

SUSTAINABLE PLACES POLICY COMMITTEE

March 8, 2024 Meeting Summary

Committee Members

Mayor Dean Katerndahl, Parkville, MO Co-chair
Councilmember Logan Heley, Overland Park, KS Co-chair
Jon Birkel, Hunt Midwest
Janet McRae, Miami County, KS
Thomas Meyer, UMKC
Erin Ollig, Overland Park, KS
Melissa Schmitz, MoDOT
Allison Smith, KDOT
Gerald (Bo) Williams, Kansas City, MO

Guests

Sam Moon, Osawatomie, KS
Shelby Teufel, Pleasant Hill, MO
Krystal Voth, Basehor
Krystal Jolly, MoDOT
Fernando Oliveira, Affinis
Don Schoenborn, MoDOT
Juan Yin, MoDOT

MARC Staff Present

Beth Dawson, Megan Broll, Taylor Cunningham, Raymart Dinglas, Darryl Fields, Tom Jacobs, Frank Lenk, Marlene Nagel, Martin Rivarola, Patrick Trouba

Welcome and Introductions

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

Approval of January 26, 2024 Meeting Summary*

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

Freight Study Report

Principal Planner Darryl Fields noted the last freight study was in 2009, and the current study area will include MARC, Lawrence MPO and Pioneer Trails Regional Planning Commission, covering 14 counties. The study will evaluate truck, rail, water, and air goods movement across rural and urban environments. Goals include preservation and improvement of the multimodal freight network, supporting economic resilience in freight-dependent business, and developing a proactive Freight Planning Process. The study will also attempt to balance urban and rural needs, increase participation from the private sector, and integrate freight with other regional transportation plans. Mr. Fields reviewed the three phases of the study, which will be led by consultant CDM Smith in conjunction with MARC's Goods Movement Committee. The study is

anticipated to be complete in March 2025.

The committee questioned how land planning for housing developments would support access to new jobs, and Mr. Fields noted that this question was one of the specific tasks the study planned to address. The committee also inquired about the Missouri River terminal at the airport, which is expected to start construction in January of 2025.

Land Use Forecast Overview and Process

Director of Research Services Frank Lenk introduced the regional forecast that is part of the long-range transportation plan update process. The first technical forecast committee meeting is Tuesday, March 19. Mr. Lenk reviewed the currently adopted forecast, which includes population growth, natural change (birth/death rates) and immigration, where growth is expected to occur, and impacts on transportation in centers and corridors. One goal of the forecast is to measure growth in corridors the Sustainable Places Policy Committee (SPPC) and cities in the region consider to be priorities.

The committee discussed population changes and if the per person household average is going down, and Mr. Lenk shared how household size changes by demographics. While the numbers have decreased from 2.5 to 2.4 persons per household, more modeling will be required to see if that will lead to a need for more housing for the same population. Mr. Lenk noted the model can evaluate income and where housing is available, but is not yet sure how to model household incomes in relation to household expenses (especially due to location and related transportation costs) to demonstrate affordability. The committee also discussed potential impacts on infrastructure work if growth patterns continue to decrease and are dispersed. A draft of the new forecast is anticipated to be ready in July.

Planning Sustainable Places Scoring Adjustments

Principal Planner Beth Dawson thanked Mayor Dean Katerndahl, Councilmember Logan Heley, Jon Birkel, Ed Lowndes, Janet McRae and Scott Wagner for their participation in the scoring adjustment work group. The group opted to maintain the maximum funding cap at \$150,000, but will reevaluate for the 2027 project cycle to consider a tiered system of funding ranges. Funding categories were consolidated from three to two; the Implementation Activities category was removed due to causing confusion and being in low demand. Several items in that category will be incorporated into the existing categories.

After testing data in the last call for projects, three questions that were subjective in nature were replaced with new questions that will address the intention of the applicant and assess existing conditions in the plan area. These questions measure sustainable land use, housing choice, and environmental stewardship, and Ms. Dawson reviewed the criteria for each question. The final question that was updated was a question that previously asked about planning resources; that question was removed as many of the criteria are now considered standard practice. In its place, a question was added to the application that asks what destinations currently exist in the study area (using four categories), and looks at density per square mile in each of those categories.

Ms. Dawson noted the application for funding for the 2027 call for projects would be due prior to the next SPPC meeting; the work group recommended asking for the same amount requested in

2025 (\$800,000 in Kansas and \$900,000 in Missouri). Requesting funding beyond that amount would exceed the current capacity of MARC staff to manage a higher number of projects.

The committee asked if newly required data points would be available to applicants; Ms. Dawson confirmed that this information would be built into interactive map on the application. The committee discussed federal funding requirements such as inclusion of Environmental Justice (EJ) tracts; Ms. Dawson confirmed that the application does include EJ criteria, but that the onus is on the project applicant to begin engagement with those populations once they receive federal funding. The committee discussed being sensitive to how green infrastructure can impact affordability of housing, and how those requirements are implemented with regard to community benefit and maintenance.

Co-Chair Logan Heley moved to accept the changes to the call for projects application and funding request for the 2027 round of projects. Jon Birkel seconded the motion, and the motion passed.

2024 Work Plan

The proposed work plan was distributed to committee members and interested parties prior to the meeting, which includes guidance for future meetings. Co-Chair Katerndahl encouraged the committee to increase and promote membership to ensure all categories are represented.

Co-Chair Logan Heley moved to adopt the work plan as presented. Erin Ollig seconded the motion, and the motion passed

Centers and Corridors Panel

Co-Chair Heley introduced three previous Planning Sustainable Places study sponsors to present about the projects from their communities. Krystal Voth, Planning and Zoning Director, reported on the City of Basehor's corridor study. Basehor, with a population of just over 7,000, is the second fastest growing community in Kansas (with a population over 5,000), with growth being primarily residential and occurring in the last twenty years. The city owns 240 acres and intends to create a new downtown from scratch. The commercial area built up around Hwy 24-40 is not currently pedestrian-friendly, and Basehor intends to redefine a city center with residential development, community center, parks and trails, and other amenities, and connect it to smaller commercial nodes and eventually the commercial sector along Hwy 24-40. Ms. Voth spoke about defining the new corridor and its intended purpose, noting that the city is sensitive to changes in commercial and office space needs and its impact on corridor activity.

Samantha Moon, Assistant to the City Manager and Public Information Officer, shared about Osawatomie, Kansas. Osawatomie has had a steady population of 4,200, and faced issues with flooding and economic development losses when the railroad left the city in the 1970s. However, the city has received roughly \$7m in grant funds since 2020, which it has invested in recreation, EV charging stations, and heritage tourism, building the city's reputation as a trail town. Ms. Moon described the centers and corridors the city prioritizes, including their downtown, their north-south roadway that is receiving new investments in pedestrian access, and recreational corridors including the Flint Hills Trail and the expanded bike/ped network that branches off of it. PSP projects have allowed the city to engage its residents in and increasing multi-use of

downtown. Major challenges for the city are the rivers bordering the city to the north and south (including an historic bridge that closed in the 1970s), and the railroad that bisects the town (with no safe pedestrian crossings). Housing is also an important issue for the community, which lacks multi-family/higher density housing options.

Shelby Teufel, City Administrator, shared the suburban/rural qualities of Pleasant Hill, Missouri, which is located under forty minutes away from downtown Kansas City, and is not connected by a major interstate or US highway. Since the early 1900s the community lagged behind the growth of nearby cities with better access to transportation networks, but more than doubled its population between 1990 and 2010, with a current population of just under 9,000. The city is often ineligible for grant funding due to its higher median household income, but there is significant economic disparity among residents. Ms. Teufel reviewed priority corridors, including Hwy 7 that is the only way in/out of the city. The highway not only experiences congestion during peak demand times, but has no alternative access. Ms. Teufel shared alternative transportation options to alleviate traffic flow without increasing lanes on the highway, and the related challenges. The Pleasant Hill downtown struggles with community awareness, maintenance issues with historic buildings, and train crossing blockages similar to Osawatomie. The downtown is one of the few that the Rock Island Trail system travels through, but currently lacks overnight accommodations to support tourists; the trail provides a great amount of potential but the city still faces challenges to fully take advantage of this corridor.

The committee discussed the pros and cons of historic downtowns, as they provide state and federal tax credits but are costly to maintain and update. The committee thanked the panelists for their presentations.

Other Business

Co-Chair Heley noted the Suballocated Phase 1 Application Review is scheduled for June 6, and the next SPPC meeting will be Friday, May 10, 2024. That meeting will include the Regional Control Total forecast presentation, Suballocated Phase 1 Application Process Update, Regional Transportation Survey Presentation, and a discussion on Centers and Corridors on the question “what is the relationship of Centers and Corridors to each major MARC program and how can SPPC help and advise each?”

With no other business, Co-Chair Heley adjourned the meeting.