



## Linking Conservation and Transportation Planning Advisory Group

Wednesday, June 4, 3:00 - 4:30 p.m.  
MARC Board Room  
Rivergate Center, 600 Broadway, Kansas City, MO

### **AGENDA**

1. Welcome and introductions.
2. Resource and transportation agency updates.
3. Review draft action plan and comments received to date.
4. Discuss additional comments from agency representatives on draft action plan. *(Please be prepared to discuss your organization's preferred or ideal role in the context of the plan and the opportunities and/or roadblocks to implementation.)*
5. Begin to identify formal organizational partners, agency responsibilities, and timelines.
6. Environmental working paper for the next regional long-range transportation plan.
7. Next meeting.

**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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## SUMMARY

### Linking Conservation and Transportation Planning Action Plan Advisory Group

06/04/08

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1. **Welcome.**

Lisa Pool welcomed the group and provided an overview of the last meeting and update of the Eco-Logical project.

2. **Introductions and agency updates.**

Individuals introduced themselves and noted work relating to the Eco-Logical project.

- Dominique Davison mentioned her work with the Heartland Tree Alliance and the importance of trees.
- Thomas Dow mentioned the 5-county area study and its connection with Eco-Logical.
- Lee Ann Kell of MoDOT mentioned compliance with the NEPA process, awards received for repurposing old tires into asphalt, and a wetland bank in Blue Springs.
- Peggy Casey said that FHWA sees these conversations as encouraging.
- Gayle Unruh said that MoDOT mitigates for stream impacts with a banking system.
- Doug Berka said that the Corp's role is as a cooperating agency – regulatory.
- Wendy Sangster with MDC said that a lot of what MDC does can tie in with the work of the group.
- Stephen Van Rhein said it's important to be looking at how transportation systems will impact fish, aquatic habitats, etc... MDC is conducting research related to rating urban natural resources.
- James Joerke discussed the impacts of the new ozone standard.
- Ron McLinden said that transit should be viewed as a more viable option.
- Mell Henderson mentioned the Imagine KC project.

3. **Review changes made to the Linking Environmental and Transportation Planning Action Plan since the last Advisory Group meeting and discuss participants' preferred lead roles.**

- Steve Petrehn said that the document should reference the region's carbon footprint. He also said that the data section should state that existing data should be fully utilized.
- Dow said that action item A.1 is an area where KDOT could take a leadership role. He said that KDOT has incorporated MARC's comments into the new state LRTP. A new recommendation could be to develop an agency-wide policy related to environmental issues - This policy could be separate from making

revisions to the LRTP. When KDOT updates the LRTP, these new issues will be part of it.

- Kell stated that MoDOT follows the rules set out in the current federal transportation bill, SAFETEA-LU. She said it may be a lofty goal to revise the long-range plan to include the items outlined in the plan. She said that MARC's long-range plan is considered when the state LRTP is developed.
- Petrehn suggested that the language in A.1 should be revised to sound less like we're giving direction.
- Kell said that MoDOT already goes above and beyond when it comes to environmental issues. They measure environmental violations and follow NEPA rules. Do these things have to be reiterated in the long-range plan? More flexibility would be good, as implementation of these measures as outlined in the LRTP may not be in the best interest for all MPOs in the state of Missouri. Do we want generic language or specific?
- Dow said that KDOT as an agency is heading in the direction of the action plan. They are not, however, revising the LRTP that they just completed to include these items.
- Kell said that the state LRTP doesn't preclude regional changes.
- MARC staff will work with MoDOT on changes to the LRTP language in the action plan.
- MARC staff reviewed the action items that MARC is taking responsibility for.
- Dow mentioned that, regarding revising programming in the TIP, MARC controls federal funds, but funds from the state are also involved in some categories. Therefore, MARC would need to work with KDOT in defining policies/projects for the region.
- MoDOT's concern is with the cities – Cities do only enough leg work to estimate cost. Are we asking cities to expend more funds to get to a certain point in the design process? If using federal funds, cities already have to go through NEPA process.
- Tom Jacobs noted the contrast between NEPA and Eco-Logical. The point of Eco-Logical is to be more proactive about environmental concerns prior to NEPA – It's about conserving and restoring – It's integrative.
- Kell said that land use planning and transportation planning need to be better connected. The way projects get proposed and selected needs to be revised to better reflect this connection. MoDOT is asked to fix roads to support development – The other side is that development occurs and transportation is a detail that needs to get worked out afterwards.
- Ron McLinden said he wondered what happened with the MoDOT Smart Growth task force – It ended up being more about access control than anything else.
- Kell said individual jurisdictions make local land use decisions, so the process ends up not being cohesive.
- Dow said that the locals KDOT works with aren't those who make the land use decisions.
- Regarding the Smart Growth conversation, the DOTs would like to be at the table, but they shouldn't lead the effort, necessarily. DOTs aren't always invited to local transportation meetings.

- Dale Crawford said that there needs to be a better balance between local and state concerns. If highways become too successful, they no longer function as a highway. Despite the best land use planning, things change – K-7 corridor plan is a good example of this.
  - McLinden said that the public might be out ahead on certain issues, but they are only interested in articulating outcomes – Don't want to talk about how we get there.
  - Petrehn said that KC takes less than 1% of trips via bike – KC should have a goal of 2% or more. In Europe, these trips comprise 30 – 40 % of all trips. Bike trips are linked to all planning.
  - Jacobs mentioned the regional joint sustainability committee of 4 professional design associations – That group is a vehicle to help support this effort. MARC can educate that group about MetroGreen as a means of supporting bike trails and preserving green space.
4. **Discuss options/expectations regarding the next steps for the plan (i.e. formalized adoption of the plan/memorandums of understanding, etc...).**
- Petrehn said that this plan should be recommended to TTPC and adopted by MARC Board as a way to help support becoming America's Green Region.
  - Dow said that the leadership at KDOT could be persuaded to use an MOU – It should be tailored to each organization and reference the action plan.
  - Crawford said that sustainability has been established as an objective for Olathe.
  - Petrehn noted that there should be a public face to the MOUs, so that they can see achievements and hold us accountable to the action items.
  - Tom Gerend mentioned the sustainability performance measures that MARC is developing.
  - Petrehen mentioned the “as promised” signs utilized by DOTs as a way of letting the public know items have been accomplished.
5. **LRTP update, including environmental/energy working paper.**  
Pool provided an overview of the process for the next regional LRTP update, *Transportation Outlook 2040*.
6. **Next meeting.**  
August 1<sup>st</sup> at 2 p.m.