

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) POLICY ADVISORY GROUP MEETING NOTICE

Monday, February 14, 2011 at 10:00 a.m.

The Transportation Improvement Program (TIP) Policy Advisory Group (TPAG) will hold a meeting in the Director's Conference Room, 10th Floor, 455 N. Main Street, Wichita, Kansas.

Please call WAMPO staff at 316-268-4391 if you require special accommodations to attend this meeting. We will make every effort to meet reasonable requests.

AGENDA

1. Call Meeting to Order.
Tom Jones, Chairperson, Transportation Improvement Program (TIP) Policy Advisory Group.
2. **Discussion:** Draft Congestion Mitigation and Air Quality (CMAQ) Policy.
Brenton Holper, WAMPO Staff.
3. **Discussion:** Transportation Improvement Program (TIP) Policy.
Brenton Holper, WAMPO Staff.
4. Other Items.
5. Adjournment.

John L. Schlegel, Director
Wichita Area Metropolitan Planning Organization
February 10, 2011

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

February 10, 2011

TO: Transportation Improvement Program (TIP) Policy Advisory Group

FROM: Brenton Holper
WAMPO Staff

RE: **Discussion:** Draft Congestion Mitigation and Air Quality (CMAQ) Policy.

At the January 24, 2011 Transportation Improvement Program (TIP) Policy Advisory Group (TPAG) meeting, content to be included in the Draft Congestion Mitigation and Air Quality (CMAQ) Policy was discussed. WAMPO staff has developed a draft of the CMAQ Policy based on input from the TPAG.

TPAG members are asked to review the draft CMAQ Policy and come prepared to provide feedback. Some questions to consider prior to the February 14, 2011 TPAG meeting include:

- Are there any sections of the Draft CMAQ Policy that are unclear?
- Should any eligible project types be added/removed from the Draft CMAQ Policy?
- Should the CMAQ Policy be:
 - Included in the TIP Policy as a section/chapter?
 - Included in the TIP Policy as an appendix?
 - A standalone document?

A final draft of the CMAQ Policy is anticipated to be brought to the TPAG for their recommendation on February 28, 2011.

RECOMMENDED ACTION(S):

- 1) *Provide feedback on the Draft Congestion Mitigation and Air Quality (CMAQ) Policy.*

Attachment(s):

- 1) *Draft Congestion Mitigation and Air Quality (CMAQ) Policy.*

Draft MPO-CMAQ Policy

Intent:

The intent of the WAMPO Congestion Mitigation and Air Quality (MPO-CMAQ) Policy is to:

- Assure that MPO-CMAQ funds are programmed for projects that meet the intent of the federal CMAQ program.
- Outline eligible project types for MPO-CMAQ funding.
- Make progress towards the implementation of a short-term strategy identified in the Metropolitan Transportation Plan (MTP) 2035.
 - MTP 2035 short-term strategy – *“The federal government currently provides WAMPO with funds to address congestion and air quality issues. WAMPO should have a policy of only using these CMAQ funds on projects that specifically reduce congestion and/or motor vehicle emissions.”*

Updates to the MPO-CMAQ Policy will occur as needed and at the discretion of the Transportation Policy Body (TPB).

MPO-CMAQ Funding Split (80/20):

Project sponsors are allowed to request a maximum of 80 percent federal funding for costs associated with the project that is eligible for funding. A minimum 20 percent non-federal match must be used to fund the project.

See **section ##** of the Transportation Improvement Program (TIP) Policy for additional details.

MPO-CMAQ Policy Implementation:

Project sponsors are encouraged to program MPO-CMAQ funds for projects that are directly related to meeting the intent of the federal CMAQ program. This policy includes a select list of eligible projects from this program that will be used as a basis for project selection.

Starting in FFY 2012, 50 percent of MPO-CMAQ funds will first be available for projects that meet this eligibility. This percentage will increase to 100 percent in FFY 2014 and beyond. The balance of MPO-CMAQ funds not programmed for projects meeting the intent of identified criteria will be made available to program other projects that can prove congestion or air quality benefits to the WAMPO region.

If the WAMPO region is designated as a non-attainment area for air quality standards, all projects programmed with MPO-CMAQ funds must be identified as an eligible project type (as shown in **section ##** of the MPO-CMAQ Policy).

Eligible Project Types:

Eligible project types include:

- Projects intended to reduce emissions through cold-start conditions.
 - Retrofitting vehicles and fleets with water and oil heaters.
 - Installing electrical outlets and equipment in publically-owned garages or fleet storage facilities.
- Traffic flow improvements.
 - Traditional Improvements (must demonstrate net emissions benefits)
 - Construction of roundabouts.
 - Construction of left-turn or other management lanes.
 - Intelligent Transportation Systems (ITS)
 - Traffic signal synchronization projects.
 - Traffic management projects.
 - Regional multi-modal traveler information systems.
 - Traffic signal control systems.
 - Freeway management systems.
 - Incident management programs.
 - Transit management systems.
 - Electronic toll-collection systems.
- Transit operating assistance
 - Operating assistance to introduce a new type of transit service, service to a new geographical area, or expand existing service providing additional hours or service or reduced headways (for a maximum of three years).
 - Eligible operating cost include: labor, fuel, maintenance, and related expenses.
- Bicycle & pedestrian
 - Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips.
- Travel demand management
 - Telecommuting.
 - Carpool/Vanpool.
 - Employer-based commuter choice programs (flexible work hours).
- Public education and outreach (may be funded indefinitely)
 - Education and outreach activities towards the public, community leaders, and potential projects sponsors about:
 - Connections amount trip making and transportation mode choices.
 - Traffic congestion.
 - Air quality.
 - Activities that promote:
 - New or existing transportation services.
 - Developing messages.

- Advertising materials (including market research, focus groups, and creative).
- Placing messages and materials.
- Evaluating message and material dissemination and public awareness.
- Technical assistance.
- Programs that promote the Tax Code provisions related to commute benefits.
- Transit “store” operations.
- Any other activities that help forward less-polluting transportation options.
- Air quality public education messages.
 - Maintain your vehicle.
 - Curb SOV travel by trip chaining.
 - Telecommuting.
 - Use of alternate fuels properly.
 - Observe speed limits.
 - Don’t idle your vehicle for long durations.
 - Eliminate “jack-rabbit” starts and stops.
 - Use of alternate modes of transportation.
- Transportation Management Associations (TMAs)
 - TMA start-up costs, provided they reduce emissions (up to 3 years).
- Carpooling & vanpooling
 - Marketing (may be funded indefinitely) for existing, expanded, and new activities designed to:
 - Increase the use of carpools and vanpools.
 - Purchase and use of computerized matching software.
 - Outreach to employers.
 - Guaranteed ride home programs.
 - Vehicle (Vanpools only) (eligible operating costs limited to 3 years)
 - Vanpool vehicle capital costs for purchasing or leasing vans.
 - Empty-seat subsidies.
 - Maintenance.
 - Insurance.
 - Administration.
- Idle reduction
 - Idle reduction projects that reduce emissions and are located within, or in proximity to and primarily benefiting the WAMPO region.
 - Electrification or other idling reduction facilities and equipment to be constructed or located on right-of-way of the Interstate system.
- Inspection/Maintenance (I/M) programs
 - Construction of I/M facilities.
 - Purchase of I/M equipment.
 - I/M program development.
 - One-time start-up activities:

- Updating quality assurance software.
- Developing a mechanic training curriculum.
- Administrative costs.
- Establishment of privately owned “portable” I/M programs, including remote sensing (provided that they are public services, reduce emissions, and do not conflict with statutory I/M requirements or EPA regulations).

This section was developed with the use of the Eligible Projects and Programs section of “*The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Final Program Guidance*”.

DRAFT

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

February 10, 2011

TO: Transportation Improvement Program (TIP) Policy Advisory Group

FROM: Brenton Holper
WAMPO Staff

RE: **Discussion:** Transportation Improvement Program (TIP) Policy.

This agenda item will only be discussed if the Draft Congestion Mitigation and Air Quality (CMAQ) Policy can be addressed in full during the February 14, 2011 Transportation Improvement Program (TIP) Policy Advisory Group (TPAG) meeting.

WAMPO held a stakeholder comment period for the TIP Policy from December 17, 2010 to December 30, 2010 and from January 12, 2011 to January 21, 2011. Two stakeholders provided comments regarding the TIP Policy and are reflected in *Attachment 1*.

The TPAG will be asked to review and discuss these comments and concerns to determine how they should be addressed in revised TIP Policy.

RECOMMENDED ACTION(S):

- 1) *Provide feedback on comments on the TIP Policy.*

Attachment(s):

- 1) *Summary of Transportation Improvement Program (TIP) Policy Comments.*

Summary of TIP Policy Comments Received

The following comments are reflected as bullet points in the list below and grouped by the portion of the TIP Policy they are reference to.

TIP Policy format

- Recommend changing the format for the document. It gets a bit awkward when you start having four digits.
- I'd recommend not including direct citations, as these can change every time the regulations are updated. It would be fine to keep the 23 CFR 450.324, but I wouldn't go further than that.
- There is an awful lot of duplication of language throughout the document. The document could probably be slimmed down if some of the redundancy was removed and the sections were organized differently.

Non-Competitive regionally significant projects in the TIP

- NC projects have to be included in the TIP (not can be) if using federal funds or the project is regionally significant. While the projects are not competitively selected by the TPB, the TPB still takes action to include these in the TIP.

Process for including projects in the TIP

- What are the internal processes for ensuring projects are in-line with the MTP?

WAMPO Competitive funds being used for PE?

- What about PE?

Obligation of federal funds by September 30th being a federal requirement

- This is not a federal requirement.

Advanced construction process

- This paragraph probably needs more clarification. Also, WAMPO doesn't use AC, project sponsors (both locals and the state) use AC.

Contingency list

- Please make sure that it is clear that when a project is moved from the contingency list up into the TIP this must be done through an amendment.
- In order for a contingent project to receive federal funds, a TIP Amendment would have to be processed before the funds could be applied to the project.

Project information for Project Listings should include:

- At a minimum, the project listings should include for each project or phase: sufficient descriptive material to identify the project or phase; the estimated total project costs (even if beyond the TIP years); the amount of Federal funds proposed to be obligated during each program year the project of phase; the category of Federal funds and sources of non-Federal funds; and the project sponsor.

Amendment procedures

- See STIP Amendment Procedures. I'd recommend using these as a basis for developing WAMPO's TIP Amendment procedures.
- USDOT does not explicitly approved TIPs or TIP amendments. USDOT approves the STIP and STIP Amendments, and the TIPs are considered a part of the STIP.

Administrative adjustments

- WAMPO can choose to develop procedures that would allow minor changes to project w/o an amendment.
- What is the threshold amount?
- It would probably be very useful to allow projects to be moved within TIP years as an Administrative Amendment. This would provide more flexibility for federal funds to be obligated to ensure no federal funds are lost to the region.