



Linking Environmental and Transportation Planning Advisory Group

Monday, November 24, from 10:00 – 11:30 a.m.
MARC Board Room
Rivergate Center, 600 Broadway, Kansas City, MO

AGENDA

1. Introductions.
2. Update on Eco-Logical Project.
3. Presentation: Lee Ann Kell and Gayle Unruh, MoDOT, will present information regarding the agency's environmentally-responsible construction, operations and maintenance policies. A discussion regarding additional best practices underway across the region will take place after the presentation.
4. Identification of key issues and strategies for the update of the Long-Range Transportation Plan, *Transportation Outlook 2040*:
 - a) Key issues related to the environment
 - b) High-level actions and strategies
 - c) Goals and measurements
5. Air quality conformity in relation to the update of the Long-Range Transportation Plan.
6. Other Business.
7. Up-coming Events:
 - a) Eco-Logical Workshop #2: Thursday, December 18, from 10 – 2 p.m.
 - b) Next Advisory Group Meeting: Thursday, January 15, from 10 – 11:30 a.m.

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.

MARC programs that receive federal funding may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964.

SUMMARY

Linking Environmental and Transportation Planning Action Plan Advisory Group

11/24/08

1. Introductions.

Group members introduced themselves.

2. Update on Eco-Logical Project.

Lisa Pool provided an update on the MARC Eco-Logical project.

- On October 28, the first of four Eco-Logical workshops was held. At this workshop, Hal Kassoff, a senior vice president with Parsons Brinkerhoff, gave an overview of sustainable transportation systems, discussed how the triple bottom line (environment, society, economy) influences transportation decision-making, and answered questions. Approximately 50 people were in attendance.
- Workshop #2 is scheduled for December 18 from 10 am to 2 pm. Registration is now open. During this workshop, Aron Borok with Environment International will be here to discuss the latest best practices research for linking environmental and transportation planning and to lead a discussion regarding applicable practices to the Kansas City region. Input and feedback will be incorporated into the draft *Linking Environmental and Transportation Planning Action Plan*.
- The 3rd and 4th workshops will be held in February and April. Additional information will be forthcoming.

3. Presentation: Lee Ann Kell and Gayle Unruh, Missouri Department of Transportation (MoDOT).

Lee Ann Kell and Gayle Unruh, MoDOT, gave a PowerPoint presentation regarding the organization's environmentally-friendly practices and policies.

- Some of the items covered include: flexible work hours, hybrid vehicles, Trees for Tomorrow, recycled pavement, MoDOT's Tracker report, interagency meetings (held twice a year), geographic information systems and other tools, Missouri Resource Assessment Partnership agreements (resource maps, land cover maps), Missouri Department of Conservation's opportunity areas (can serve as mitigation areas), Army Corps of Engineers' low-water crossing agreements (banking for stream mitigation, remove low-water crossings, get credits).
- Steve Petrehn asked why MoDOT's usage of recycled waste materials is shown as increasing and decreasing on one of the presentation slides. Lee Ann said that, while usage has fluctuated, the goal is to increase the use of recycled materials.
- MoDOT offers contractors incentives for innovations.
- Peter Carttar with KDOT said that NPDES regulations have had an impact on their construction practices, particularly as it relates to run-off from construction sites.

- Amy Bhesania with EPA asked Lee Ann and Gayle if she could be put in touch with someone at MoDOT regarding retrofitting construction equipment.
- Dale Crawford asked post-roadway construction practices - Does MoDOT monitor for air quality? He said issues such as trip reduction, fuel consumption reduction, how we make trips, signal retiming, where we're heading, how we build, and what we're building are important issues for the agency to consider.
- Ron McClinden said that MoDOT tracks vehicle miles travelled (VMT), and that fuel tax revenues are down because VMT's are down. He would like MoDOT to consider climate change in its actions.
- It was noted that the Trees for Tomorrow campaign is one way to mitigate for climate change.

4. **Identification of key issues and strategies for the update of the Long-Range Transportation Plan, *Transportation Outlook 2040*.**

Tom Gerend said that staff has been engaging MARC committee members on key issues and performance measures they would like to see included in the next update of the regional long-range transportation plan.

- There has been a lot of overlap in the issues noted to-date; i.e. land use/transportation integration, system demand reduction, technology, sustainability, and climate change.
- Steve P. said that we should go beyond demonstration of recycled materials and get private businesses to track the potential for more use of these materials in the future. This would create jobs.
- Dominique Davison noted that we should look into offering tax incentives for alternative fuel vehicles – Evaluate incentives.
- Thomas Dow said that we should be strategic in our investments and make better use of capacity by looking at mode shifts.
- Joann Schwarberg asked how we can improve transit service in the region. She said that we need better neighborhood design to improve transit and that increased VMT destroys the natural environment.
- Tom G. said that this is a challenge – The regional transportation model predicts a 40% increase in VMT. Part of this increase is attributed to population increase. An alternate population/employment forecast is being developed to look at how high density/mixed use corridors could affect VMT in the region. MARC's highway committee is not advocating for more capacity – Instead, they are looking at reducing demand on the system. We will examine VMT when developing performance measures.
- Joann S. asked if the region has ever been able to keep up with demand – Tom G. said that funding for transit is an issue.
- Joel Skelley with KDOT said that funding is an issue, but that we also need appropriate land use planning to make it really work – This includes transit-oriented design (TOD). No transit provider is profitable – Need multiple levels talking and planning.
- Tom D. said that the highway mindset at DOTs is changing. The model is counting people. Need housing and land use choices. Need people to live and work in places that can support transit.
- Dominique D. asked about utilizing a growth ring to limit growth on the fringes. This would entail limiting or stopping funds to areas beyond the ring. It is a chicken/egg issue, as far as which should come first, people or transit?

- Amanda Graor said that Portland’s urban growth boundary came about as a result of the need to protect rural areas. The desire to preserve prime farmland is coming to center of country. Sacramento and Portland have done a lot of work in this area.
- Dale C. said that developers bought much of the farmland in Johnson County a long time ago – A lot of this land is owned by speculators. If we don’t build the infrastructure, they won’t be able to build projects. Need to lay groundwork for individual communities – There have got to be parameters – It’s a tough sell.
- Harold Draper said that communities need to identify valued components rather than talking about growth boundaries.
- Steve P. said that, regarding land speculation, part of the formula is cheap fuel prices – Have to stop subsidizing gas. Need to look at corridors as areas for carbon sequestration; i.e. rain gardens in right-of-way.
- Ron Norris said that measures are important – Should be measuring trails/bike routes – Measure connected, walkable communities. We could deliberately try to reduce need for the single occupancy vehicle.
- Tom G. mentioned that there’s some current data analysis underway at MARC – We’ll be leveraging existing environmental data to inform process – Looking at public rights-of-way, etc... and trying to calculate them for the region.
- Steve P. noted the ratio of permeable to impermeable surfaces – Could apply ratio to highway scenario.
- Gayle said that MoDOT and FHWA don’t have money to put into making highways environmentally sensitive – Making sure bridges/roadways are in good shape is main mission. Need to look at how making a project more environmentally sensitive can reduce cost.

5. Air quality conformity in relation to the update of the Long-Range Transportation Plan.

Tom Jacobs stated that, in March of this year, the Environmental Protection Agency significantly strengthened its national ambient air quality standards (NAAQS) for ground-level ozone, the primary component of smog. As such, Kansas City may soon become a non-attainment region, and will begin preparing a new State Implementation Plan in 2010. Tom would like the group to think about what types of measures the Kansas City region should put in place to reduce its ground-level ozone emissions.

6. Other Business.

None.

7. Up-coming Events:

- a) Eco-Logical Workshop #2: Thursday, December 18, from 10 - 2 p.m.
- b) Next Advisory Group Meeting: Thursday, January 15, from 10 - 11:30 a.m.