

Missouri STP/Bridge Priorities Committee Roles and Responsibilities

I. Role of Committee:

The Missouri STP/Bridge Priorities Committee is authorized by the MARC Total Transportation Policy Committee (TTPC) to provide project funding recommendations to TTPC for federal Surface Transportation Program (STP) and Bridge Replacement and Rehabilitation Program (BRM) funds sub-allocated in Missouri to the Kansas City Metropolitan Planning Organization by federal and/or State policy and to assist in monitoring and reporting on the progress of projects funded through these programs.

The Committee is also authorized to provide recommendations to TTPC concerning Missouri Department of Transportation (MoDOT) state-system needs and projects within Cass, Clay, Jackson, Platte and Ray counties.

The Committee is also authorized to provide recommendations to TTPC concerning the content of the federal functional classification system for highways within Cass, Clay, Jackson, Platte and Ray counties.

II. Composition of and Basis for Membership on the Committee:

The composition of the Committee reflects the need for both jurisdictional representation and technical expertise in project selection and programming. Members and alternates from state and local governments will represent all aspects of their jurisdictions' interests for all eligible modes and project types. Members and alternates from MARC's transportation planning committees will provide technical expertise in assessing the regional benefits and impacts of proposed projects for their particular modes of transportation.

The City of Kansas City, Missouri may appoint four voting members and four alternates to the Committee. Every other municipality over 50,000 population within Cass, Clay, Jackson, Platte and Ray counties may appoint two voting members and two alternates to Committee. Every municipality between 5,000 and 49,999 population, county government, and fixed-route transit operator within Cass, Clay, Jackson, Platte and Ray counties may appoint one voting member and one alternate to the Committee. Only the latest official population numbers released from the Census Bureau will be used to determine voting status. Every municipality that is a seat of county government that does not meet the population thresholds described above may appoint one voting member and one alternate to the Committee. MoDOT may appoint one voting member and one alternate to the Committee. MARC's Bicycle/Pedestrian Advisory Committee, Transit Committee, Goods Movement Committee and Highway Committee each may appoint one voting member and one alternate to the Committee for a total of 38 voting members (see Table 1 below).

All remaining municipalities shall be represented by their respective county member on the committee (see Table 2 below).

Only elected or appointed officials and staff, excluding hired contractors, from voting member jurisdictions as defined above are eligible to cast an official vote except that the MARC modal committees may appoint any of their voting members to represent them on the Missouri STP/Bridge Priorities Committee. In cases where elected officials are also employees of consulting firms but are representing the City in their official capacity, the exclusion will not apply.

Ten voting members and/or alternates will constitute a quorum of the Missouri STP/Bridge Priorities Committee.

The Chair shall be a voting member of the committee nominated and elected by the committee and approved by the TTPC Co-Chairs and shall serve for two-years between elections. The Vice-Chair shall also a voting member of the committee nominated and elected by the committee and approved by

the TTPC Co-Chairs and shall serve for two-years between elections. The principle responsibility of the Chair is to conduct committee meetings. The principle responsibility of the Vice-Chair is to conduct meetings when the Chair is not present.

Table 1. Missouri STP/Bridge Priorities Committee Membership Proposal

Jurisdiction	2010 SF1 Census Population	Voting Members
Counties:		
Cass County, Missouri	99,478	1
Clay County, Missouri	221,939	1
Jackson County, Missouri	674,158	1
Platte County, Missouri	89,322	1
Ray County, Missouri*	23,494	1
Cities with Direct Representation:		
Kansas City, Cass, Clay, Platte, Jackson	459,787	4
Independence, Clay-Jackson	116,830	2
Lee's Summit, Cass-Jackson	91,362	2
Blue Springs, Jackson	52,575	2
Raytown, Jackson	29,526	1
Liberty, Clay	29,149	1
Gladstone, Clay	25,410	1
Grandview, Jackson	24,475	1
Belton, Cass	23,116	1
Raymore, Cass	19,206	1
Grain Valley, Jackson	12,854	1
Excelsior Springs, Clay-Ray*	11,084	1
Harrisonville, Cass	10,019	1
Smithville, Clay-Platte	8,425	1
Kearney, Clay	8,381	1
Pleasant Hill, Cass	8,113	1
Oak Grove, Jackson-Lafayette	7,795	1
Richmond, Ray*	5,797	1
Parkville, Platte	5,554	1
Greenwood, Jackson	5,221	1
Platte City, Platte	4,691	1
Fixed Route Transit Operators		
Kansas City Area Transportation Authority	NA	1
Missouri Department of Transportation	NA	1
MARC Modal Committees		
Bike/Ped Committee	NA	1
Goods Movement Committee	NA	1
Highway Committee	NA	1
Transit Committee	NA	1
Total Voting Membership		<u>38</u>
Quorum		10
*Outside MPO Boundary		

Table 2.

Cities Without Direct Representation:	2010 Population
Peculiar, Cass	4,608
North Kansas City, Clay	4,208
Sugar Creek, Clay-Jackson	3,345
Buckner, Jackson	3,076
Pleasant Valley, Clay	2,961
Riverside, Platte	2,937
Lawson, Clay-Ray*	2,473
Lake Lotawana, Jackson	1,939
Weatherby Lake, Platte	1,723
Garden City, Cass	1,642
Weston, Platte	1,641
Claycomo, Clay	1,430
Archie, Cass	1,170
Lake Winnebago, Cass	1,131
Lone Jack, Jackson	1,050
Drexel, Cass (pt)	965
Lake Waukomis, Platte	870
Orrick, Ray*	837
Lake Tapawingo, Jackson	730
Woods Heights, Ray*	717
Cleveland, Cass	661
Loch Lloyd, Cass	600
Hardin, Ray*	569
Edgerton, Platte	546
Glenaire, Clay	545
Dearborn, Platte (pt)	496
Freeman, Cass	482
Camden Point, Platte	474
Ferrelview, Platte	451
Holt, Clay (pt)	447
Avondale, Clay	440
Platte Woods, Platte	385
Oakview, Clay	375
Henrietta, Ray*	369
Crystal Lakes, Ray*	358
Sibley, Jackson	357
Creighton, Cass	349
Northmoor, Platte	325
East Lynne, Cass	303
Farley, Platte	269
Missouri City, Clay	267
Houston Lake, Platte	235
Rayville, Ray*	223
Tracy, Platte	208
Birmingham, Clay	193

Camden, Ray*	191
Mosby, Clay	190
Oakwood Park, Clay	188
Oakwood, Clay	185
Homestead, Ray*	185
Excelsior Estates, Clay-Ray*	147
Strasburg, Cass	141
Oaks, Clay	129
Fleming, Ray*	128
Prathersville, Clay	124
Gunn City, Cass	118
Ridgely, Platte	104
Lake Annette, Cass	100
Unity Village, Jackson	99
West Line, Cass	97
Baldwin Park, Cass	92
Levasy, Jackson	83
Riverview Estates, Cass	82
Randolph, Clay	52
Elmira, Ray*	50
Iatan, Platte	45
River Bend, Jackson	10

*Outside MPO Boundary

III. Eligible Project Sponsors:

All Cities, Counties and Transportation Corporations within the Kansas City Metropolitan Planning Organization (MPO) boundary; Missouri Department of Transportation, Kansas City Area Transportation Authority, and Mid-America Regional Council are eligible to apply for STP funds. All Cities, Counties and Transportation Corporations within the Kansas City Metropolitan Planning Boundary; and the Missouri Department of Transportation are eligible to apply for BRM funds.

IV. Eligible Uses of Funds:

- I. STP funds can be used within the Kansas City MPO boundary on all facilities except roads functionally classified as local or rural minor collectors, unless:
 - A. those roads were on a Federal-Aid highway system on January 1, 1991;
 - B. an exemption has been made as approved by the Secretary of USDOT;
 - C. the funding is for the following types of projects
 - o Alternative mode projects (see list below)
 - o Safety projects (see list below)

2. Projects eligible for STP funding:
 - A. Highway (including Interstate highways) and bridge projects (including bridges on public roads of all functional classifications):
 - o Construction, reconstruction/rehabilitation, resurfacing, restoration and operational improvements of the existing highway and transit systems;
 - o Highway and transit safety improvements and programs;
 - o Highway and transit research and development programs;

- Capital and operating costs for traffic monitoring, management and control facilities, and programs;
 - Surface transportation planning;
 - Technology transfer programs;
 - Transportation enhancement activities;
 - Development and establishment of the six management systems identified in TEA-21: Pavement, Bridge, Highway Safety, Traffic Congestion, Public Transportation, and Intermodal Facilities;
 - Capital costs for transit projects;
 - Construction or reconstruction necessary to accommodate other transportation modes;
 - Modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.);
 - Seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures;
 - Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under Title 23;
 - Vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus;
- B. Alternative mode projects:
- Car pool projects;
 - Fringe and corridor parking facilities and programs;
 - Bicycle and pedestrian transportation facilities;
 - Modification of public sidewalks to comply with Americans with Disabilities Act of 1990;
- C. Safety Projects:
- Hazard eliminations;
 - Projects to mitigate hazards caused by wildlife;
 - Railway-highway grade crossings;
- D. Transportation Control measures
- E. Natural habitat and wetlands mitigation efforts (related to STP-funded projects):
- Participation in natural habitat and wetlands mitigation banks;
 - Contributions to statewide and regional efforts to conserve, restore, enhance and create wetlands;
 - Development of statewide and regional wetlands conservation and mitigation plans, including banks, efforts, and plans;
- F. Infrastructure-based intelligent transportation systems capital improvements; and
- G. Environmental restoration and pollution abatement projects.
3. The following types of projects located on any public road not classified as local or rural minor collectors on the Federal Functional Classification network are eligible for BRM funds within the Kansas City MPO boundary:
- A. Reconstruction; replacement, rehabilitation, repair and restoration of deficient highway bridges;
 - B. Widening of bridges or viaducts to relieve congestion on a public bridge;

- C. Construction of HOV lane structures on a public bridge; and
- D. Culverts of minimum size that constitute a public bridge.

V. Excluded Uses of Funds:

In order to demonstrate greater financial commitment to STP and BRM projects by project applicants and to maximize the availability of these funds for project implementation activities, the Missouri STP/Bridge Priorities Committee will not recommend use of these funds to pay for design or preliminary engineering activities for any project.

VI. Policy Goals and Objectives for Funds:

Transportation Outlook 2030, the Kansas City region’s Long-Range Transportation Plan, identifies a number of policy goals and objectives for regional transportation investments. Within the eligible uses of these funds, priority will be given to projects that advance regional policy goals and objectives.

- 1. STP Funds – As indicated by the wide range of eligible uses of these funds described above, there is significant flexibility in the allocation of these funds. Accordingly, STP funds can be used to advance regional policy objectives identified in the region's Long-Range Transportation Plan:
 - A. Increase emphasis on maintaining transportation infrastructure
 - B. Increase modal choice
 - C. Better integrate projects into the community
 - D. Better manage roadway capacity

The Missouri STP/Bridge Priorities Committee will develop and use project evaluation criteria to aid in prioritizing projects that address these policy objectives.

- 2. BRM Funds – These funds are primarily for the replacement and rehabilitation of highway bridges, however, there is some flexibility for their use in addressing highway capacity deficiencies and in constructing new HOV facilities.

Within the Kansas City MPO boundary, BRM funds shall be used to advance the following regional policy objectives:

- A. Increase emphasis on maintaining transportation infrastructure
- B. Increase modal choice
- C. Better integrate projects into the community
- D. Better manage roadway capacity

The Missouri STP/Bridge Priorities Committee will develop and use project evaluation criteria to aid in prioritizing projects that address these policy objectives.

Historically, the Missouri STP/Bridge Priorities Committee has divided STP funds as follows:

- Approximately 60% for TSM projects
- Approximately 40% for Capacity projects

However, the committee may divide funding as they see fit, based on the number of projects in each category

VII. MoDOT State-System Planning

When considering state-system needs and projects through the MoDOT “Planning Framework” process, the Missouri STP/Bridge Priorities Committee will develop recommendations for funding allocated through the policies of the Missouri Highways and Transportation Commission for the

MARC Transportation Management Area within the MPO boundary (District 4 Urban). The committee will also address state-system needs and projects for the MARC area outside of the MPO boundary. The priorities established for the state system within the portions of MARC member Counties outside of the MARC MPO boundary will provide input to MoDOT's competitive District 4 Rural and Statewide Rural planning framework processes. Recommendations of the full committee will be forwarded to the MARC Total Transportation Policy Committee for their consideration.

VIII. Committee Process Reviews and Updates:

The policies concerning the role of the committee, composition of and basis for membership on the committee, eligible project sponsors, eligible uses of funds, excluded uses of funds, and policy goals and objectives for funds for the Committee shall be updated by the committee for review and approval by the Total Transportation Policy Committee within six months of MARC Board approval of each update of the region's long-range transportation plan and/or within one year of enactment of any new federal or state legislation or regulations concerning the STP and BRM programs. Detailed programming procedures shall be reviewed and updated as necessary within six months of completion of each new programming cycle.