

FHWA Suballocated Funds Programming Process MARC Evaluation Criteria

Phase 1

Projects and programs submitted for consideration will be categorized into three categories, as follows: “High Alignment,” or “Aligned with CKC2050” or “Not Aligned” with CKC2050. This determination will be based on following:

- How well a project or program conforms with applicable CKC2050 policies, including:

- Policy Framework in *Connected KC 2050*
- Congestion Management Process Policy
- Major River Crossing Policy
- Green & Complete Streets Policy

Narrative must detail project elements which provide safe accommodations for all legal modes as well as how it integrates green infrastructure.

How does a project serve:

- Pedestrians (both along and across the right-of-way)
- Cyclists (both along and across the right-of-way)
- Transit users (both along and across the right of way)
- Motorists
- Freight shippers
- Green infrastructure

If one or more of these modes cannot be accommodated or green infrastructure is not implemented (or not applicable), description must be provided in project narrative.

- Green Infrastructure Framework

Narrative must provide detail on how the project advances environmental stewardship by describing one of the following:

- Project prioritizes and support investments that protect air and water quality resulting in:
 - A reduction in transportation emissions
 - Energy conservation and/or investment in renewable energy
- Project restores ecosystem health
 - Significant investment in green infrastructure (trees, vegetated stormwater management strategies, permeable surfaces, etc.), especially in vulnerable areas, and following APWA 5600 standards
- Project addresses long-term changes in weather patterns and extreme weather

- Strengthen transportation infrastructure against extreme weather like flooding and heat
- Mitigate impact of transportation infrastructure on urban heat island effects

- Climate Action Plan/ Clean Air Action Plan
Narrative must provide detail on how the project reduces emissions by incorporating elements with clean fleets, advancing transit operations, bicycle/pedestrian facilities, congestion relief with no added SOV capacity, and/or resilient infrastructure.

- Whether the project or program is referenced in *Connected KC 2050*:
 - Is project/program included in financially constrained or illustrative project listing?
 - Is project/program a supporting program in CKC2050?

- Degree to which project/program advances various *Connected KC 2050* strategies

This process is intended to be advisory in nature for the MARC programming committees as these develop funding recommendations for various transportation programs. A “Highly Aligned” finding does not imply a project or program is guaranteed selection for funding. Conversely, a “not aligned” finding does not eliminate a project from consideration of sub-allocated funding. Programming committees will consider these policy alignment considerations along with technical application score, historical investments, regional distribution of funds, project merit, among other factors.