

APPENDIX A: FEDERAL METROPOLITAN PLANNING FACTORS

In 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU is the federal legislation that outlines the requirements for the transportation planning process, including the designation of metropolitan planning organizations (MPOs) to oversee the process in metropolitan areas. SAFETEA-LU revamped the seven areas that MPOs and states should consider when developing their long-range transportation plans to include new language related to security and the environment. The security factor is now a stand-alone factor, where before it was included as part of another factor. The environmental factor has been expanded for integration of planned growth and development of metropolitan areas. The eight SAFETEA-LU planning factors are listed below, along with details about how MARC and *Transportation Outlook 2040* are meeting the goals established under this legislation for MPO transportation planning.

The planning process for a metropolitan planning area shall carry out a transportation planning process that provides for consideration and implementation of projects, strategies and services that will:

1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency*

The plan's economic vitality policy goal "support an innovative, competitive 21st-century economy addresses this planning factor. The policy framework includes key objectives and strategies for each policy goal, including the economic vitality goal. Improving and continuing to market the region's connection to local, national and international markets for goods and services is one of the plan's key economic vitality objectives. The economic vitality strategies focus on ensuring our transportation system is well maintained and enhancing our congestion and traffic-management strategies.

Additionally, relevant plan chapters include discussion of how that element supports the economic vitality goal. Among others, the streets/highways, public transportation, intercity travel and good movement chapters reference specific strategies for achieving the economic vitality goal.

2. *Increase the safety of the transportation system for motorized and nonmotorized users*

The plan's safety and security policy goal "improve safety and security for all transportation users" addresses this planning factor. The policy framework includes key objectives and strategies for each policy goal, including the safety and security goal. The key safety objectives are to decrease the rate of serious injury and fatality crashes per federal goal, as well as to decrease the rate of pedestrian- and bicycle-related crashes per federal goal. A key implementation strategy is to implement Destination Safe strategies for priority areas working within the 4 E's (engineering, education, enforcement and emergency response).

Additionally, a specific plan chapter is devoted to safety. The chapter includes relevant strategies identified in the *Kansas City Regional Transportation Safety Blueprint*, such as continuing to support the Destination Safe Coalition, disseminating best practices and monitoring data. Other relevant plan chapters, including streets and highways and active transportation, include a discussion of how that particular element supports the safety goal.

3. Increase the security of the transportation system for motorized and non-motorized users

The plan's safety and security policy goal "improve safety and security for all transportation users" addresses this planning factor. The policy framework includes key objectives and strategies for each policy goal, including the safety and security goal. The key security objective is to improve transportation security within the region. Developing incident-management plans and maintaining partnerships between both states and regional enforcement entities are key security strategies.

Additionally, a specific plan chapter is devoted to security. This chapter includes references to other regional security planning efforts, such as the Regional Incident Management Plan, Hazardous Materials Plan, and Regional Metropolitan Medical Response Plan. Other relevant plan chapters, including streets and highways, active transportation, and environmental integration, include a discussion of how that particular element supports the security goal.

4. Increase the accessibility and mobility of people and for freight

The plan's accessibility policy goal "maximize mobility and access to opportunities for all area residents" addresses this planning factor. The policy framework includes key objectives and strategies for each policy goal, including the accessibility goal. The key accessibility objectives include improving access to jobs, educational centers, shopping and entertainment; improving connectivity between activity centers and existing transportation resources; and supporting context-sensitive transportation solutions (e.g., integration of land-use, environmental, and social considerations into project development). Preserving and expanding transit service, developing regional bicycle/pedestrian plans and networks, and integrating context-sensitive solutions into the region's planning and programming processes are among the key accessibility strategies.

Additionally, relevant plan chapters include a discussion of how that particular element supports the accessibility goal. Among others, the streets and highways, public transportation, active transportation and environmental integration chapters reference specific strategies for improving accessibility.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns

Several policy goals, including climate change and energy use, environment, place making and public health address this planning factor. The policy framework includes key objectives and strategies for each policy goal, including those listed here. Key objectives include reducing regional transportation-related greenhouse gas emissions; reducing regional transportation-related energy use derived from fossil fuels; safeguarding and restoring high-value natural resources, and protect air and water quality. Including climate change and energy considerations in transportation planning and programming processes, reducing vehicle miles travelled, integrating bicycle and pedestrian improvements into roadway and development projects, and implementing a nodes and corridors strategy are key strategies for this factor.

Additionally, relevant plan chapters include a discussion of how each particular element supports the goals noted here. Among others, the streets and highways, public transportation, active transportation, land use integration, environmental integration and transportation management chapters reference specific strategies for protecting the environment, improving quality of life, and promoting the integration of land use and transportation planning.

A Federal Highway Administration grant awarded in 2008 allowed MARC to work with stakeholders to develop a Linking Environmental and Transportation Planning Action Plan that included recommendations for better links of the natural environment, transportation planning, and land-use planning. Main recommendations from the action plan are included in *Transportation Outlook 2040's* environmental integration chapter.

6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight*

The plan has several goals, objectives and strategies to address this factor. Two key strategies related to this planning factor are: requiring transportation investments to consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users; and working with MARC transportation committees and local stakeholders to create a policy for multimodal design considerations to support MARC's planning and programming processes.

Additionally, the accessibility policy goal includes several applicable objectives and strategies. These strategies address improving access to jobs, educational centers, shopping and entertainment; improving connectivity between activity centers and existing transportation resources; increasing transit service; improving the mobility of the region's aging population with expanded, coordinated and accessible transportation services; and expanding and improving bicycle and pedestrian facilities and networks. The streets and highways, public transportation, active transportation, goods movement and intercity travel chapters also include related strategies.

7. *Promote efficient system management and operation*

The plan's system performance policy goal "manage the system to achieve reliable and efficient performance" addresses this planning factor. The policy framework includes key objectives and strategies for each policy goal, including the system performance goal. The system performance objectives and strategies focus on increasing use of alternate modes of transportation (e.g., bicycle, pedestrian, transit, and ridesharing) and using system management techniques that optimize the use of existing roadways.

Additionally, relevant plan chapters include discussion of how each particular element supports system performance. Among others, the streets and highways, public transportation, active transportation, land use integration, environmental integration and transportation management chapters reference specific strategies for efficient system performance.

8. *Emphasize the preservation of the existing transportation system.*

The plan's system condition policy goal "ensure transportation system is maintained in good condition" addresses this planning factor. The policy framework includes key objectives and strategies for each policy goal, including the system condition goal. The objectives related to this factor focus on maintaining in good condition the infrastructure needed for all modes of transportation, as well as our intelligent transportation systems. Key strategies include development of investment strategies to ensure maintenance activities are adequately funded and development of a system to track the condition of our regional transportation system.

Additionally, relevant plan chapters include a discussion of how each particular element supports the system condition goal. Among others, the streets and highways, public transportation, active

transportation, and transportation management chapters reference specific strategies for improving system condition.