *Unified Planning Work Program* for public review and comment, David Bower seconded and the motion carried.

8) Proposed 2011 Unified Planning Work Program *

Mell Henderson reported that annually MARC produces the *Unified Planning Work Program (UPWP)*, which describes regional transportation planning activities to be undertaken during the year by MARC, KDOT, MoDOT, and the transit agencies. Some locally funded planning projects are also often included in the *UPWP*, which serve as in-kind local match. The activities to be conducted by MARC serve as a scope of services for the contracts between MARC and KDOT and MoDOT to receive the Federal funds that support MARC's planning work. The draft of the 2011 UPWP can be found at:

http://www.marc.org/transportation/UPWP/UPWP11_draft.pdf

Mr. Henderson reviewed with the committee the focus of MARC's major planning activities for 2011 and requested the committee consider releasing the draft UPWP for public review.

Upon the motion of Mac Andrews, second by Cindy Circo, the committee approved the release of the proposed 2011 *UPWP* for public review and comment.

9) MARC's Conflict of Interest Policy

Mell Henderson reported that at their August 2009 meeting, the MARC Board of Directors approved a Conflict of Interest Policy and authorized its dissemination to appropriate MARC committees on an annual basis. The purpose of the policy is to ensure that participants on the MARC Board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

Mr. Henderson noted that the policy was on the committee's agenda to comply with the annual distribution of the policy and encouraged everyone to review it.

10) Other Business

Mr. Gerend invited the committee to attend the official signing ceremony of the TIGER grant that was taking place at 1:15 p.m. immediately after the MARC Board Meeting on September 28th.

Amanda Graor invited the committee to attend the Clean Air Action Plan public engagement meeting at the Sylvester Powell Community Center, on September 22, 2010, from 8am-noon.

Ron Achelpohl reminded everyone about the Special T-WORKS meeting that would convene immediately after the TTPC meeting.

11) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held on October 19, 2010.