

Kansas STP Priorities Committee Roles and Responsibilities

I. Role of Committee:

The Kansas STP 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 Congestion Mitigation Air Quality (CMAQ) traffic flow funds sub-allocated in Kansas 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.

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 following jurisdictions within the MARC planning boundary may each appoint one voting member and one alternate to the Kansas STP Priorities Committee (see Table 1 below):

- Johnson, Leavenworth, Miami and Wyandotte counties;
- Municipalities with 5,000 or more population;
- The Kansas City Area Transportation Authority; and
- The Kansas Department of Transportation

The following committees may each appoint one voting member and one alternate to the Committee (see Table 1 below): MARC's Bicycle/Pedestrian Advisory Committee, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council and Destination Safe Coalition.

Municipalities up to 4,999 population shall be represented by their respective county member on the Committee (see Table 2 below). Only the latest official population numbers released from the Census Bureau's Population Estimates Program (PEP) or Decennial Census will be used.

Seven voting members and/or alternates will constitute a quorum of the Committee.

The Chair of the Committee 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 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 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. Elections for Chair and Vice-Chair shall be held at the September meeting in even years, starting in 2004. The Committee shall meet at least twice a year, with additional meetings held as necessary to conduct the business of the Committee.

Table 1.

	April 1, 2020	
	Census Population	Voting Members
Counties:		
Johnson County, Kansas	609,863	1
Unified Government Wyandotte County/Kansas City	169,245	1
Leavenworth County, Kansas	81,881	1
Miami County, Kansas	34,191	1
Cities:		
Overland Park, Johnson County	197,238	1
Kansas City, Wyandotte County	156,607	1
Olathe, Johnson County	141,290	1
Shawnee, Johnson County	67,311	1
Lenexa, Johnson County	57,434	1
Leavenworth, Leavenworth County	37,351	1
Leawood, Johnson County	33,902	1
Prairie Village, Johnson County	22,957	1
Gardner, Johnson County	23,287	1
Lansing, Leavenworth County	11,239	1
Merriam, Johnson County	11,098	1
Mission, Johnson County	9,954	1
Bonner Springs, Johnson-Leavenworth-Wyandotte counties	7,837	1
Spring Hill, Johnson-Miami counties	7,952	1
Roeland Park, Johnson County	6,871	1
De Soto, Johnson County	6,118	1
Basehor, Leavenworth County	6,896	1
Paola, Miami County	5,768	1
Tonganoxie, Leavenworth County	5,573	1
Fixed Route Transit Operator:		
Kansas City Area Transportation Authority	NA	1
Departments of Transportation:		
Kansas Department of Transportation	NA	1
Federal Highway Administration (Ex Officio)	NA	
MARC Modal Committees:		
Bike/Ped Advisory Committee	NA	1
Goods Movement Committee	NA	1
Highway Committee	NA	1
Regional Transit Coordinating Council	NA	1
Destination Safe Coalition	NA	1
Total Voting Members		30
Quorum		7

Table 2.

Cities Without Direct Representation:	2020 Census Population
Louisburg, Miami County	4,969
Edwardsville, Wyandotte County	4,717
Osawatomie, Miami County	4,255
Fairway, Johnson County	4,170
Mission Hills, Johnson County	3,594
Edgerton, Johnson County	1,748
Westwood, Johnson County	1,750
Lake Quivira, Johnson-Wyandotte counties	1,014
Linwood, Leavenworth County	415
Westwood Hills, Johnson County	400
Easton, Leavenworth County	213
Fontana, Miami County	210
Mission Woods, Johnson County	203

III. Eligible Project Sponsors:

All Cities within the Kansas City MPO boundary in Kansas, the Kansas Department of Transportation, Kansas City Area Transportation Authority, and Mid-America Regional Council are eligible to apply for STP and CMAQ traffic flow 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;
 - o Capital and operating costs for traffic monitoring, management and control facilities, and programs;
 - o Surface transportation planning;
 - o Technology transfer programs;
 - o Transportation enhancement activities;
 - o 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 are also eligible for CMAQ traffic flow funds.
- A. Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.
- B. Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality.
- C. Value/Congestion Pricing. Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand. Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including Title 23-eligible transit services in the newly tolled corridor.

V. Excluded Uses of Funds:

In order to demonstrate greater financial commitment to STP and CMAQ projects by project applicants and to maximize the availability of these funds for project implementation activities, the Committee does not recommend use of these funds to pay for design or preliminary engineering activities, utility adjustments, or right of way acquisition for any project.

VI. Policy Goals and Objectives for Funds:

Transportation Outlook 2040, 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 the region's vision and transportation system policy goals and objectives.

Regional Vision:

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

Transportation System Goals:

Economic Vitality - Support an innovative, competitive 21st-century economy.

Place Making - Coordinate transportation and land-use investment along the region's corridors and centers as a means to create vibrant places and strengthen the quality of the region.

Equity - Ensure all people have the opportunity to thrive.

Transportation Choices - Expand affordable, accessible, multimodal transportation options in order to better connect residents and visitors to jobs and services.

Safety and Security - Improve safety and security for all transportation users.

System Condition - Ensure transportation systems are maintained in good condition.

System Performance - Manage existing systems to achieve reliable and efficient performance and maximize the value of existing investments.

Public Health - Facilitate healthy, active living.

Environment - Protect and restore our region's natural resources (land, water and air) through proactive environmental stewardship.

Climate Change and Energy Use - Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources.

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.

The Committee will develop and use project evaluation criteria to aid in prioritizing projects that address these policy objectives. Project evaluation criteria will be considered as a tool to aid the Committee in its work to develop priorities but will not force or prohibit the Committee from recommending funding for any eligible project.