

SUSTAINABLE PLACES POLICY COMMITTEE

May 10, 2024 Meeting Summary

Committee Members

Mayor Dean Katerndahl, Parkville, MO Co-chair
Councilmember Logan Heley, Overland Park, KS Co-chair
Brian Alferman, Johnson County, KS
Jon Birkel, Hunt Midwest
Michael Frisch, UMKC
Erin Ollig, Overland Park, KS
Melissa Schmitz, MoDOT
Allison Smith, KDOT

Guests

Davonna Moore-Edeh, CDM Smith
Krystal Jolly, MoDOT
Fernando Oliveira, Affinis
Sean Partain, WSP

MARC Staff Present

Beth Dawson, Ron Achelpohl, Megan Broll, Taylor Cunningham, Tom Jacobs, Katie Killen, Frank Lenk, Martin Rivarola, Patrick Trouba, Anna Van Brunt

Welcome and Introductions

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

Approval of March 8, 2024 Meeting Summary*

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

Regional Control Total Forecast Presentation

Director of Research Service Frank Lenk presented the first draft of population and employment forecasts, which will be finalized in June 2024 and used as the regional control totals for the long-range transportation plan update. Small-area forecasts will be input into travel models starting in July. Projects in the transportation plan are currently being evaluated to determine priorities, and projects will be tested in the travel model. A final transportation plan based on forecasting will be available in June of 2025.

Mr. Lenk compared the current forecast to the previous forecast, showing a decline in birth rates appears to be the biggest contributor to a slower rate of growth in the current forecast. Mr. Lenk discussed immigration, noting policy choices can impact rates but that the forecast projects the rate of immigration to significantly drop and then maintain. The employment forecast is based on population, and projects lower growth for overall employment. However, Mr. Lenk notes that rebounds from Covid were above previous employment levels, so the Technical Forecast Committee will be reviewing those projections. An overall aging labor force will have different travel and housing needs, but our regional employment forecast will also benefit from the

incoming Panasonic plant, other defense and bio-security related assets, and potential climate-related migration.

Committee members discussed infrastructure efficiency and maintenance with relation to housing density. When areas stop growing, urban footprints typically continue to grow larger than what can be supported; one policy consideration of this plan is to make sure that we are right sizing the level of infrastructure investment. Other issues discussed by the committee included how childcare access and affordability affect our labor market, the role of housing in travel demand (including supply, location, and school district performance), and how employment growth and slowed population growth will influence where we place transportation investments. Additionally, committee members considered if slowed growth may reduce highway travel demand, but the current plan wasn't keeping pace with regional growth in employment or population.

Suballocated Phase 1 Application Process Update

Martin Rivarola, Assistant Director of Transportation and Land Use Planning, provided an update on the Phase 1 application process for this year's suballocated programming. Mr. Rivarola reviewed the preliminary schedule, which currently involves staff assessing projects for alignment with the Connected KC 2050 goals and strategies. Once staff have completed their assessment, committees including the Sustainable Places Policy Committee (SPPC) will be invited to review results and provide feedback. Committee members are asked to consider regional needs when evaluating projects.

Mr. Rivarola reviewed the number and type of projects received, noting about \$452 million in requests were received for about \$150 million of available funding. Once Phase 1 of the application process concludes, a call for technical applications will be opened in the second half of June. Mr. Rivarola reviewed the subsequent steps in the process, with scoring and funding recommendations expected to be completed in December.

Survey Updates: Regional Transportation; Centers and Corridors

Principal Planner Beth Dawson briefed the committee on progress of the self-selected Centers and Corridors survey, which was conducted over three weeks in March and included a 10% response rate. Results of the survey will be distributed to the committee prior to the next meeting. Additionally, the random sample Regional Transportation survey that spanned all nine counties of the region has closed, and the contractor ETC is currently tabulating results. Details of the report will be shared with the Total Transportation Policy Committee and MARC Board in June, and the SPPC in July at the next meeting.

Centers and Corridors Panel

Co-Chair Heley introduced several MARC staff and one outside guest panelists, including Chief Resilience Officer and Environmental Programs Director Tom Jacobs providing an environmental perspective, Housing Program Manager Katie Killen providing a housing perspective, Director of Research Services Frank Lenk with an economic perspective, Transportation Planner II Patrick Trouba representing active transportation, and Davonna Moore-Edeh of CDM Smith providing a goods movement and freight perspective. Each panelist introduced themselves and shared how centers and corridors play into their respective areas of work. Common themes included efficiency of travel for people and freight, access and equity to resources and facilities, density, and community building. Considerations for refining the

definition of centers and corridors included determining what a successful community looks like, how land use can be efficient, vibrant, and serve high capacity transit, sustainability in freight, how centers and corridors can impact public health, and the level of integration of centers with their surrounding communities. Panelists requested proactively including multiple perspectives into transportation planning, while also considering inclusion and affordability.

The committee discussed the value added to cities from increased walkability and density, and interest in greenway linkages as a potential means of transportation. The committee also discussed balancing freight access with road diets that may impede goods movement, how that relates to accessibility and jobs, and the importance of considering scale when planning transit and freight routes. The committee also considered incorporating more environmental aspects in Planning Sustainable Places (PSP) project applications.

Other Business

Overland Park adopted their new comprehensive plan framework.

The Suballocated Phase 1 Application Review is scheduled for June 6, and the MARC Regional Assembly will take place on Friday, June 14 at Crown Center. The next SPPC meeting will be Friday, July 10, 2024.

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