

## **SUSTAINABLE PLACES POLICY COMMITTEE**

### **September 8, 2023 Meeting Summary**

#### **Committee Members**

Mayor Dean Katerndahl, City of Parkville, MO Co-chair  
Jon Birkel, Hunt Midwest  
Erin Ollig, City of Overland Park, KS  
Melissa Schmitz, MoDOT  
Allison Smith, KDOT

#### **Guests**

Krystal Jolly, MoDOT  
Kelli Kelly, PCs for People

#### **MARC Staff Present**

Megan Broll, Taylor Cunningham, Beth Dawson, Alicia Hunter, Frank Lenk, Kiley Meierarend, Marlene Nagel, Patrick Trouba, Ryan Umberger, Brian Wize

#### **Welcome and Introductions**

Missouri Co-chair Mayor Dean Katerndahl called the meeting to order. Introductions in-person and online followed.

#### **Approval of July 14, 2023 Meeting Summary\***

Co-Chair Katerndahl called for any additions or corrections to the meeting summary draft; none were suggested. Jon Birkel motioned to accept the meeting summary, Allison Smith seconded the motion. The motion passed and the meeting summary was approved.

#### **Carbon Reduction Program Recommendations**

Ryan Umberger, Transportation Planner II reviewed the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law to provide funds for projects designed to reduce transportation emissions from on-road or highway sources. Over \$14 million is set to be programmed for the Kansas City area for 2022-2024 projects, and another \$9.8 million will be programmed in 2024 for 2025-2026 projects. MARC convened a work group to establish guidelines and program funds, and received 26 applications requesting over \$43 million in funding. Mr. Umberger showed applications received by state, category, and inclusion of environmental justice tracts, then reviewed scoring criteria and the full list of recommended projects.

All but one project applications received in Kansas were recommended for funding, and the KCATA electric bus project split funding between Kansas and Missouri. Missouri projects requested over four times the amount of funding available, and eight of the seventeen projects were selected for funding. Mr. Umberger briefly reviewed each project, noting reasons why unfunded projects were excluded.

Jon Birkel requested that more time be allowed for the work group to complete their work in a single session, as those who could attend both sessions appeared to have benefitted over their counterparts. Erin Ollig thanked Mr. Umberger for his explanation of why certain projects were selected for (or excluded from) funding.

Jon Birkel moved to accept the Carbon Reduction Program Recommendations as presented. Erin Ollig seconded the motion, and the motion passed.

### **MARC Resources: Overview and Discussion**

Frank Lenk, Research Services Director, informed the committee of how they can access Community Profiles, regional forecasts, data tools, and interactive maps offered by MARC. He shared the Population and Employment Forecast, which was last updated in 2020 and is in the process of being updated as part of the long range transportation plan for 2025. Mr. Lenk also shared the Early Learning Landscape, which includes the ability to break down population demographics across many categories such as age, labor status, or childcare availability. While this is geared more toward early learning studies, it can provide useful data for comparing communities by city, school district, zip code, etc.

Brian Wize, Data Developer/Analyst with MARC, reviewed Community Profiles, which allows for comparison and analysis of demographics, land use, housing, and workforce data. Land use parcels should be updated soon with 2023 data. Staff are also looking to consolidate land use categories into common land use classification across the region. The map includes many categories and layers that can be explored, and allows for exporting that data. Users can also download a community profile by geography selected, which includes all data in the tool.

Community Profiles tabs include links to additional resources; the demographics tab links to the Population Explorer, which is another evaluative tool to review layers of population demographics. Data can also be retrieved from the Population Explorer by geographic area. The housing tab links to the Housing Data Hub, which includes housing-specific data such as demographics, housing supply, and costs. The workforce tab links to the Workforce Development Hub, which includes economic data that is frequently updated.

Mr. Lenk asked committee members to share their specific requests to help MARC improve these resources, and to include what question they are trying to answer with the data to help staff establish context. Mr. Lenk also shared with the committee how to search the data catalog to use the right tool, and welcomed feedback to improve that search function as well. In response to a question about overall density and transit, the Population Explorer tool is able to combine transit routes, income, and housing information, but the Economic Equity Values Atlas (EEVA) is the tool better suited for that question. Review of EEVA is scheduled for the November SPPC meeting.

### **Activity Center Map Review**

Since the long range transportation plan was last adopted in 2020, methodology for the Activity Center Map has changed to make future updates less laborious. The map reflects the intensity, type, and approximate location of activity by parcel, which helps show key corridors and developing centers. The map allows for comparing current data to the previous version; however, sources for data were updated to be more stringent (which led to lower intensity since unverified businesses were removed), so these comparisons may not accurately reflect changes in intensity in certain areas.

### **Complete Streets Policy Review and Discussion**

Transportation Planners Alicia Hunter and Patrick Trouba shared an update on the Congestion

Management Process (CMP), which is integrated with the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) and is due for an update. The Congestion Management Toolbox is also recommended for an update.

Ms. Hunter outlined the steps and schedule of the process, and reviewed input collected from MARC committees and the workgroup. The workgroup has developed a working draft policy, and will be distributing a copy of the draft for comment to committees in October. Ms. Hunter reviewed the main changes to the policy and toolbox (most of which are centered around the SOV capacity analysis and its exemptions). The update process also involves a story map companion to the toolbox, and Ms. Hunter requested input from the committee on which kind of national case studies to include. Committee members preferred strategies most likely applicable to current conditions within the region, with attention paid to both rural and urban areas. Ms. Hunter also shared the website refresh planned for after the updated policy is adopted.

Mr. Trouba reviewed the Complete Streets Policy update, noting the workgroup believes the policy owes residents safe streets and owes sponsors clear expectations of how to meet the requirements of the policy. Input from the workgroup included contrasting opinions on policy language, interest in design guides, and planning ahead for undeveloped areas. Mr. Trouba shared changes to the policy (simplifying language, including the Major River Crossing Policy, and incorporating Complete Streets Network Assessment), as well as challenges the workgroup faced. Mr. Trouba reviewed the update process timeline, and noted that the workgroup may schedule an additional meeting for the draft in October.

### **Other Business**

Co-Chair Katerndahl invited committee members to share any upcoming events, and announced the next SPPC meeting will be held on November 3, 2023 (one week earlier than usual due to Veteran's Day). That meeting will include a Connected KC 2050 update and discussion, EEVA debrief, and forecast presentation and discussion on community projections. Co-Chair Katerndahl adjourned the meeting.