



TRANSIT COMMITTEE

Chuck Adams, Kansas Co-Chair
David Bower, Missouri Co-Chair

There will be a meeting of the MARC Transit Committee, **Wednesday, SEPTEMBER 1st, 2010**
10:00 AM at Mid-America Regional Council, Westview Room, Conference Center (2nd Floor),
Rivergate Building, 600 Broadway, Kansas City, Missouri.

AGENDA

- 1) **Welcome/Introductions**
- 2) **Approval of August Meeting Minutes***
Meeting minutes for August 11, 2010 are attached to this agenda.
- 3) **Final Draft Report: Smart Moves Implementation Phase 2: Commuter Corridors*** - *The committee will review modifications made to the phase 2 report and recommend approval– Tom Gerend (30 minutes)*
- 4) **Smart Moves Implementation Phase 3: Integration of Urban, Commuter, and Local Services.** - *Tom Gerend (15 minutes)*
- 5) **Discuss Transit Strategy for Advancing the Smart Moves Transit Vision** – *Tom Gerend (15 minutes)*
- 6) **Regional Transit Updates (15 minutes)**
 - Special Transportation – Jobs Access Partnership
 - Transit agency study/project updates
 - Other transit/mobility related studies in the region
- 7) **Other Business**

****TRANSIT COMMITTEE FIELDTRIP: Downtown Kansas City, KS with lunch at El Camino Real****

SEPTEMBER 1st --Meet at 11:30 in MARC's 2nd floor lobby.

We will take Bus 106 to 7th & Armstrong at 11:42 and leave at 1:23pm. (Total duration is about 2 hours.)

Meet Unified Government Transit staff, see the location of the new downtown transit center funded by TIGER grants, and visit the historic Huron Park Cemetery (if time allows). Please RSVP to kclawson@marc.org

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 do 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.

* Action Items

Transit Committee Meeting Summary

September 1, 2010

ATTENDANCE

Members and Alternates:

Chuck Adams, WyCO Municip. (KS Co-Chair)
Sara Davis, Oates
Joel Skelley, KDOT

Martin Rivarola, Mission, KS
Dan O'Connor, KCATA
Kite Singleton, RTA
Jim Courtney, Mr. Goodcents Foundation

Others:

Mark Randall, Pleasant Hill
Bill Robinett, MoDOT
Janet Rogers, TAN
Ron McLinden, TAN
Shawn Strate, JCT
Jared Miller, HNTB

Jared Gulbranson, KCATA
Gerri Doyle, MoDOT
Mark Swope, Olsson Associates
Margie Richcreek, TAN
John Dobies, HNTB
Gia McFarlane, Parkville

MARC Staff:

Karen Clawson
Stewart Nelson
Ron Achelpohl

Tom Gerend
Lisa Pool
Julie Wittman

1) Welcome/Introductions

Councilman Chuck Adams welcomed the committee and introductions were made.

2) Approval of July Meeting Minutes*

Meeting minutes for August 11, 2010 were approved.

3) Final Draft Report: Smart Moves Implementation Phase 2: Commuter Corridors

Mr. Gerend presented the final draft of the Phase 2 report for the Smart Moves Implementation Plan to the committee. The report will continue to be fine tuned with new modeling outputs and so the committee was asked to focus on the last section of the report detailing next steps and strategies. Mr. Gerend asked that the committee provide feedback on the strategies chart and take action on the service strategies, recommending them be approved by TTPC later in the month.

Mr. Gerend provided an overview of the strategies. The service strategies that show the highest and most likely opportunity for commuter rail is in the Rock Island and I-70 corridors, which is consistent with the Alternatives Analysis application submitted recently. The US-71 corridor has more challenges related to commuter rail. There are opportunities for improved express bus service in the near term. The I-35 North corridor is proposed for near-term bus service. There are limitations because of right of way and number of lanes. There is a lot of development in Clay County which is positive. The I-29 corridor has long-term potential for rail and is by far the most expensive because of right-of-way acquisitions and topography

* Action Items

challenges. There is opportunity for improved express bus in the short-term. I-70 West parallels State Ave. BRT and there is opportunity to pursue new commuter express bus in the near-term to compliment that service.

The committee provided the following comments and questions on the service strategies:

- Rail is identified as a near-term strategy in two corridors. What does “near-term” mean? Should rail be longer term with new or improved bus service in the near-term given what we know about how long it takes to study and construct? There is a general need for more definition around this terminology.
- Ridership is not comparable between corridors. Time frames and service are not apples to apples which would not pass scrutiny in a more detailed Alternatives Analysis.
- There were questions relating ridership and the model used for analysis in this study. It was suggested the analysis take into account all day service for both rail and express bus.

Following discussion, the committee requested changes to the strategies which include taking rail off I-70 West as a long-term strategy and moving “pursue rail option” from mid-term to near-term in the I-29 corridor. The committee approved a recommendation that the modified service strategy be communicated to TTPC for their approval.

4) Smart Moves Implementation Phase 3: Integration of Urban, Commuter, and Local Services / Discuss Transit Strategy for Advancing the Smart Moves Transit Vision

Mr. Gerend shared a document outlining a strategy that has been crafted to focus and move Smart Moves forward. The strategy identifies using Transit Committee as a key body to move forward and advocate strategies that come out of the Smart Moves Implementation Plan. The TTPC co-chairs want to affirm commitment and interest of members of the Transit Committee to make sure the committee can affectively direct this initiative. In the coming weeks, staff will be making contact with members of the committee to discuss their interest and discuss the goals and strategies presented.

One of the goals will be to complete the implementation plan’s Phase 3. Mr. Gerend briefly outlined the scope of Phase 3 which will be performed by Olsson Associates. Their work will begin soon after agreements are finalized.

Councilman Adams noted that Mayor Bower and he agree that there are great technical people around the table. The co-chairs want to be visionary and more active as a committee in advocating and pushing forward these transit plans.

5) Transit Committee Field Trip in September

Ms. Clawson reminded the committee of the fieldtrip to downtown Kansas City, KS to occur directly after the meeting.

6) Regional Transit Updates

Special Transportation-Job Access Partnership – Mr. Courtney made mention of the next month’s Special Transportation Advisory Council where both a discussion of Medicaid transportation and an update on MARC’s livability grant application will be on the agenda.

Johnson County Transit/Mission, KS – Mr. Strate mentioned the START initiative lead by Steve Klika where funding scenarios for funding transit in Johnson county are being determined and analyzed and

7) Other Business

With no other business, the meeting was adjourned.

Mid-America Regional Council
Position on 2010 “Missouri Investment Scenario”
Adopted: March 2, 2010

The Missouri Department of Transportation (MoDOT) has requested assistance from Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to prepare for discussions about multi-modal priorities for additional state transportation revenues. This request was timely as MARC is in the process of completing a major update to the region’s long-range transportation plan.

In January and February of 2010, MARC transportation policy and priorities committees reviewed information provided by MoDOT for the “Missouri Investment Scenario” and developed the following recommendations concerning priorities for state funds for future transportation needs:

1. MARC acknowledges the need for increased funding for statewide, multi-modal transportation priorities in both Missouri and Kansas. This issue has been a long-standing element of MARC’s legislative priorities for both States.
2. MARC understands the need for a public vote for any significant increase in state revenues for transportation in Missouri, but would prefer that any such proposal 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 any specific source of revenue 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. **Safety Program:** Traffic fatalities in Missouri have recently declined to their lowest levels in 60 years. MARC supports continuing to provide dedicated state funding for safety improvements as proposed in this scenario.
 - c. **Multi-Modal Transportation:** MARC advocates for a balanced multi-modal transportation system in the Kansas City area. The scenario acknowledges Missouri’s many multi-modal needs including public transportation, ports and AMTRAK through the “Other Ways to Get Around” element. However, as stated below, MARC does not believe that the level of funding for public transportation in this scenario is adequate and that reasonable and appropriate accommodations for pedestrians and bicyclists should be integrated into all projects funded by the state.
 - d. **Cooperative Decision-Making:** The scenario uses input from MoDOT’s planning partners to establish program and project priorities for new transportation revenues.
 - e. **Predictable Funding:** The scenario would provide predictable funding levels for all parts of the state including the MARC area.
 - f. **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 offers the following recommendations to strengthen this scenario:
 - a. **Modify the “Other Ways to Get Around” Program:**

- **Public Transportation:** We acknowledge that all elements of this scenario are under-funded relative to the needs that exist throughout the state. We also recognize that increased funding for multi-modal needs would require reductions in other programs. 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 dedicate funds for transit operations and capital investments at a level of at least \$100 million per year to be divided equitably among the urban and rural regions in the State.
 - **AMTRAK:** Additional statewide funds should also be dedicated for AMTRAK operations.
 - **Goods Movement:** Improvements to ports, waterways, rail corridors and other freight-related projects should be eligible uses of the “Economic Development and Cost Share” program.
 - **Pedestrians and Bicyclists:** Reasonable and appropriate accommodations for pedestrian and bicycle transportation should be integrated into all projects funded by the state.
- b. Complete Planning for I-70:** 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. 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. We believe that additional planning work is needed to address these issues before implementing the truck-only lane concept for I-70.
- c. Revise the Geographic Distribution Formula for New Funds:** If new revenue mechanisms are used to fund this scenario, the formula used to distribute new funds 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 percent of any new funds for Major Projects, Flexible Funds and Other Ways to Get Around that are not allocated on a statewide basis.
- d. Provide Some Contingency to Address Unforeseen Needs:** Since this scenario covers a 10-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.
6. MARC recommends the following distribution of new state transportation funds allocated annually to the Kansas City Metropolitan Planning Area:
- a. At least \$25 million per year for Public Transportation operations and capital investments, reduced in proportion to any dedicated statewide funds received.
 - b. \$12 million per year for additional Taking Care of the System needs, or half of the “Flexible Funds” category.
 - c. The balance for the following Major Projects in priority order, including associated bicycle, pedestrian improvements and/or other multi-modal accommodations. These projects were identified through the process to develop Transportation outlook 2040, MARC’s pending long-range transportation plan:
 - **I-70 at I-435 -- Interchange Improvements:** This project includes new flyover ramps, new bridges (including the Manchester Bridge), and three continuous lanes in each direction on I-435. It also includes the additional capacity for I-70.
 - **I-435 -- N 48th St to the Missouri River Corridor Improvements*:** Interchange, add lanes, loop ramp and add lanes on bridge

* Action Items

- **US 71 -- 155th St to North Cass Pkwy Corridor Improvements***: Widening of US 71 to six lanes between North Cass Parkway and 155th Street. Replacing bridge at 155th Street over US 71 with a new diamond interchange. This will be part of the future upgrade of US 71 to interstate standards to contribute to the I-49 Corridor.
- **MO-92 -- Leavenworth to Smithville***: Safety improvements, widening to accommodate current capacity, multi-modal shared use path, and park and ride facility at MO-169.

*These projects include bicycle, pedestrian improvements and/or other multi-modal accommodations.