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OPEN MEETING NOTICE

MARC Congestion Mitigation/Air Quality Committee

April 27, 2010
2:00 – 4:00 PM
Board Room, MARC Offices
600 Broadway Kansas City, Missouri 64105

AGENDA

1. Welcome/Introductions
2. Approval of January 26, 2010, Meeting Summary*
3. Status of Current CMAQ Program
4. Program Modifications*
 - Consideration of a request from the City of Olathe to modify the schedule of its Bus Pullouts/Santa Fe Streetscape project.
 - Consideration of a request from MARC to modify the scope of the School Bus Retrofit project.
5. Transportation Outlook 2040
 - Staff will report on the development of the Transportation Outlook 2040 long-range transportation plan.
6. Future CMAQ Programming
7. Other Business
8. Adjournment

*Action Items

Next Regularly Scheduled Meeting: July 27, 2010

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.

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CMAQ Committee Meeting
April 27, 2010

Members and Alternates Present

Cindy Circo, Co-Chair, KCMO
Cindy Kemper, Co-Chair, Johnson County
Bruce Anderson, Unified Government
Laurie Chipman, Lets Go KC
Donna Coatsworth, Independence
Karl Fett, MoDNR
Ron Freyermuth, Shawnee
Kelly Gilbert, MEC & Clean Cities
Art Gough, MARC BPAC
Michael Graf, 3-Trails Village CID
Brent Hugh, MO Bicycle/Pedestrian Fed.

Mary Hunt, Independence
Richard Jarrold, KCATA
Lee Ann Kell, MoDOT
Mike Landvik, MODOT
Craig Lubow, Sierra Club
Thomas Morefield, Downtown Neigh. Assoc.
Gerry Richardson, Parkville
Allison Smith, KDOT
Justus Welker, Unified Government

Others in Attendance

Ron Achelpohl, MARC
Aaron Bartlett, MARC
Keith Bredehoeft, Prairie Village
Margaret Brown, Johnson County Transit
Jodie Frisbie, Central Fleet, KCMO
Marge Gasnick, MARC
Amanda Graor, MARC
Marc Hansen, MARC
Alonzo Linan, Olathe

Helen Madison, MoDOT
Ron McLinden, Transit Action Network
Doug Norsby, MARC
Heidi Schallberg, MARC
Steve Schooley, Lenexa
Brian Shields, Overland Park
Sam Swearngin, KCMO Fleet & Clean Cities
Eliza Waterman, MARC

1. Welcome/Introduction

Cindy Kemper welcomed the meeting attendees and introductions were made around the room.

2. Approval of January 26th, 2010 Meeting Minutes

A motion was made to approve the January 26th, 2010 meeting minutes; the motion was seconded, the motion was approved.

3. Status of Current CMAQ Program

The current status of CMAQ funding on the Kansas side remains largely unchanged from the last meeting's discussion on 2010 planning and it remains manageable. Alison Smith added that some de-obligations have occurred. Since there was not a MoDOT representative present at the meeting at this time, Marc Hansen gave a briefing on their behalf. He noted that the FTA transfers that were delayed because of the rescission have been requested. The requests were made because Congress has fixed the rescission and funding has been given back, a correction that has worked in our favor. Also, a \$1.2 million FTA transfer error (the money was transferred twice) has been fixed so the money is back in our account making the budget on the Missouri side quite a bit more palatable. All projects remaining on the program in Missouri are KCMO projects. They have indicated that their number one priority is the Riverfront Heritage Trail project and it appears to be moving along; no. 2 is the Feet First Challenge; no. 3 prioritizing all traffic signal interconnects, no. 4 CNG heavy duty trucks, and no. 5 Blue River Greenway Trail design.

Reviewing the list, it would appear that they could get through these top five priorities without much trouble this year.

4. Program Modifications

Consideration of a request from MARC to modify the scope of the School Bus Retrofit project: Doug Norsby noted that all applicable school buses that have qualified for the DOC retrofit have been completed and there is additional money left. One of the stipulations in the original grant is that should money be left over, was the possibility of looking at more advanced technologies for some of the newer buses. On the Missouri side, while there is money left, there are not enough matching funds to take advantage of that. Some supplemental funds from a corporate grant on the Kansas side became available so additional funds are available there. They are looking at installing DMFs (diesel multi-filter units). They are more effective than the DOCs, but the per unit cost is higher. DMFs are verified technology but the application is not verified by EPA. Cindy Kemper asked how the air quality benefits compare with the revised scope. Doug Norsby responded that he does not know but said that per vehicle emission reductions would be greater though a smaller overall fleet. Amanda Graor noted that we have already achieved the estimated air quality benefits so this revised scope would be additional. The question was asked if they could switch to idle reduction technology instead of DMFs which would be about half the price. Mr. Norsby said they have considered this but it is a departure from the initial grant. It was noted that there might be school buses on the Missouri side interested in the DOC retrofit but because there is no more match available from the Missouri side, we are "done" in this instance. Mr. Norsby concurred that this is the challenge and that if MO schools wanted to install the DOCs, their district staff would have to do the installations and that is not something they have been comfortable with.

Cindy Circo asked how the outreach to schools had been. Mr. Norsby said there have been a lot of conversations with fleet managers. Ms. Circo wanted to know if school districts on the Missouri side were aware that if they could come up with the match, they could have the retrofit. Mr. Norsby said this information has been communicated informally but that he would be willing to devise a more formal communication about this at the committee's directive. Mr. Norsby also noted that there might be other opportunities through the diesel emission reduction act (DERA) with no match if they wanted to do it. Cindy Kemper said if any district thinks they can come up with the match for a retrofit, she would prefer to do that – get in touch with the MO school districts and let them know that there is still money out there before de-obligating the funds. A motion was made to contact the school districts (both KS and MO) and see if there is an interest, and in the case of Missouri, coming up with match and going forward with the retrofit. Ms. Kemper said MARC staff will need to do some additional work then before going forward with this modification, and asked that this include looking at alternative retrofit technology. The question was asked, if we wind up de-obligating the money at the July meeting, does this give us enough time to re-obligate the money before the region loses the money? The first priority would probably be to revisit projects that were under funded. The motion was made to ask staff to explore all options before de-obligating and applying for something else and respond back to the committee, the motion was seconded, the motion passed.

5. Transportation Outlook 2040

Ron Achelpohl reported that the draft document would be made available for a 30-day public comment period; as part of the public comment period, MARC will be hosting an open house on May 13th, 2010. Mr. Achelpohl encouraged committee members to review the document and provide any feedback.

6. Future CMAQ Programming

Now that the LRTP draft is going to be released and we are looking good financially on both the KS and MO sides, staff feels that we can go forward with programming. There is still the additional risk of not knowing if CMAQ funds will even be there in the next transportation bill. Of course, there is risk associated with not programming anything as well. Alison Smith said KDOT is moving forward with the assumption that the funding will still exist. MoDOT said with MARC as the MPO, they should set the directive for what programming amounts they go with. The concern was raised that KDOT has a 20 month

process for projects to really go through so would recommend that the committee move as quickly as possible on the next programming round for 2011. Mr. Hansen said they are planning for a unified July call for projects to include 2013-14 STP/Bridge and 2011-12 CMAQ all at the same time. The question was asked then, can we do 2013 programming at the same time to avoid running into the problem of not having enough time to get programs rolling. A discussion ensued on the comfort level for moving forward here. Ms. Kemper noted from this discussion that it sounded like the committee would like to program for 2011-12, but not for 2013. Dick Jarrold said since we can't program for 2013, this shorter time frame for programming actually works to transit's benefit. Brent Hugh agreed about the level of uncertainty but said if projects are feasible or possible, we should at least make an effort to pick good projects. Ms. Kemper relayed the tally that the general consensus is to program for 2011-12, some are mixed on programming for 2013. MoDOT expressed concern that it is not comfortable programming beyond that. Ms. Kemper added that she would be concerned with having KDOT program that far out without having Missouri funds available to work with. Dick Jarrold commented that there needs to be a conversation with KDOT about their 20 month process which is making it difficult for the committee to move forward, the issue being primarily with construction projects. Ms. Smith said if the CMAQ chairs draft a letter to KDOT about this issue, she would be willing to take it back to KDOT. Amanda Graor questioned the timeliness of talking to KDOT about programming through 2013 given the uncertainty that everyone agrees is a major challenge.

When it was noted that, should there be a call for projects for 2013, it would happen in 2012, Lee Ann Kell said maybe there should not be such a long spread between the yearly call for projects. Ms. Kemper said that air quality planning is going forward in the next few years and will significantly inform the work of the CMAQ committee, including the Clean Air Action Plan and state implementation plans that may be expanded which will inform the planning of this group. This is not an action item but something that MARC staff will work on with the DOTs, including preparing letters from the chair of the CMAQ chairs to KDOT.

Ron McLinden commented that he would like to see MARC solicit specific projects that it would like to see completed. Ms. Kemper noted that we don't target projects but that we accept submittals that fall into the six categories for review. Alonzo Linan added that what Mr. McLinden is suggesting is a structured change in how projects are accepted and would require a policy change by the committee. Ms. Kemper said there may be some flexibility in this by stating "MARC recommends."

Art Gough went back to complete the motion for drafting a letter to KDOT from the CMAQ chairs, the motion was seconded, the motion passed. Alison Smith abstained.

7. Other Business

Announcements were shared including the invitation to attend MARC's Regional Assembly on June 25th and upcoming bike week activities.

8. Adjournment

The meeting adjourned at 3:40 pm