SUSTAINABLE PLACES POLICY COMMITTEE
January 11, 2019 Meeting Summary

Members Present
Commissioner Jim Walters, Unified Government, Co-Chair
Brian Alferman, Johnson County
Mary Cyr, Mattie Rhodes Center
Gloria Fisher, Westside Housing
Janell Friesen, UG Public Health Dept.
Michael Frisch, UMKC
Doug Johnson, City of Overland Park
Matt Kauffman, KCRTA
Edwin Lowndes, Housing Authority of KCMO
Robb McKim, ULI, KC
Janet McRae, Miami County
Brian Nowotny, Jackson County
Kristen Riott, Bridging the Gap
Allison Smith, KDOT
Eva Steinman, MoDOT
Jeffrey Williams, City of Kansas City

Others Present
Aaron Bartlett, Karen Clawson, Beth Dawson, Tom Jacobs, Alecia Kates, Marlene Nagel, Martin Rivarola, Jermain Whitmore – MARC staff

Welcome and Introductions – Commissioner Jim Walters welcomed those present and asked for self-introductions.

Approval of November 2018 Meeting summary – Kristen Riott made a motion, seconded by Edwin Lowndes, to approve the November meeting summary. The motion carried.

Green Infrastructure Policy Framework Primary Recommendations Discussion
Tom Jacobs gave an overview of the Green Infrastructure Policy Framework, as well as the Primary Recommendations, and invited input from committee members regarding ways to further its progress. The Green Infrastructure Framework offers a planning and design approach to grow communities in ways that simultaneously tend to neighborhoods, jobs and nature. As green infrastructure becomes part of the mosaic of all local land uses, it can be designed and managed in ways that meet local needs while providing both local and broader community environmental benefits. When green infrastructure is an integrated part of land use, it can also have a significant and positive impact on mobility planning. Forests, streams, wetlands and prairies provide ecological benefits as well as great walking and biking environments. Linking communities through trails and complete green streets not only increases quality of life and economic vitality, but also provides health benefits and increases equitable opportunities to access education and jobs.

During the Regional Green Infrastructure Policy Study, three overarching policy recommendations emerged from stakeholder discussions: creating model ordinances; updating stormwater management guidelines and engineering standards; and linking conservation and transportation planning. Participants framed progress on these three priorities within a larger context of supporting strategies. They noted substantial needs regarding regional collaboration, leadership development and capacity building, communications and education, tools and data, integrated regional/local planning, funding, and implementation of multi-benefit projects. Implementation of the study’s recommendations will focus on convening and mobilizing the diverse communities of our region to use the data and tools at our fingertips and create new policy to support resilient decision-making together.
Committee Discussion:
The committee gave a few more suggestions regarding framework and recommendations, they are as followed:
- The plan should look at tying in past linkages and other work related to the new recommendations.
- This needs to eventually go to the legislature.
- The executive summary work could be an added benefit to include in the plan.

Affordable Housing Needs and Research Discussion
Marlene Nagel presented the Affordable Housing Series from the First Suburbs Coalition coming up later this year. There will be 3 different sessions, with the 1st being held on April 19th. This session will involve Framing The Issue, which will include a data review, as well as a recap of Affirmatively Furthering Fair Housing. The 2nd Session, which is contingent on if we apply and are awarded the NLC First Tier Suburbs Council Economic Development Pilot Program Summit, will take place on July 19th. If that doesn’t happen, there will be a Financing Panel to discuss different funding/financing opportunities to help communities. The final session will take place on October 18th, and will feature a program regarding small scale development with communities & developers who have successfully accomplished small scale multi-family projects.

Committee Discussion:
Marlene invited the committee to provide additional input regarding the series. Some of the suggestions included:
- Need to have more conversations about how to do affordable housing better and bring in more foundations.
- The Incremental Development Alliance work should be considered.
- The HBA Foundation Group would be a good resource.
- There needs to be more policies or ways to hold people accountable for the units they inhabit, as there are a large portion of affordable housing that is uninhabitable.
- Travel to other cities to gather innovative ideas.
- Take a look at alternative ownership models, and utilize housing surveys more.
- Address the issue of businesses not wanting to discuss or help with costs.
- Have a closer look at transit elements.

Regional Transportation Plan 2050
Martin Rivarola & Karen Clawson gave an update on the RTP Project Selection & timeline, Greenhouse Gas Performance Metrics/Scoring Criteria, and the impact of the IPCC Climate Change Report on the RTP 2050 work. The Draft evaluation criteria was presented at the workshop on Dec. 18, and some of the feedback included: to shorten & simplify the criteria, consolidate & clarify questions, and define the weight of the questions/points. This feedback has been included in the draft, which has consolidated to two sections (15 questions) with project description & otherwise “unscored” requested information, as well as eight sections (26 questions) with ‘needs-assessment’ based project evaluation questions. Recent engagement efforts include: Air Quality Forum, Blue Springs HOA, Downtown Council, Northland Chamber, OP Chamber, South KC Alliance, Highway, Mobility Advisory, MML Northgate, City of Grandview, City of Basehor.

As for the Scenario Analysis, there has been some trend growth within the development area of approximately 30% (150K out of 500K) in population, and 50% (150K out of 300K) in jobs. As for the focused growth scenario, there was population growth of 60% (300K out of 500K), and job growth of 80% (240K out of 300K). Four different transportation network scenarios were used, and they are as followed:
- Freeze Frame - This scenario assumes that population and employment grow, but we make no further investments in the transportation system beyond what’s in the 2018-2022 TIP.
- If you build it … This scenario assumes that population and employment grow, and we invest in all projects in TO2040.
- Hop on the Bus, Gus - This scenario assumes that population and employment grow, but we make no
further investments in the transportation system beyond what’s in the 2018-2022 TIP for roadway system, with implementation of expanded SmartMoves transit service. Scenario is comparable to “money on trees”; Note SmartMoves full implementation assumes land use changes.

- Money DOES grow on Trees - This scenario assumes that population and employment grow, and we Max capacity – added capacity to v/c ratio over 1.3 (20%) over 1.7.

Some of the lessons learned from these scenarios include:

- Land use Growth scenarios have significant impact on travel demand and focused growth has the most significant impact.
- Better transit service invites a shift from autos.
- More capacity means more VMT, and less VHT.
- We don’t see much change in highway-oriented measures because we don’t anticipate many changes to that system. However, we do see more significant changes in transit related measures, given that our current system is more limited.

This work revealed that more scenario modeling needs to be done to include the impact of autonomous & connected vehicles. This modeling work would be observed from the standpoint of private ownership and fleet. The parameters of private ownership would be to double freeway capacity, generate 20% more zero occupant trips, Let It Ride – trend growth, and maintain current transit. Assuming that vehicle occupancy rate, as well as parking and operation costs stay on trend. The fleet parameters include doubling the freeway capacity as well, increasing vehicle occupancy rate by 30%, double parking & operation costs, Take The Wheel – focused growth, and implementation of SmartMoves. From this scenario we learned that:

- Growth scenarios have significant impact on travel.
- There were greater relative changes in transit ridership and VHT, but there wasn’t much that can impact VMT.
- Confirmed assertion in AV policy framework: fleet-based ownership model has more desirable impacts.
- Fleet based/compact land use scenario results in per capita drop in VMT/VHT/auto trips and a very large increase in transit trips. To note, this is the only scenario where we have seen this happen.

Karen Clawson provided an overview of the proposed process for the development of strategies for reducing transportation-based greenhouse gases in the region. She noted that the Air Quality Forum will oversee the process but she will be forming a small workgroup to advise on much of the technical work that will take place. The process will continue over the spring and summer and will conclude in early fall. Several strategies will be considered that cover travel activity, land use changes, shifts to alternatives fuels, improved vehicle technology, and sequestration and heat-reduction.

For more information, please visit the website at: www.marc.org/2050.

**2019 Work Plan**

Beth Dawson presented the 2019 Work Plan for the Sustainable Places Policy Committee, and invited the committee members to provide input. There were no additions to the work plan at the moment.

**Other Business**

Marlene Nagel informed the committee that they will take a look at the Regional Hazard Mitigation Plan to help with adopting the plan, as some things are Land Use related. Also, the retail trade work MARC staff is working on will be shared.

The next meeting of the committee is March 8, 2019. The meeting was adjourned.