OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Chuck Adams, Kansas Co-Chair
Carson Ross, Missouri Co-Chair

There will be a meeting of MARC’s Total Transportation Policy Committee on Tuesday, April 16, 2019, at 9:30 a.m. in the Board Room on the second floor of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

AGENDA

1. Welcome/Introductions
2. VOTE: March 19, 2019 Minutes*
3. VOTE: 2019 2nd Quarter Amendment to the 2018-22 TIP
4. VOTE: 2019 Unified Planning Work Program – Amendment #1 for Public Review & Comment*
5. VOTE: Update Critical Urban Freight Corridors*
6. VOTE: Green Infrastructure Framework*
7. REPORT: MoDOT Planning Exercise
8. REPORT: City of Edgerton Planning Initiatives
9. Other Business
10. Adjournment

*Action Items

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ISSUE:
VOTE: March 19, 2019, Meeting Minutes

BACKGROUND:
1) A regularly scheduled meeting of the Total Transportation Committee was held on March 19, 2019. Co-Chair Councilman Chuck Adams of Edwardsville, Kansas, opened the meeting with a welcome and introduction at 9:30 a.m. The following members, guests and staff were present:

Members and alternates:
- Councilman Chuck Adams, Wyandotte County Municipalities, KS Co-Chair
- Commissioner Jim Allen, Johnson County
- Perry Allen, MoDOT
- Mike Brungardt, Johnson County Municipalities
- Cory Davis, KDOT
- Matt Davis, Jackson County
- Tom Gerend, Kansas City Streetcar
- Richard Grenville, PortKC
- Darren Hennen, Northland Regional Chamber of Commerce
- Tony Hoffman, City of Overland Park
- Mary Jaeger, City of Olathe
- Richard Jarrold, KCATA
- Mike Crass, Cass County Municipalities
- Kent Lage, Johnson County
- Nathan Law, Miami County Municipalities
- Councilmember Theresa Loar, City of Kansas City, Missouri
- Jeff Joseph, Leavenworth County
- Mike McDonald, Leavenworth County Municipalities
- Sherri McIntyre, City of Kansas City, Missouri
- Janet McRae, Miami County
- Dena Metzger, City of Lee's Summit
- Joshua Powers, Johnson County
- Fred Sherman, Johnson County Municipalities
- Kite Singleton, Regional Transit Alliance
- Griffin Smith, MoDOT
- Councilman Reginald Townsend, Cass County
- Tim Vandall, Leavenworth County Municipalities
- Commissioner Jim Walters, Unified Government
- Doug Whitacre, Johnson County Municipalities
2) Kansas Secretary of Transportation Julie Lorenz presented an overview of transportation priorities for the new administration including:
   - Restoring funds for preservation of state system roads and bridges.
   - Identifying new funding for highway and multimodal programs as recommended by the Kansas Transportation Vision Task Force in 2018.
   - Addressing the need to recruit and retain talented staff for the Kansas Department of Transportation and Kansas Turnpike Authority.
   - Initiating development of a new statewide transportation plan in 2019.
Secretary Lorenz also provided an update on some key transportation bills currently under consideration by the state legislature.

3) Minutes for the Feb. 19, 2019, meeting were presented for consideration. Councilman Gary Lathrop moved for their approval, Mayor David Slater seconded the motion and it passed unanimously by voice vote.

4) Marc Hansen reported that 2019 Special amendment #1 to the 2018-2022 Transportation Improvement Program (TIP) was released for public review and comment as approved by TTPC in February. No comments were received, so staff recommended the amendment be approved as presented. Mayor Slater moved for approval, Tom Gerend seconded the motion and it passed unanimously by voice vote.

5) Marc Hansen offered the 2019 2nd Quarter Amendment to the 2018-2022 TIP for release for public review and comment with one modification to the written agenda report to add a budget change for KDOT’s project at US-69 and I-35. Kite Singleton moved for approval, Councilman Lathrop seconded the motion and it passed unanimously by voice vote.

6) Caitlin Zibers presented regional performance targets for transit state of good repair. These targets are required to be updated annually under the FAST-Act and federal transportation planning regulations. MARC adopted the first of these targets in 2018 based on targets adopted by the Kansas City Area Transportation Authority and Kansas City Streetcar Authority. The recommend 2019 targets are identical to the 2018 targets.
Mayor Slater moved for approval and Councilman Lathrop seconded the motion which passed unanimously by voice vote.

7) Chris Redline, MoDOT’s northwest district engineer, presented information about a pilot project to test new connected vehicle technologies to allow remote operation of truck-mounted attenuators (TMAs) in moving highway maintenance and construction operations. TMAs are designed to protect highway workers and the travelling public by blocking and absorbing the impact of collisions of errant vehicle that might otherwise enter areas with workers in or out of vehicles. Currently, TMAs require manual operation, which puts the driver of the TMA at risk of injury when the TMA is struck. By adding new systems to allow the TMA vehicle to automatically follow other maintenance vehicles, MoDOT hopes to be able to remove personnel from this dangerous operation. MoDOT has purchased and installed test equipment in one maintenance vehicle and is currently testing its operation on a closed course. Upon successful completion of these tests, MoDOT intends to test the vehicle in a live operation in the Kansas City area in the summer of 2019. These tests will still require a safety driver to be present in the test vehicle, but if successful, MoDOT will consider future TMA operations without personnel in the remote vehicle, subject to applicable state laws.

8) Mark Sommerhauser, MoDOT’s project manager for the Kansas City Scout freeway management system provided an overview of recent work to coordinate traffic management plans for upcoming MoDOT and KDOT construction projects. This work has also involved use of the Operation Green Light traffic signal management system to coordinate traffic signal operations with proposed or anticipated detour routes.

9) Tom Jacobs gave an overview of a proposed green infrastructure framework to better integrate regional conservation activities related to MetroGreen, stormwater management, complete and green streets and climate resilience. The proposed framework offers a set of goals, an integrated multi-benefit planning approach, local case studies and a set of policy recommendations. It is organized around a regional atlas that connects regional environmental assets with opportunities for conservation and restoration and a playbook of specific strategies that may be applied at a project level. If adopted, this framework will influence regional plans for transportation, hazard mitigation and other issues. Staff is also sharing the framework with other MARC committees and intends to seek adoption of the framework by TTPC at the April meeting.

10) Aaron Bartlett reported on traffic fatality statistics for the Kansas City region for the fourth quarter of 2018. In 2018, there were 251 traffic fatalities, which exceeded the regional goal of 211 or fewer. This represents a 14 percent increase over the five-year average of 219, however, it is less than the 285 fatalities recorded in 2017. Of note in 2018, fatalities were more evenly distributed among urban and rural areas than in 2017, with decreases in impaired and distracted driving fatality crashes. However, pedestrian fatalities increased significantly over 2017 along with fixed object and head-on fatalities.

11) Under other business, Ron Achelpohl reported that MARC had secured a grant from FHWA on behalf of a five-state coalition to develop a plan for emerging freight technologies. The Central Plains Heartland Freight Technology Plan will identify opportunities for coordinated regulation and data sharing for new technologies such as truck platooning and autonomous and connected freight vehicles.
12) With no further business to discuss, the meeting was adjourned. The next meeting of the committee will be at 9:30 a.m. on Tuesday, April 16, 2019.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
Approve minutes for the March 19, 2019, meeting.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
VOTE: 2019 2nd Quarter Amendment to the 2018-22 Transportation Improvement Program

BACKGROUND:
The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2019 2nd Quarter Amendment to the 2018-22 TIP includes 17 projects:

- 9 new projects to be added, including, but not limited to:
  - #280152 - Roadway Additions for the American Royal Development
  - #690532 - M-7, Pavement Resurfacing and Guardrail Replacement from Oak Haven Drive to the M-150 Intersection
  - #867006 - Bridge replacement on 263rd St. over North Wea Creek in Miami County
  - #980032 - KC Scout Camera and Communication Device Replacement

- 8 modified projects, including, but not limited to:
  - #345126 - 95th and Santa Fe Trail Drive Intersection Improvements
  - #995002 - Revenue Rolling Stock including Vanpool Program Expansion

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and Metropolitan Planning Organizations (MPO) to conduct performance-based planning and programming by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets related to seven national goals.

Safety is the first national goal identified in the FAST Act. MPOs must report their safety targets to the State DOT and include these targets, as well as progress toward meeting them, in any Transportation Improvement Program or Metropolitan Transportation Plan amendments after May 27, 2018.

FHWA requires the Mid-America Regional Council (MARC) to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. The MARC Board of Directors approved the most recent regional safety targets on December 18, 2018. MARC included this information as part of the amendment packet and will incorporate the information into the “Measuring Progress” section of the 2018-2022 TIP.

Details of these projects are available for review on the Internet at:
MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments were received during the comment period.

**BUDGET CONSIDERATIONS**
None.

**COMMITTEE ACTION**
None.

**RECOMMENDATION**
Approve the 2019 2nd Quarter Amendment to the FFY 2018-2022 TIP.

**STAFF CONTACT**
Marc Hansen
ISSUE: 2019 Unified Planning Work Program - Amendment #1

BACKGROUND:

The Unified Planning Work Program (UPWP):

1. Describes the transportation planning activities MARC and other agencies will undertake during the year.
2. Documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants.
3. Provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2019 UPWP Amendment #1 will make the following modifications:

- Add a new task for the Central Plains Technology Plan, a project recently awarded funding through FHWA’s “National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination” program.
- Revise task 3.1 — Modeling/Forecasting Activities — to include the completion of the Synthetic Data Pilot project that was started in the 2018 UPWP.
- Revise Appendix C as necessary to account for the modifications noted above.

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2019_UPWP_Amend1.aspx. These revisions result in changes to MARC’s budget and work activities for 2019 and should be released for public review and comment.

BUDGET CONSIDERATIONS

The Central Plains Technology Plan adds $250,000 of FHWA “National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination” program funds and the required non-federal matching funds of $62,500.

Revisions to task 3.1 will result in no change to the previously budgeted federal funds for the task, but will add $150,168 of non-federal funds contributed by MARC’s planning partners for the project.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the release of Amendment #1 to the 2019 Unified Planning Work Program (UPWP) for public review and comment.
5.11 Central Plains Heartland Freight Technology Plan – Lead Agency: MARC

Program Objectives

Development of a multi-jurisdictional, implementable plan to address freight, safety and economic development for the states and major metropolitan areas of the Central Plains/Heartland region. This plan will be developed through a unique public-private partnership of metropolitan planning organizations and state departments of transportation along with academic, business and industry leaders in the five Central Plains/Heartland states of Illinois, Iowa, Kansas, Missouri and Nebraska.

Background/Previous Work

The Central Plains/Heartland region is a national center for agriculture, life sciences, advanced manufacturing, and freight transportation and logistics. The Central Plains/Heartland region accounts for 8 percent of the national population, and makes up roughly 12 percent of the interstate system. The region’s location in the center of the country provides residents and businesses short travel distances to major population centers.

Program Activities and Products

1. **ACTIVITY**: Engage key regional public and private stakeholders.
2. **ACTIVITY**: Define the critical transportation facilities, high-level supply chains and market linkages among the large metropolitan areas and states in the Central Plains/Heartland.
3. **ACTIVITY**: Develop recommendations for harmonized regional regulatory objectives and strategies
4. **ACTIVITY**: Develop recommendations for regional data sharing and management
5. **PRODUCT**: Final report

Funding

Federal $250,000 FHWA- National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination” program

Non-Federal $ 62,500

Task Total $312,500
ISSUE
VOTE: Update Critical Urban Freight Corridors

BACKGROUND
The FAST Act established the National Highway Freight Network (NHFN), the Primary Highway Freight System (PHFS), the National Highway Freight Program (NHFP) and Critical Urban Freight Corridors (CUFC). Additionally, the FAST Act requires MARC, in cooperation with the state, to designate CUFC: “Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.” Their purpose is to facilitate national economic activity through an efficient movement of freight. The Act provides $6.3 billion in formula funds over five years for states to invest in freight projects on the NHFN.

MoDOT has identified nine bridges in the Kansas City area that will require CUFC designation. The designated bridges will be used to support two Infrastructure to Rebuild America (INFRA) grant applications. MoDOT plans to use the bridges as value for local match under two different scenarios that support rebuilding the Rocheport Bridge. The designated bridge locations’ mileage encumbered is a little over half a mile. MARC has the ability to designate up to 31 miles in the Kansas City area. Currently, there are 3.1 miles designated as CUFC on projects in the current TIP. The remaining mileage is attached to proposed projects in Transportation Outlook 2040 (TO2040). Projects currently in TO2040 are to be reevaluated and rescored through the current RTP 2050 planning process.

The Goods Movement committee considered MoDOT’s proposed CUFC update and recommends its approval.

POLICY CONSIDERATIONS
MARC may designate up to 31 miles of CUFC. Current TIP projects contain 3.1 miles of designation. Remaining miles are contained in proposed projects in TO2040. All TO2040 Projects are under reevaluation for possible inclusion into MTP2050 scheduled for completion in 2020.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The Goods Movement Committee met on April 2, 2019, and recommended approval of these new CUFC locations.

RECOMMENDATION
Approve changes to Critical Urban Freight Corridors as recommended by the Goods Movement Committee.
MoDOT’s Requested CUFC ROUTES

<table>
<thead>
<tr>
<th>State</th>
<th>County</th>
<th>Route Number</th>
<th>Length (miles)</th>
<th>CUFC ID</th>
<th>Job Number</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missouri</td>
<td>CASS</td>
<td>RT J</td>
<td>0.058</td>
<td>K</td>
<td>4S3286</td>
<td>Bridge A2331 over Young Branch, 0.1 mile south of 217th Street and 0.4 mile northeast of Branic Drive in Peculiar.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>140TH ST</td>
<td>0.057</td>
<td>K</td>
<td>4I3217</td>
<td>Bridge A0119 at 140th Street, 1.3 miles south of Main Street and 0.9 mile north of 147th Street in Grandview.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>HILLCREST RD</td>
<td>0.061</td>
<td>K</td>
<td>4I3221</td>
<td>Bridge A2199 at Hillcrest Dr., 0.3 mile north of I-435 and I-470 interchange and 0.9 mile south of Blue Ridge Boulevard.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>US 50</td>
<td>0.067</td>
<td>K</td>
<td>4P3009*</td>
<td>Bridges A2482 &amp; A3262 at Chipman Road in Lee's Summit.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>US 50</td>
<td>0.067</td>
<td>K</td>
<td>4P3009</td>
<td>Bridges A2482 &amp; A3262 at Chipman Road in Lee's Summit.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>BLUE RIDGE BLVD</td>
<td>0.067</td>
<td>K</td>
<td>4S3218</td>
<td>Bridge L0102 over Rte. 78, 1.1 miles east of I-435 and 0.3 mile west of Arlington Avenue.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>US 24</td>
<td>0.09</td>
<td>K</td>
<td>4S3287</td>
<td>Bridge L0840 over Delaware Avenue/Truman Library Drive 3.6 miles east of I-435 near Independence.</td>
</tr>
<tr>
<td>Missouri</td>
<td>JACKSON</td>
<td>BLUE RIDGE BLVD</td>
<td>0.078</td>
<td>K</td>
<td>4I3024</td>
<td>Bridge L0997 at Blue Ridge Boulevard/US 40 in Independence.</td>
</tr>
<tr>
<td>Missouri</td>
<td>PLATTE</td>
<td>RT FF</td>
<td>0.019</td>
<td>K</td>
<td>4S3290</td>
<td>Bridge A0533, 2.1 miles west of Rte. 9 in Parkville and 0.1 mile east of Union Chapel Road.</td>
</tr>
</tbody>
</table>

Total CUFC Mileage: 0.564

*Bridge 4P3009 is two bridges (east/west) on Highway 50 but is one bridge number
ISSUE:
VOTE: Green Infrastructure Framework

BACKGROUND:
MARC has long engaged in a broad range of regional green infrastructure conservation efforts, including efforts focused on MetroGreen, stormwater, urban forestry, stream protection, green/complete streets and the regional natural resources inventory. Each of these efforts is integral to Planning Sustainable Places, the Climate Resilience Strategy, the Clean Air Action Plan and the Regional Transportation Plan. However, these efforts are programmatically disconnected, and typically funded at a level that does not align with the potential benefits.

Since 2016, MARC has developed a three-part Green Infrastructure Framework, including an Atlas, Playbook and attendant policy recommendations. The framework offers a set of goals, an integrated planning approach, playbook case studies and a set of policy recommendations.

The approach is intended to inform regional plans for transportation, hazard mitigation, air and water quality and other topics in a variety of ways. First, it offers guidance and specificity to related policy goals associated with climate resilience, natural resource protection, public health, environmental justice, centers and corridors and alternative transportation. Second, it aligns with key regional strategies such as green and complete streets and transit-oriented development. Third, it provides a basis for the development of regional projects and strategies to advance future implementation. Finally, the approach is intended to complement and strengthen previous efforts in ways that support achievement of environmental and transportation goals simultaneously.

In February, staff provided an overview of the framework. At this time, staff requests committee endorsement of the framework. After the Air Quality Forum, Sustainable Places Policy Committee and Total Transportation Policy Committee endorse the , the framework will be presented to the MARC Board of Directors for their consideration.

COMMITTEE ACTION
MARC’s Sustainable Places Policy Committee voted to endorse the framework on March 8, 2019. TTPC was briefed on the framework on March 19, 2019.

BUDGET CONSIDERATIONS
None

RECOMMENDATION
Endorse the green infrastructure framework.

STAFF CONTACT
Tom Jacobs
regional green infrastructure

executive summary

January 2019
Fulfilling our regional vision requires great commitment and care, and a new level of cooperation among public, private and nonprofit organizations. A well-informed relationship between people and nature is necessary to grow thriving communities in the Heartland.

The Green Infrastructure Framework offers a planning and design approach to grow communities in ways that simultaneously tend to neighborhoods, jobs and nature. For example, we can care for every drop of water by increasing the health of the soil that it falls upon; catching it, cleaning and reusing it when it falls on hard surfaces; and making sure it doesn’t carry pollutants into streams. Similarly, when developing a parcel of land, we should strive to maintain the ecosystem services the land currently provides, ensuring that the landscape is sequestering carbon and creating habitat, buildings and structures are not making the air hotter, and people can gather and learn about the design process that make each place unique.

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.

Integrated processes — especially those with new approaches — require a wide variety of participation and perspectives. Adoption of commonly held policies provides consistent guidance across jurisdictions, sectors and practices in the region. 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.
After two community stakeholder workshops, participants developed and prioritized a set of over 50 policy and planning recommendations. Three overarching policy recommendations emerged from stakeholder discussions:

1. Develop a package of model, local green infrastructure-friendly ordinances.
2. Update local stormwater management planning guidelines and engineering standards.
3. Better link conservation and transportation planning.

Descriptions of each recommendation, along with additional context and rationale, are provided below.

I. MODEL ORDINANCES

MARC will work with local governments and area stakeholders to develop model ordinances to eliminate barriers to green infrastructure, or conversely, to incentivize its application. Key policy questions were raised for the following local government ordinances:

Trees and urban forestry
Under what conditions, and to what degree may trees be protected during the development/redevelopment process? What tree replacement policies should be required to sustain ecosystem services? What are the roles and responsibilities of different city departments in protecting, planting, maintaining and monitoring the urban forest? What incentives or practices enable the community to protect and enhance its urban tree canopy?

Weeds and landscaping
Native plants create habitat, improve water and air quality, and sequester carbon. Yet, in some instances, landscaping ordinances effectively constrain, or even ban their use because of the definition of a weed, or maximum plant height requirements (e.g., 6”–18”). How can we clarify the establishment and management of native landscapes without sacrificing other community health and safety goals?

Invasive species
A variety of invasive species, from Bradford pear trees to bush honeysuckle, have substantially impaired the quality and health of natural ecosystems. What regulations might govern or restrict the use of invasive species to achieve stated policy goals?

Green infrastructure-focused planning and zoning
Local planning and zoning regulations may impede the application of ecologically-sensitive site design. What planning guidelines are needed to facilitate multi-benefit projects and supplement engineering design standards and specifications, ensuring that public and private infrastructure creates multi-benefit, contextually-sensitive solutions?

Recommendation:
Develop a suite of model ordinances related to trees, weeds, landscaping, invasive species and other relevant planning/zoning regulations, using an inclusive stakeholder process. Ideally, this process would be piloted in one or more local communities that are interested in adopting appropriate revisions. It would also complement stormwater standards and specifications described on the next page.
2. STORMWATER ENGINEERING STANDARDS AND PLANNING GUIDELINES

In 2003, the Kansas City Chapter of the American Public Works Association (APWA) adopted standards for stormwater management known as Section 5600, while also endorsing the MARC/APWA Manual to Protect Water Quality. Those efforts were the product of a collaborative, regional effort to reduce flood risks and protect water quality in the aftermath of the 1998 flood. Since that time, substantial changes in technology, best management practices and integrated planning/design approaches compel the region to revisit these standards.

These standards are silent on several key policy questions, including:

- What stormwater management requirements should be instituted for redevelopment projects?
- How can stormwater management practices advance complementary community goals related to transportation, housing, parks, public health, food security, ecosystem vitality or social equity?
- What standards should be required to ensure proper maintenance of green infrastructure?
- To what degree do stormwater standards prepare the region to be more climate resilient?
- How are stormwater management standards embedded within emerging goals of “one water” or integrated watershed management?

Recommendation:
Update existing standards and planning guidelines, rooted in the approach articulated within the Green Infrastructure Framework. Implement a multidisciplinary, cross-sector stakeholder process to fund, scope, develop and adopt amended engineering standards and planning guidelines.

3. LINKING CONSERVATION AND TRANSPORTATION

In 2008, the MARC Board of Directors adopted an Eco-Logical Action Plan. The integration of green infrastructure into transportation policy, programs, projects and practices creates an opportunity to address mobility and environmental quality at the same time. Four key efforts provide important antecedents for this agenda:

- To date, approximately 350 miles of MetroGreen™ corridors have been developed, with another 90,000 streamside acres protected by stream buffer requirements.
- Regional complete street policy includes “green” streets within its purview.
- MARC’s Planning Sustainable Places program provides a platform for integrated environmental, land use and transportation planning.
- Pilot native landscaping efforts along highway rights of way provide habitat for migrating monarch butterflies.

Opportunities exist to build from previous successes. While stream buffers and greenways are protected, most area streams are designated as impaired. Integrated land use/transportation projects are increasing in visibility, but the environmental dimensions have been largely unaddressed. And, while transportation facilities are one of the region’s most significant classes of runoff-generating impervious areas, no requirements exist to protect water quality from transportation facilities.
Recommendation:
Fully integrate green infrastructure conservation and restoration goals into the regional transportation plan, policies, program, performance measures, and project evaluation criteria.

Opportunities exist to:
- Include green infrastructure-focused projects on the project list for the long-range transportation plan.
- Strengthen evaluation criteria in the project selection process to provide incentives for inclusion of green infrastructure in transportation facilities.
- Allocate additional funds in the Planning Sustainable Places program to support projects focused at the nexus of green infrastructure, transportation and land use.
- Link water quality approaches with transportation planning and design by developing stormwater quality requirements for transportation facility design, along with an in-lieu fee system for projects unable to implement water quality protection measures within their project area.
- Convert targeted transportation rights of way to native landscaping, with a focus on multi-benefit solutions that simultaneously advance environmental, watershed and mobility goals.

ADDITIONAL STRATEGY RECOMMENDATIONS

Participants in green infrastructure workshops and planning sessions framed the three priority strategies within a larger context, identifying substantial opportunities 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.

Regional collaboration and leadership
A formalized collaborative, cross-sector regional forum is needed to address connected policy, planning and funding needs. The forum could provide regional leadership and facilitate higher levels of coordination among area conservation agencies and organizations.

Data and tools
Planning tools are foundational to the advancement of this framework. Investment in tools and data like the Natural Resources Inventory, performance metrics and indicators, and geospatial analysis is critical for the region to identify and address integrated ecosystem, human health and social equity values and needs.

Communication and education
Many barriers to green infrastructure implementation are related to uneven public and professional understanding and support. In response, a comprehensive communications strategy is needed, along with strategic professional development with a focus on green infrastructure maintenance, and certification programs for construction and maintenance standards. In addition, public recognition of exemplary efforts provides wider understanding of successful practices and replicable models.

Integrated planning
At the regional scale, multiple plans reflect the importance of green infrastructure conservation and restoration. At the local level, comprehensive plans may include green infrastructure elements in each topic area of recommendations to explicitly identify how green infrastructure may help address local goals and objectives. Interjurisdictional cooperation on integrated watershed management, or “one water” plans, offers another substantial opportunity to address water quality and quantity goals along with other community goals.

Project implementation
Stakeholder discussions focused on land use, watersheds, transportation and parks as key areas of momentum, potential funding and public influence. Opportunities to advance more integrated, multi-benefit projects exist within each of these realms. These opportunities include development of common ordinances for land use and zoning, as well as standards for public streetscapes and landscapes. Coordinating nonprofit education and advocacy programs with projects on public land and waterways also provides visibility and access to projects, creating wider educational benefit and recreation opportunities.
ISSUE:
REPORT: MoDOT Planning Exercise

BACKGROUND:
MoDOT management have directed district staff to work with planning partners, including MARC, to identify priorities for state-system projects that could be funded with up to $2 billion over 10 years. This exercise is intended to help keep MoDOT's planning priorities current in the event that additional funds become available through the Governor's proposed 250 bridge program or other sources.

MoDOT district staff will provide updated project lists to headquarters in June. Since MoDOT and other jurisdictions have also been asked to provide information about projects to be considered for the 2050 update to the region’s transportation plan in April, the Missouri STP Priority Committee will review project information at their May meeting and finalize a recommendation for TTPC to consider in June.

MoDOT and MARC staff will provide more information about this process at the meeting.

POLICY CONSIDERATIONS:
State system priorities should be consistent with the goals and objectives of Transportation Outlook 2040 and the updated policy framework for RTP 2050.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: City of Edgerton Planning Initiatives Update

BACKGROUND:
Periodically local jurisdictions are invited to provide an update to TTPC about how recent activities affect transportation within their community. The City of Edgerton, Kansas, will provide an update on recent planning work, the community’s continued industrial development, associated land use impacts and the opening of the Big Bull Creek Park last fall. They will also provide an update on their 2017 Planning Sustainable Places project — the Downtown Edgerton Plan.

Beth Linn, city administrator, and Katy Crow, development services director, will provide updates on all of these planning initiatives.

BUDGET CONSIDERATIONS
None

COMMITTEE ACTION
None

RECOMMENDATION
None. Information only.

STAFF CONTACT
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