

Missouri Regional Transit Proposal – Technical Subcommittee

June 13, 2008 Meeting Minutes

Ed Quick, Chair, Clay County Presiding Commissioner

Attendees:

Raytown – David Bowers

Clay County – Ed Quick

Clay County – Craig Porter

Clay County – Dave Peironnet

HNTB – Wayne Feuerborn

KCATA Staff – Dick Jarrold, Jarred Gulbranson, Danny O'Connor

Clay County – Larry Larson

Platte Woods – John Smedley

Platte County – Daniel Erickson

Independence – Robert Heacock

MARC Staff – Tom Gerend, Ron Achelpohl, Gerri Doyle

Summary of Key Discussion Points:

1. Begin with the Smart Moves corridors as a base
2. Focus on regional corridors
3. Focus on moving people
4. Focus on equity
5. Focus on sustainability
6. Provide opportunities for Kansas counties and Buchanan County to join the system in the future

General Consensus Points:

1. Focus on regional corridors and not local service
2. System must be perceived as equitable
3. Participants should not expect a dollar for dollar return
4. Move people first and then provide opportunities for economic development

May 30th Meeting Overview and Previous Sub-Committee Meetings:

Mr. Gerend gave a summary of the discussion and themes heard at the May 30th Mayor's Summit.

Mr. Gerend also gave an overview of the matrix to help the group move forward. Matrix includes develop overriding principles, criteria, formalize options and select preferred concept. All materials from the subcommittee meetings will be posted on the webpage linked below:

<http://www.marc.org/Transportation/motransitproposal.htm>

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Mr. Quick opened the meeting by asking the group if they should start with the Mayor's proposal or Smart Moves. General discussion about the Mayor's proposal and some of the deficiencies in service to major employment centers in Clay and Platte Counties, such as KCI. During this discussion the group asked ATA several questions about the North South AA. Mr. Jarrold told the group that it is important for a study like the North South AA to be able to link to a regional system and fit within that system.

Mr. Heacock suggested the group needs to decide whether the discussion is about a tax plan or a transit plan. He proposed that the group focus on the transit plan. Look at need and then establish criteria for prioritizing the corridors. We shouldn't ignore Kansas, but we do not need to get too involved in planning for them. He suggested the following three key points that needed to be addressed:

- 1 Equity regionally
- 2 Determining the service needs in each area
- 3 Sustainability – Have to build something that can be sustained

Once address these three points, prioritize the lines. Mr. Heacock also suggested a health impact analysis for the transit system.

Mr. Porter indicated that the Finance Committee raised some of those same points. Finances are very uncertain.

Mr. Larson asked how address equity in constructing a transit system

Mr. Heacock agreed that leaders need to set reasonable expectations for the plan. If the priority is getting people to jobs, that is moving people, not necessarily economic development. The group discussed the issue of economic revitalization including where and when development occurs. It was suggested that the group decide what to keep assuming that the central transit spine is the backbone and a priority corridor. From that point can talk about phasing the rest of the lines.

Mr. Smedley agreed that if there is no expectation among voters that they will receive service then they will not perceive equity. Mr. Bower indicated that he feels that he doesn't know enough about Smart Moves to feel comfortable. The group generally agreed that they felt they needed more information. Mr. Porter indicated that SM looks more comprehensive than the Mayor's proposal.

Mr. Gerend briefly described the elements in Smart Moves to the group. Mr. Jarrold asked the team if they were content to focus on the regional lines or if some local service should be included, since local services are critical links to the regional system. What if those links aren't funded by local communities?

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Mr. Smedley asked about the standard spacing for stations on light and commuter rail lines. Group discussed the concept of station spacing with commuter rail having fewer stops and further distances between stops. The discussion segued into a discussion of railroad participation in the current work and whether railroads should be represented at the table. Mr. Porter talked to a local regional carrier that did not really care to share rail capacity with commuter trains.

Mr. Bower suggested and Mr. Heacock concurred that the best direction may be to identify need and then service will follow with an eye to future connections, such as St. Joe. Mr. Heacock indicated that he believed this effort needed to articulate a vision for service that we want eventually. Mr. Porter agreed that this project is like sewer lines. We build the critical infrastructure as we can support it.

Mr. Heacock suggested phasing the system. Start with BRT service in all counties, then after the Light Rail spine is operation, start looking at phasing in those corridors or transitioning from bus to rail. Region would start with BRT in the first 5 years. Second five years the region would construct LRT components and in the third five years, build regional commuter rail lines. Mr. Gerend provided information on federal funding and the differing processes and requirements for BRT versus rail.

The group discussed the implications of Kansas City moving ahead before the rest of the MO counties. Group seemed to agree that there is a need for regional direction regardless of KCMO central corridor decisions.

Mr. Erickson asked how the group would work to put specifics to the Smart Moves lines. Mr. Gerend agreed that there will be a need for the Technical group to provide guidance around some specifics so that planning costs can be calculated. Mr. Heacock agreed that we need some specifics and suggested not using the word bus because buses have a negative connotation to many people.

Mr. Quick asked the group about information they needed from MARC to make further decision. The group discussed information about railroad participation and see where the railroads are with regards to commuter rail and sharing track. Mr. Achelpohl gave the group information from MARC's Commuter Rail Feasibility Study, which indicated that many lines were nearing capacity making commuter rail operations difficult, so it's very difficult to get railroads to participate.

1. Mr. Larson suggested highlighting the MO counties involved in the regional discussions on a map.
2. Mr. Heacock suggested that MARC create some material that would provide an overview of previous work, such as, summarize the commuter rail studies for the group; the current stage of the LRT study, and how BRT might work in various corridors.

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3. Carry graphics to the county line and perhaps transfer to a GIS map with more detail to support technical discussions.

The group talked information that could be presented to the other committees on June 20th. Work towards creating some different scenarios for service that the committee could work through.