

# APPENDIX H: PROGRAMMING POLICY STATEMENT

## Background

As the metropolitan planning organization (MPO) for Greater Kansas City, MARC is responsible for facilitating the development of long-range transportation plans to guide the investment of federal funds for surface transportation projects and programs. Transportation Outlook 2040, adopted in June of 2010, is the region's current Metropolitan Transportation Plan.

In 2012, Congress passed Moving Ahead for Progress in the 21st Century or MAP-21, a new surface transportation authorization for fiscal years 2013 and 2014. Among the significant policy themes in MAP-21 was emphasis on streamlining the federal transportation fund program structure and project delivery process and emphasis on new performance-based planning processes. In 2013, MARC conducted a comprehensive review of its transportation programming processes and structures in response to MAP-21. This review resulted in a number of changes to MARC's transportation programming processes and committee structure, including the following recommendation:

*The Total Transportation Policy Committee (TTPC), with input from the MARC Board of Directors, Air Quality Forum and other MARC policy-level committees, should provide a statement of programming policy direction to the planning and programming committees with each update to the region's long-range transportation plan. For programming activities in 2014-2015, TTPC should provide this guidance based on the policy framework of Transportation Outlook 2040 and its performance measures and targets. With the update to Transportation Outlook 2040 and its successors, this statement should be embedded in the long-range transportation plan.*

This document has been developed to provide policy direction for MARC's transportation programming activities.

## Policy Considerations

- a. The Transportation Outlook Policy Framework:** It is the policy of the Mid-America Regional Council to award sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the plan.



Since Transportation Outlook 2040 was originally adopted in 2010, the region has annually tracked performance of the transportation system against policy goals and performance measures established in the plan. Based on performance measured over the past three years, five of the region's nine transportation system goals are currently on course towards desired trends, two show mixed results and two are opposite of the desired result. The detailed performance reports are available online at [www.TO2040.org](http://www.TO2040.org).

In any programming cycle until the update to the plan is adopted, investments should be made to improve performance in all goal areas.

**b. Air Quality:** The Kansas City is currently designated as an attainment area for all criteria pollutants under national ambient air quality standards. However, the region has also recently violated current standards for ground-level ozone. The EPA has initiated a review of the current standard and is expected to retain or lower allowable thresholds for ozone pollution. Therefore, it is anticipated that the region will be declared in non-attainment of national ozone standards and at some point during the planning horizon for the current 2014–2018 TIP.

In any programming cycle, until the update to the plan is adopted, all project sponsors and MARC planning and programming committees should consider the potential air quality impacts of projects submitted for funding. Eligible transportation projects that advance goals and strategies of the region's Clean Air Action Plan as amended, other regional transportation goals and objectives and meet all other programming requirements will be given priority for funding.

**c. Regional growth and land use:** In 2010, MARC created the bistate Planning Sustainable Places (PSP) program using STP funds from Kansas and Missouri. In 2011, MARC used these funds along with other funding through the Department of Housing and Urban Development Creating Sustainable Places (CSP) initiative to create competitive challenge grants for 18 projects to complete integrated transportation and land use plans for development and redevelopment of regional activity centers identified by local governments. In 2012, the PSP program was renewed with a second round of STP funding.

In any programming cycle, until the update to the plan is adopted, eligible transportation projects developed through the CSP or PSP that advance regional transportation goals and objectives, and meet all other programming requirements will be given priority for funding.

**d. Missouri and Kansas River bridges:** All projects spanning the Kansas or Missouri Rivers selected for federal funding by MARC must comply with the regional policy on bicycle and pedestrian accommodations on Missouri and Kansas River bridges, adopted April 25, 2006, as amended.

**e. Other policies:** All projects selected for federal funding by MARC must comply with other established regional transportation policies, including:

- Congestion Management Process Policy, adopted May 24, 2011, as amended.
- Regional Complete Streets Policy, adopted March 27, 2012, as amended.

- MARC Transportation Program Local Match Policy and Strategy, adopted April 2012, as amended.
- Reasonable Progress Policy, adopted Jan. 28, 2014, as amended.

## Committee roles

**a. Planning committees:** In 2013, as part of the review of regional programming processes, the MARC Board of Directors added a new role to the standing planning committees to provide input to the programming process. It is the role of each MARC transportation planning committee to provide advisory priorities for projects that address their primary transportation mode or function to the MARC programming committees. For example, the Highway Committee should provide advisory priorities on all street and highway and traffic flow projects to the Kansas and Missouri STP Priorities Committees. Planning committees may also provide additional commentary on other projects that may impact their assigned mode or function. For example, the Bicycle Pedestrian Advisory Committee will provide advisory priorities on bicycle and pedestrian projects, but may also provide commentary on particular street and highway or traffic flow projects that may have an especially positive or negative impact on bicycle or pedestrian operations.

In general, each planning committee’s priorities should be grouped as high, medium and low based on the relevant sections of the plan and other related plans as shown in Table H.1.

**Figure H.1: References for planning committees advisory priority setting**

Committee	Plan content	Other plans
Bicycle Pedestrian	Chapter 6	Kansas City Regional Bikeway Plan, Metrogreen™
Destination Safe Coalition	Chapter 12	Kansas City Regional Safety Blueprint
Goods Movement	Chapter 9	Kansas City Regional Freight Outlook Study
Highway	Chapters 4 and 7	
Regional Transit Coordinating Council	Chapters 5 and 7	Smart Moves Regional Transit Plan, Communities For All Ages Plan and Transit Center Guidelines

**b. Programming committees:** It is the role of each MARC programming committee to evaluate and recommend funding for project applications for their assigned federal programs. Each programming committee shall consider policy guidance from TTPC, project scores, advisory priorities and commentary from planning committees, and other relevant information to develop funding recommendations for TTPC and the Air Quality Forum, as appropriate.

## Specific program guidance

**a. CMAQ:** The CMAQ program is intended to manage congestion and improve air quality. MARC currently receives these funds through voluntary allocations by KDOT and MoDOT. MARC has historically assigned funding targets to different categories of eligible CMAQ projects. These targets were last revised in 2014.

MAP-21 will require development of a performance plan for the CMAQ program that may require revisiting MARC's policies for allocating these funds in the future. However, as of this date, federal rules and regulations for this process have not been promulgated. Until this performance plan is developed, CMAQ funds will be distributed as follows for competitive selection of projects, after deducting funds for the regional Air Quality Public Education, RideShare and Active Transportation programs:

- 11 percent of total funding to the Air Quality Forum for eligible alternative fuels, diesel retrofit, outreach and other projects.
- 15 percent of total funding to the Active Transportation Programming Committee for eligible bicycle and pedestrian projects.
- 37 percent of Kansas funding to the Kansas STP Priorities Committee for eligible traffic flow projects.
- 37 percent of Missouri funding to the Missouri STP Priorities Committee for eligible traffic flow projects.
- 37 percent of total funding to the Regional Transit Coordinating Council for eligible public transportation projects.

Each of these committees will provide funding recommendations that address:

- The full mix of eligible project types under their purview.
- Regional policy goals and objectives as described above.
- Project scores.
- Planning committee priorities.
- Project sponsor priorities.
- Other concerns.

**b. Surface Transportation Program:** The hallmark of the STP created in ISTEA is its inherent flexibility, intended to fund a wide range of project types addressing multiple modes of transportation. The STP Priorities Committees will provide funding recommendations that address:

- The full mix of eligible project types.
- Regional policy goals and objectives as described above.
- Project scores.
- Planning committee priorities.
- Project sponsor priorities.
- Other concerns.

**c. Transportation Alternatives Program:** The TAP is intended to create safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate. It provides funding for a wide range of active transportation project types that were previously eligible under the discontinued Transportation Enhancements, Safe Routes to School and Recreational Trails programs. The Active Transportation Programming Committee will provide funding recommendations that address.

- Eligible active-transportation project types.
- Regional policy goals and objectives as described above.
- Project scores.
- Planning committee priorities.
- Project sponsor priorities.
- Other concerns.

**d. Section 5310:** The Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) provides funding to organizations and local governmental authorities that offer services to older adults and/or persons with disabilities. The funds can be used for various purposes. A minimum of 55 percent should be used to purchase/replace vehicles or fund capital projects, and the remaining 45 percent can be spent on any type of project, including New Freedom-type operations projects. The Mobility Advisory Committee will create a prioritized list of projects that will help inform the Regional Transit Coordinating Council in their effort to create a funding recommendation. The funding recommendation for 5310 will address:

- Eligible project applicants.
- Eligible 5310 project types.
- Regional policy goals and objectives as described in the plan.
- Adherence to regional transit goals and vision.
- Planning committee priorities.
- Project sponsor priorities.
- Other concerns.