



CALL FOR LONG-RANGE TRANSPORTATION PLAN PROJECTS

SUBMISSION GUIDEBOOK

August 5–September 4, 2009

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www.marc.org/2040

TABLE OF CONTENTS

I.	INTRODUCTION	3
II.	CALL FOR PROJECTS SCHEDULE	4
III.	ELIGIBLE PROJECT SPONSORS	4
IV.	PROJECT CATEGORIES	4
V.	POLICY GOALS AND SCORING CRITERIA.....	7
VI.	EVALUATION AND RECOMMENDATION PROCESS.....	8
VII.	CALL FOR PROJECTS WORKSHOP	9
VIII.	SUBMISSION DATABASE	9
IX.	RESOURCE MAPS	10
X.	CONTACT INFO.....	11
XI.	SUBMISSION FORM SAMPLE WITH INSTRUCTIONS	12

I. INTRODUCTION

A. About Transportation Outlook 2040

As the metropolitan planning organization for Greater Kansas City, the Mid-America Regional Council (MARC) is required to maintain a long-range transportation plan that guides transportation decision making and funding decisions involving federal dollars over a period of several decades.

Earlier this year, the MARC Board of Directors adopted a new regional vision where:

“Greater Kansas City is a sustainable region that increases the vitality of our society, economy, and environment for current residents and future generations.”

The Board also established a transportation vision of:

“A safe, balanced, regional, multimodal transportation system that is coordinated with land-use planning, supports equitable access to opportunities, and protects the environment.”

MARC is developing a new long-range transportation plan — *Transportation Outlook 2040* — that describes how our region can accomplish this transportation vision and ensure our transportation investments contribute toward the broader regional vision. The plan will identify needs and budget federal transportation funds that the metro area expects to receive over the next 30 years.

B. Call for Projects

A major component of the long-range plan is identifying a list of regionally important projects to improve the transportation of people and goods (highway, transit, etc.). This federally required project listing is intended to help the region identify and prioritize future transportation investments based on goals, strategies and estimated financial resources.

Through *Transportation Outlook 2040*, MARC and the Long-Range Transportation Plan Subcommittee will conduct a new solicitation for regionally significant transportation projects that support the plan’s adopted policy direction. **From Aug. 5–Sept. 4, 2009, local jurisdictions and transportation agencies are invited to nominate projects for consideration in the plan.**

Projects listed in the existing long-range plan, *Transportation Outlook 2030 Update*, will not automatically be carried forward into the new plan, except for those that are part of the *2008–2012 Transportation Improvement Program*. All other projects — new or old — need to be nominated again due to changing federal financial and environmental integration guidelines and to support a new policy direction for *Transportation Outlook 2040*.

C. Why Participate

Funds will not be distributed as a result of this solicitation. However, there are several reasons to nominate projects for the long-range transportation plan:

1. Identifying regional transportation priorities will direct the investment of federal funds.
2. Being listed in the long-range transportation plan will help communicate information to the public about projects planned for your community.
3. For some federal funding programs, only projects included in the long-range transportation plan are eligible for funds.

4. For some federal funding programs, projects receive extra consideration if they are included in the long-range transportation plan.

D. Financial Constraint

Transportation Outlook 2040 will include a newly developed project solicitation and prioritization process to reflect and support the adopted policy direction, in addition to fulfilling new federal requirements related to year-of-expenditure financial planning and environmental integration. The Kansas City region must verify that we can afford to complete the projects included in *Transportation Outlook 2040* based on funds we estimate the region will receive over the next 30 years.

II. CALL FOR PROJECTS SCHEDULE

The schedule for the *Transportation Outlook 2040* call for projects is described in the following table. The solicitation database will open Wednesday, Aug. 5, 2009, at www.marc.org/2040. All projects must be submitted via the online database. **The deadline to nominate projects is Friday, Sept. 4, 2009, by 4 p.m. Central Daylight Time (CDT).**

DATE	ACTIVITY
April–June 2009	Develop project scoring criteria
Early July 2009	Issue notice of upcoming call for projects
August 5, 2009	Call for projects opens
August 12, 2009	Call for projects workshop
September 4, 2009	Project submission deadline (4 p.m. CDT)
September–October 2009	MARC staff technical analysis and scoring
September–November 2009	MARC committees evaluation and prioritization
November–December 2009	Develop financially constrained project listing

III. ELIGIBLE PROJECT SPONSORS

Jurisdictions (cities, counties and states) and transportation agencies located within MARC's metropolitan planning boundary —Johnson, Leavenworth and Wyandotte counties in Kansas, and Cass, Clay, Jackson and Platte counties in Missouri — may nominate projects for consideration.

IV. PROJECT CATEGORIES

Transportation Outlook 2040 will incorporate regionally significant, multimodal transportation projects that lead us toward a more sustainable future and improve quality of life for Greater Kansas City's diverse residents. The plan's project list will span a breadth of transportation options, including bicycle trails, roadways, sidewalks, ports, public transit, and other projects

that support major activity centers and livable communities. Nominated projects should fit within at least one of the following five categories:

A. Roadway Projects

- 1) **Major roadway capacity projects on facilities classified as minor arterial or higher, and of one-half mile or more in length**
- 2) **New or major interchanges**

Roadway projects encompass all kinds of investments in transportation infrastructure that can be made within a public road right of way. Roadway projects may include, but are not limited to: adding general purpose and/or turn lanes, access management, construction of new roads, engineering crash-reduction countermeasures, realignment of existing roads, lane diets, dedicated transit lanes, pedestrian crosswalks, highway interchanges, and significant reconstruction.

EXAMPLES: Roadway projects listed in *Transportation Outlook 2030 Update* included an extension to Adams Dairy Parkway in Blue Springs, Mo., and widening U.S. Highway 69 in Overland Park, Kan.

B. Transit Projects

- 1) **Fixed guideway and bus rapid transit projects**
- 2) **Regional transit facilities**
- 3) **Passenger rail and high-speed rail projects**

Regionally significant projects in the transit category support and provide vital access to opportunities. They connect major activity centers in the region or support the “livable communities” concept by serving local activity centers. These projects could enhance current services or expand the existing system. Transit projects include local transit and paratransit projects, fixed guideway or bus rapid transit projects, and passenger rail projects. Also included may be supporting infrastructure such as park-and-ride lots, transit centers, transit stations or transit Intelligent Transportation Systems infrastructure.

EXAMPLES: Transit projects listed in *Transportation Outlook 2030 Update* included expanded bus rapid transit system across the region (Smart Moves), and passenger rail in the I-35 corridor in Johnson County, Kan.

C. Activity Centers/Nodes

- 1) **Projects that support existing or planned neighborhood centers**

The neighborhood centers category is focused on projects that contribute to livability in neighborhood-scale centers (**see online map viewers, Section IX**). Any project or group of projects that supports one or more of these centers will be considered. Eligible projects include streetscape improvements (e.g., narrowing lanes, planting strips, sidewalks, pedestrian lighting, bus stop pullouts), bicycle or pedestrian accommodations (e.g., sidewalks, curb extensions, bulbouts, crosswalks, bicycle racks, signs), road reconfigurations (e.g., road diets), and other similar projects (e.g., converting vehicle travel lanes to other uses, consolidating curb cuts).

Submittals are encouraged to be multifaceted and supportive of local land use and redevelopment plans. For example, a streetscape improvement could include converting travel lanes to other uses, narrowing existing travel lanes, pedestrian refuge islands, bicycle lanes, new sidewalks, bus shelters and street furniture

2) Projects that support existing or planned activity centers

The major activity centers category focuses on regionally significant activity and employment centers which may impact the region's transportation system (**see online map viewers, Section IX**). Eligible projects may include access modifications, additions, or improvements, street realignments, or other transportation investments that aim to integrate and serve these regional activity and employment centers.

EXAMPLES:

- Streetscape improvements
- Road reconfigurations (realignments, addition of bike/pedestrian facilities, addition of bus-only lanes, etc)
- Intersection improvements, signalization or enhancements that support walkability.
- Road modifications integrating transit facilities (bus pull-offs, transit accommodations, etc.)

D. Regional Bicycle and Pedestrian Facilities

- 1) Projects that are multijurisdictional
- 2) Projects that cross major barriers
- 3) Projects that connect existing facilities

Regional bicycle and pedestrian facilities link jurisdictions, mitigate major barriers to non-motorized travel such as rivers or highways, or connect gaps between existing facilities. These facilities could also provide connections to regional activity centers, livable communities, and transit routes. Projects in this category may include, but are not limited to: bicycle lanes, sidewalks, shared-use paths, overpasses and signs.

EXAMPLES: Heart of America Bridge bicycle/pedestrian accommodation over the Missouri River, bicycle/pedestrian facilities in Turkey Creek corridor along I-35 in Kansas.

E. Management and Operations Programs

- 1) Regional or multijurisdictional transportation system management or transportation demand management programs

Transportation Management and Operations (TMO) strategies maintain and improve the safety, performance and efficiency of existing transportation infrastructure and service systems. These strategies may include, but are not limited to: the use of Intelligent Transportation Systems (ITS) to provide near real-time performance information between transportation systems, system users and system owners; traffic signalization and lane control; signs and pavement markings; intersection channelization; access management; high-occupancy vehicle lanes, facilities or services; parking strategies; and fleet-management strategies.

EXAMPLES: Current examples of regional TMO programs include Kansas City Scout, Kansas City SmartPort, Motorist Assist, Operation Green Light, the Regional Transit Call Center and RideShare.

- 2) Regional environmental mitigation strategies

This category is focused on regional mitigation strategies that provide an alternative to site-by-site mitigation for transportation projects. Regional environmental mitigation

strategies are those that are focused on multiple ecological, community and economic benefits. The mitigation hierarchy is as follows: avoid, minimize, repair or restore, reduce over time, and compensate (as defined by the National Environmental Policy Act).

The Linking Environmental and Transportation Planning Action Plan adopted by the MARC Board in May 2009 includes several eligible strategies: projects that implement MetroGreen®, the regional trails and natural resources protection plan; a regional mitigation bank; projects that incorporate stream protection and restoration strategies, including buffers; projects that support compact, mixed-use, walkable, energy-efficient development; and projects that include sustainable environmental operations and maintenance policies and practices (e.g., use of recycled materials, anti-idling policy, native landscaping for air, water quality and energy conservation).

V. POLICY GOALS AND SCORING CRITERIA

Transportation Outlook 2040 has identified broad policy goals — major objectives we want to achieve with Greater Kansas City’s transportation system. These include supporting accessibility and economic vitality, protecting the environment, decreasing greenhouse gas emissions, creating livable communities, encouraging healthy living, improving safety and security, and making sure the transportation system is well maintained and efficient.

Nominated projects will be evaluated based on how closely they align with the plan’s policy goals and criteria listed in the following table. These scores will serve as one tool to evaluate submissions and will be supplemented by MARC committee reviews, follow-up technical analysis, and public and stakeholder input. **Funds will not be distributed as a result of this solicitation.**

Transportation Outlook 2040 Policy Goals: www.marc.org/2040/Plan/Policy_Goals

POLICY GOALS	CRITERIA	POINTS	POINTS
Accessibility	The number of transportation modes directly integrated	5	10
	Improves access to or from environmental justice tracts	5	
Economic Vitality	Serves regional activity and employment centers	5	10
	Supports the regional freight network	5	
Energy Use and Climate Change	Reduces greenhouse gas emissions and/or reduces the use of carbon-based fuel	10	10
Environment	Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan	5	10
	Helps implement or connect MetroGreen® regional trails and greenways system	5	
Place Making	Is supported by or included in a regional plan or study and/or local land-use plan	5	10
	Supports Creating Quality Places factors (i.e., livable communities)	5	
Public Health	Promotes increased non-motorized travel	5	10
	Reduces ozone precursor emissions	5	

TRANSPORTATION OUTLOOK 2040 – August 2009 Call for Projects

Safety and Security	Addresses an identified safety hot spot	10	10
System Condition	Increases useful life of existing facility	10	15
	Addresses a deferred maintenance or system maintenance need	5	
System Performance	Increases efficiency of existing system	5	15
	Reduces current congestion	5	
	Volume of travel (annual average daily traffic, passenger volume)	5	
TOTAL POINTS			100

The public will be able to review and comment on all projects nominated through the online submission form. Public feedback will be posted on the *Transportation Outlook 2040* Web site and shared with regional transportation committees that evaluate and prioritize projects.

VI. EVALUATION AND RECOMMENDATION PROCESS

Once the call for projects closes on Sept. 4, 2009, MARC staff will conduct initial technical analysis for submissions in each project category. Projects will be scored based on how well they meet solicitation criteria and support the policy goals of *Transportation Outlook 2040*. These scores will serve as one tool to help evaluate submissions.

Following staff analysis, the projects will be evaluated by MARC's transportation modal committees, made up of elected officials and local planners in the Kansas City area. While all MARC transportation-related committees — Air Quality Forum, Goods Movement Committee, Linking Transportation and the Environment Working Group, etc. — will be able to review submissions and category summaries, the designated planning and review committees are identified below. They will ultimately develop prioritized recommendations for the project listing in *Transportation Outlook 2040*.

PROJECT CATEGORY	REVIEW COMMITTEE
Roadway Projects	Highway Committee
Transit Projects	Transit Committee
Activity Centers/Nodes	Technical Forecast Committee
Regional Bicycle and Pedestrian Facility Projects	Bicycle–Pedestrian Advisory Committee
Management and Operations Projects Regional TSM or TDM programs: Regional mitigation strategies:	Management and Operations Workgroup Linking Environmental and Transportation Planning Advisory Group

The committees will build on information and scores provided, and identify gaps, assess priorities, and propose modifications and additions to the Long-Range Transportation Plan Subcommittee. Modal committees will recommend project listings to the Long-Range Transportation Plan (LRTP) Subcommittee for their consideration. The LRTP Subcommittee will

draft a financially constrained listing of regionally significant projects for the Total Transportation Policy Committee and the MARC Board to consider and, ultimately, adopt.

VII. CALL FOR PROJECTS WORKSHOP

Wednesday, Aug. 12, 2009

**2:30–4 p.m., Mid-America Regional Council, Board Room
600 Broadway, Suite 200, Kansas City, Mo.**

MARC will host a call for projects workshop on Aug. 12, 2009, to explain the project nomination and evaluation process, walk through the submission database, and allow time for questions. Attendance at the call for projects workshop is not required to nominate projects, but the session should help participants develop stronger applications.

Topics covered at the workshop will include:

- timeline for developing *Transportation Outlook 2040*
- reasons to nominate transportation projects for *Transportation Outlook 2040*
- overview of *Transportation Outlook 2040* policy goals
- eligible project types and examples
- how nominated projects will be evaluated and prioritized
- demonstration of online submission form and mapping resources
- Q&A session for participants to ask specific questions

Questions about the workshop? Contact Lisa Pool, lpool@marc.org, at 816/701-8338.

VIII. SUBMISSION DATABASE

A. Create an Account

The submission database is located at www.marc.org/2040.

Click on "login/create account" and select "Register as a new user." Fill in the requested information to create a unique account. Multiple people from the same jurisdiction or agency can set up individual accounts.

B. Add a Project

Log in to the database and click on "Add a project" to add a new project. A blank submission form will open. You can incrementally add information about a project during multiple sessions, and the information will not be visible to the public. The submission database includes an autosave feature as well as a save button.

Once you click "publish," information filled in about a project will be submitted and posted online for public review and comment.

C. Revise a Project

Each time you log in to the database, you will see a list of projects you have submitted or are working on. You can update information on an existing project or add a new one.

You can make changes to projects through 4 p.m. on Sept. 4, 2009. All information submitted by this time and date will be considered final (whether marked "publish" or not) and will be published live to the Web site for public comment.

The public is able to review and comment on all projects nominated through the online submission database. This feedback will be posted on the *Transportation Outlook 2040* Web site and shared with regional transportation committees that evaluate and recommend projects.

D. Delete a Project

To delete a project nomination, log in to the database and click on the "Delete" button next to a project in your list of projects on the main administration page.

If you need assistance with the submission database, contact Marc Hansen, mhansen@marc.org, at 816/701-8317.

IX. RESOURCE MAPS

MARC has created two online mapping applications that provide relevant information to jurisdictions nominating projects. Both maps display the functional class of roadways and the regional congestion management system. Both maps also can be used to view the proximity of nominated projects to important regional assets, like MetroGreen® corridors and activity centers.

The **Google viewer** is strictly for viewing and lets users see one map overlay at a time. In contrast, the **ESRI viewer** lets users see multiple map overlays at a time, click on features to get more information about them, and make simple measurements.

Layers in the ESRI viewer:

- Street base map
- Functional class roads
- Congestion management network
- MetroGreen®
- Activity centers and nodes
- Existing land use
- Environmental justice tracts

See www.marc.org/2040 to access the map viewers (available Aug. 3, 2009).

X. CONTACT INFO

For assistance with the online submission form, data and resources, or for questions about eligible projects, please contact us. We are also posting answers to frequently asked questions at www.marc.org/2040.

Mid-America Regional Council
 600 Broadway, Suite 200, Kansas City, MO 64105-1659
 Phone: 816/474-4240 Fax: 816/421-7758

Topic	Staff Contact	E-mail	Phone
Questions about submission database and form	Marc Hansen	mhansen@marc.org	816/701-8317
Questions about mapping tools	Marc Hansen Jim Hubbell	mhansen@marc.org jhubbell@marc.org	816/701-8317 816/701-8319
Questions about roadway projects	Jim Hubbell	jhubbell@marc.org	816/701-8319
Questions about transit projects	Karen Clawson Tom Gerend	kclawson@marc.org tgerend@marc.org	816/701-8255 816/474-4240
Questions about activity centers/nodes projects	Lisa Pool	lpool@marc.org	816/701-8338
Questions about regional bicycle and pedestrian projects	Aaron Bartlett Heidi Schallberg	abartlett@marc.org hschallberg@marc.org	816/701-8238 816/701-8315
Questions about management and operations projects	Marc Hansen	mhansen@marc.org	816/701-8317

XI. SUBMISSION FORM SAMPLE

A sample of the project submission form is listed in this section with explanation to help project sponsors answer questions and understand staff considerations during scoring — which is one piece of the evaluation process. All projects must be submitted via the online database. **The deadline to nominate projects is Friday, Sept. 4, 2009, by 4 p.m. Central Daylight Time (CDT).**

A. General Information

1. **Project name**
2. **Project location**
3. **Project type:**
 - Roadway project
 - Transit project
 - Activity center/node
 - Bicycle and pedestrian facility
 - Management and operations program

B. Project Description

4. **General project narrative and purpose of project**
5. **Current annual average daily traffic (AADT), if applicable**
6. **Users per day**
7. **Number of lanes, if applicable**
8. **FHWA functional classification of facility** (See online map viewers, Section IX):
 - Interstate
 - Freeway/Expressway
 - Principal Arterial
 - Minor Arterial
9. **Is this a current or future classification?**
 - Current
 - Future
10. **Age of facility/asset (in years)**
11. **Lifespan of facility/asset (in years)**
12. **Current condition of the facility/asset:**
 - Excellent
 - Good
 - Fair
 - Poor
 - Very Poor

EXPLANATION: The physical condition of the transportation system — including streets, highways, bridges, transit, sidewalks and bikeway facilities — is crucial to system efficiency. A system that is not well maintained can pose barriers for residents' safety and reliability, access to opportunities, and the efficient movement of goods.

Project elements that address condition factors may include, but are not limited to: increasing a facility's useful life, preventive maintenance activities, reconstruction or rehabilitation work, vehicle fleet replacement programs, and bridge and pavement management systems.

13. Anticipated start of construction

- 2010 to 2019
- 2020 to 2029
- 2030 to 2040
- After 2040

14. What stage is the project in the planning process?

- Conceptual plan
- Preliminary plan
- Final plan

15. How does this project relate to the policy goals outlined in *Transportation Outlook 2040*?

C. Project Cost

16. Total construction cost (2010 dollars)

17. Breakdown of cost in percent:

- Highway ____%
- Transit ____%
- Bike ____%
- Pedestrian ____%
- Other ____%

EXPLANATION: Improving access for different modes helps maximize mobility and access to opportunity for all area residents. Sponsors will be asked to identify the percentage of their project cost that applies to each mode listed on the submission form, and to describe how the project addresses each. Modes may include automobiles, public transit, bicycles, pedestrians, and rail or truck freight. Points will be awarded for the accessibility policy goal, based on the number of modes integrated into project submissions.

18. Describe how these funds will be used for each funded mode

19. Annual operating and maintenance cost (2010 dollars)

D. Policy Goals

ACCESSIBILITY

20. Does this project improve access to or from environmental justice tracts? If so, how?

EXPLANATION: Low-income and minority populations in the region must be identified to ensure nondiscrimination in federal programs. The U.S. Department of Transportation objectives from the federal mandate for environmental justice analysis in transportation include:

- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by low-income and minority populations.
- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on these populations.

The region's identified environmental justice tracts will be available in the **online map viewers (see Section IX)** to help locate these areas in relation to proposed projects. These tracts are identified using 2000 Census data and calculations of average percentages of these populations within the metropolitan planning boundary. Census tracts with minority or low-income populations above the regional average are identified as environmental justice areas. Low-income populations are identified using Census data for median household income with U.S. Department of Health and Human Services poverty guidelines.

Points will be awarded based on the sponsor's response and a corresponding staff analysis.

CLIMATE CHANGE AND ENERGY USE

21. Does this project reduce greenhouse gas emissions and/or the use of carbon-based fuels? If so, how?

EXPLANATION: The climate change and energy use goal is focused on reducing transportation-generated carbon dioxide (CO₂) emissions. The principal greenhouse gases defined by the U.S. Environmental Protection Agency (EPA) are CO₂, methane, nitrous oxide and fluorinated gases. The transportation sector accounts for 28 percent of man-made carbon dioxide emissions, second only to energy generation. The EPA conducts a national greenhouse gas inventory on a yearly basis, from which a portion of the MARC staff analysis will be derived.

Greenhouse gas evaluation and mitigation strategies are still in their infancy. In an effort to recognize this evolution, while still responding to the adopted policy goal, project sponsors will be asked to provide any information available about how projects may help reduce greenhouse gas emissions and/or reduce the consumption of carbon-based fuels.

Example strategies include reductions in vehicle miles traveled, improved access for bicycle/pedestrian/transit users, shifting freight from trucks to rail, increased enforcement of speed limits, among others. Strategies embedded into project concepts (ITS, signal timing, etc) will also be considered. Points will be awarded based on the sponsor's response and a corresponding staff analysis.

ECONOMIC VITALITY

22. Does this project serve a regional activity and/or employment center? If so, how?

EXPLANATION: MARC encourages economic development throughout the region that is consistent with adopted comprehensive plans; promotes economic opportunity for all citizens of the region — especially for unemployed and for disadvantaged persons —

promotes the retention and expansion of existing businesses and recruitment of new businesses; recognizes regional differences impacting economic development opportunities; and encourages growth in areas experiencing insufficient economic growth, all within the capacities of the region's natural resources, public services, and public facilities.

Regional activity and employment centers, as identified through the work of the Technical Forecast Committee, will be available in the **online map viewers (see Section IX)**. Points will be awarded based on the sponsor's response and a corresponding staff analysis.

23. Does the project have elements that improve freight movement? If so, how?

EXPLANATION: The economic well-being of the region depends in large part on the reliable and efficient movement of freight and goods between producers and markets. Sponsors will be asked to describe project elements that are specifically designed to support freight movement throughout the region and/or regional freight connections to and from markets outside of the region.

Project elements that would address this element may include, but are not limited to: freight congestion bottleneck improvements, grade separations, improving access to intermodal facilities, and freight related ITS improvements. The Regional Freight Outlook Study will be used by staff to help verify planned facilities and impact of projects on freight movement.

Regional Freight Outlook Study: www.marc.org/transportation/freightoutlook

ENVIRONMENT

24. Does this project preserve or restore environmentally sensitive lands, cultural resources and/or rural areas? If so, how?

EXPLANATION: Where environmentally sensitive, cultural and agricultural areas are present, projects that incorporate them into their designs will receive more points than those that do not. In addition to identifying whether the project preserves or restores these areas, sponsors will be asked to explain how it does so.

MARC staff will conduct an analysis of a project's impact using a regional conservation index, which ranks the environmental significance of areas identified in the regional Natural Resources Inventory.

Natural Resources Inventory: www.marc.org/nri

25. Does the project include an environmental impact mitigation plan? If so, please explain.

EXPLANATION: Sponsors should note whether a proposed project includes an environmental mitigation plan if — after determining the natural environment could not be avoided or restored — a project would impact these resources. Sponsors should also include a brief explanation of the plan. Projects that affect environmentally sensitive, agricultural, and cultural resources and have strategies or a plan in place to mitigate these impacts will receive points.

26. Does the project implement or connect to MetroGreen®? If so, please explain.

EXPLANATION: MetroGreen® is an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City metro area. The 1,144-mile proposed greenway plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri. The plan identifies more than 75 separate corridors that will form a regional network to connect many of the area's most valuable natural assets. The **online map viewers (see Section IX)** include the MetroGreen® system.

This criterion assesses a proposed project's contribution to MetroGreen®. Points will be awarded based on the sponsor's response and a corresponding staff analysis.

MetroGreen®: www.marc.org/metrogreen

PLACE MAKING

27. Select the regional plans/studies that support or include the project:

- Clean Air Action Plan
- Creating Quality Places
- MetroGreen®
- Regional Intelligent Transportation Systems (ITS) Architecture
- Smart Moves Regional Transit Vision
- Transportation Improvement Program
- Transportation Outlook 2030 Update
- Other _____

Please explain:

EXPLANATION: Sponsors will be asked to select the regional plans and studies that support or include the proposed project, and follow up with an explanation. These plans and studies have been through a formal public engagement and adoption process. Adopted regional plans or studies not on the list can be suggested by the project sponsor.

Clean Air Action Plan: www.marc.org/Environment/airQ/pdf/clean_air_action_plan.pdf

Creating Quality Places: www.marc2.org/cqp

MetroGreen: www.marc.org/metrogreen

Regional ITS Architecture: www.marc.org/transportation/ITS

Smart Moves: www.kcsmartmoves.org

Transportation Improvement Program: www.marc.org/transportation/tip.htm

Transportation Outlook 2030 Update: www.marc.org/outlook2030

28. Identify local land-use plans that support or include the project. Please explain.

EXPLANATION: Sponsors will also be asked to identify and describe how adopted local land-use plans support or include the proposed project. Land-use plans are typically included in a municipality's comprehensive or master plan. Additional land-use plans, such as adopted area, corridor or neighborhood plans may also be suggested.

29. Identify Creating Quality Places factors supported by the project:

Homes and Neighborhoods

- Choice and Diversity
- Linkages

- Reinvestment
- Identity
- Green Space
- Pedestrian/Bike Friendly
- Live/Work

Commercial Development

- Mixed Use
- Scale
- Durability
- Walkability
- Parking

Transportation and Public Places

- Multimodal
- Local Streets
- Bicycle/Pedestrian Access
- Transit-Supportive Development
- Public Spaces

Environmental Quality

- Water and Air Quality
- Resource Efficiency
- Natural Elements

EXPLANATION: These 20 factors represent components of creating successful neighborhoods, vibrant mixed-use commercial areas and efficient transportation systems within a healthy natural environment. The principles were identified as part of a process that was led by a steering committee in 1999. Points will be awarded based on the sponsor's response and a corresponding staff analysis.

Creating Quality Places: www.marc2.org/cqp

PUBLIC HEALTH

30. Does this project have elements that will encourage non-motorized travel? If so, how?

EXPLANATION: Access to active modes of transportation — walking and bicycling— can help promote healthy living and increase our overall quality of life. Project elements that would address this factor may include, but are not limited to: the addition of sidewalks, bicycle lanes, shared-use paths, signs, traffic calming such as curb extensions, or educational campaigns to promote bicycling and walking. The regional bikeway inventory may be used by staff to verify planned facilities.

31. Will this project use strategies to reduce ozone-forming emissions? If so, how?

EXPLANATION: Ground-level ozone forms when sunlight causes a chemical reaction between volatile organic compounds (VOCs) and nitrous oxides (NOx) emitted from motor vehicles and industrial plants. On-road mobile sources account for 35 percent of the Kansas City area VOC emissions and 40 percent of the area NOx emissions. The health impacts of ground-level ozone are varied and wide-ranging. Of particular concern is the impact on the young and the elderly; however, on high ozone days, even healthy adults can feel the effects of ozone.

Projects that include native landscaping, which reduces the need for mowing, and multimodal options can help reduce ozone precursor emissions. Other strategies addressing this question include, but are not limited to: expansion of regional transit service, integrated bicycle/pedestrian facilities, and congestion relief improvement projects.

Clean Air Action Plan: www.marc.org/Environment/airQ/pdf/clean_air_action_plan.pdf

SAFETY AND SECURITY

32. Will this project improve safety at this location? If so, how?

EXPLANATION: It is common practice for agencies that oversee extensive road infrastructure to identify and address locations with significantly higher-than-average crash counts. Agencies frequently use a two-phase process to prioritize intersections and corridors for further evaluation. Phase one requires a historic review of crash data for the entire network of intersections to narrow the focus to a limited number of locations. The second phase involves a more detailed evaluation of this list to determine cost-effective engineering countermeasures.

MARC staff will review the extent to which a project addresses safety in two ways. First, the project will be evaluated using historic crash data to validate the location of the safety concern. Second, the project will be evaluated on the relative effectiveness of proposed engineering safety countermeasures, based on information provided by the sponsor.

SYSTEM PERFORMANCE

33. Check categories from MARC's Congestion Management Toolbox that will be deployed as part of this project to help reduce traffic congestion:

- Highway Strategies
- Transit Strategies
- Bicycle and Pedestrian Strategies
- Transportation Demand Management (TDM) Strategies
- Intelligent Transportation System (ITS) and Transportation System Management
- Access Management Strategies
- Land Development Strategies
- Parking Management Strategies

Please explain:

EXPLANATION: A Congestion Management Process (CMP) is required by federal regulations in metropolitan areas with populations exceeding 200,000, known as Transportation Management Areas (TMAs). A CMP should include alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. At the core, a CMP should include a data collection and monitoring system, a range of strategies for addressing congestion, performance measures or criteria for identifying when action is needed, and a system for prioritizing which congestion management strategies would be most effective. Federal guidelines prohibit projects that increase capacity for single occupant vehicles unless the project comes from a CMP.

In 2001, MARC developed a Congestion Management Toolbox comprising a set of strategies for reducing congestion, which were organized into categories: highway, transit, bicycle/pedestrian, travel demand management (TDM), intelligent transportation systems/transportation system management (ITS/TSM), access management, land use, and parking management. Project sponsors will be asked to indicate which congestion management categories and strategies are included in the project. Points will be awarded for each strategy incorporated into the overall project. Please refer to the MARC Enhanced Congestion Management System CMS Toolbox for more detail.

Congestion Management System:

www.marc.org/transportation/congestionmanagementsystem.htm

34. Will the project reduce traffic congestion? If so, how?

EXPLANATION: While the MARC region tends to experience less overall congestion on its transportation system than metropolitan areas of similar size, there are facilities that do not currently achieve desirable performance levels. Project sponsors will be asked to identify these facilities, and to provide data and performance measures that demonstrate existing congestion.

Include data such as traffic and/or passenger volumes, measures of capacity, travel times, average speed/delay, etc. This information should identify and describe the causes of current congestion, and how the project will reduce congestion and improve system performance. When appropriate, describe project benefits in terms of user benefits (e.g., travel delay reduction per person). Points will be awarded based on anticipated reductions in congestion.

35. Is the project part of the current Congestion Management Network? If so, please explain.

EXPLANATION: *Transportation Outlook 2040* will prioritize investment strategies that seek to avoid or address congestion on transportation facilities that serve the greatest number of users. Through the MARC CMP, a series of routes have been designated as the Congestion Management Network (**See online map viewer, Section IX**). The network comprises routes that: (1) are included on the National Highway System (NHS); (2) carry daily traffic volumes of 25,000 or greater; and/or (3) carry significant transit service. Points will be awarded to projects proposed on facilities that are included on the Congestion Management Network.

A. Supplemental Information

36. Upload any maps or reports related to the project that would be helpful in its review.

EXPLANATION: Files are limited to no more than three PDFs of less than 3MB each. If you have more files or large documents, please contact us.