

Kansas STP/Bridge Priorities Committee Roles and Responsibilities

I. Role of Committee:

The Kansas 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 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.

The Committee is also authorized to provide recommendations to TTPC concerning the content of the federal functional classification system for highways within Johnson, Leavenworth and Wyandotte 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 following jurisdictions within the MARC planning boundary in Johnson, Wyandotte and Leavenworth counties may each appoint one voting member and one alternate to the Kansas Priorities Committee (see Table 1 below):

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

The following jurisdictions within the MARC planning boundary in Johnson, Wyandotte and Leavenworth counties may each appoint one non-voting member and one alternate to the Committee (see Table 1 below):

- MARC's Bicycle/Pedestrian Advisory Committee, Goods Movement Committee, Highway Committee and Transit Committee; and
- Federal Highway Administration.

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 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. Kansas Priorities Committee Membership Proposal

	2000 Population	2009 Population Estimates	Voting Members
Counties:			
Johnson County, Kansas	451,086	542,737	1
Unified Government Wyandotte County, Kansas City	157,882	155,085	1
Leavenworth County, Kansas	68,691	75,227	1
Cities:			
Overland Park, Johnson County	149,080	174,907	1
Kansas City, Wyandotte County	146,866	143,209	1
Olathe, Johnson County	92,962	121,962	1
Shawnee, Johnson County	47,996	61,712	1
Lenexa, Johnson County	40,238	48,087	1
Leavenworth, Leavenworth County	35,420	35,081	1
Leawood, Johnson County	27,656	31,766	1
Prairie Village, Johnson County	22,072	21,703	1
Gardner, Johnson County	9,396	17,852	1
Merriam, Johnson County	11,008	11,132	1
Lansing, Leavenworth County	9,199	10,804	1
Mission, Johnson County	9,727	9,865	1
Bonner Springs, Johnson-Leavenworth-Wyandotte counties	6,768	7,248	1
Roeland Park, Johnson County	6,817	7,026	1
De Soto, Johnson County	4,561	5,488	1
Spring Hill, Johnson County	2,727	5,281	1
Fixed Route Transit Operators:			
Kansas City Area Transportation Authority	NA	NA	1
Kansas Department of Transportation	NA	NA	1
Total Voting Members			20
Quorum			7
			Non-Voting Members
MARC Modal Committees			
Bike/Ped Committee			1
Goods Movement Committee			1
Highway Committee			1
Transit Committee			1
Federal Highway Administration			1

Table 2.

Cities Without Direct Representation:	2000 Population	2009 Pop. Estimates
Edwardsville, Wyandotte County	4,146	4,528
Tonganoxie, Leavenworth County	2,728	4,416
Basehor, Leavenworth County	2,238	4,392
Fairway, Johnson County	3,952	3,891
Mission Hills, Johnson County	3,593	3,622
Edgerton, Johnson County	1,440	1,843
Westwood, Johnson County	1,533	1,500
Lake Quivira, Johnson-Wyandotte counties	932	953
Linwood, Leavenworth County	374	406
Westwood Hills, Johnson County	378	369
Easton, Leavenworth County	362	351
Mission Woods, Johnson County	165	162

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 funds. All Cities within the Kansas City MPO boundary in Kansas and the Kansas 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;
 - 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;
 - o Capital costs for transit projects;
 - o 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 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 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.

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 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 Committee will develop and use project evaluation criteria to aid in prioritizing projects that address these policy objectives.

VI. 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.