

## **Missouri STP Priorities Committee Roles and Responsibilities**

### **I. Role of Committee:**

The Missouri 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 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.

### **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's Population Estimates Program (PEP) or Decennial Census 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. Additional voting members may be added by a vote of the committee. MoDOT may appoint one voting member and one alternate to the Committee. MARC's Bicycle/Pedestrian Advisory Committee, Goods Movement Committee, Highway Committee and Regional Transit Coordinating Council each may appoint one voting member and one alternate to the Committee for a total of 40 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 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 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 Priorities Committee Membership**

<b>Jurisdiction</b>	<b>April 1, 2020 Census Population</b>	<b>Voting Members</b>
<b>Counties:</b>		
Cass County, Missouri	107,824	1
Clay County, Missouri	253,335	1
Jackson County, Missouri	717,204	1
Platte County, Missouri	106,718	1
Ray County, Missouri*	23,158	1
<b>Cities with Direct Representation:</b>		
Kansas City, Cass, Clay, Platte, Jackson	508,090	4
Independence, Clay-Jackson	123,011	2
Lee's Summit, Cass-Jackson	101,108	2
Blue Springs, Jackson	58,603	2
Liberty, Clay	30,167	1
Raytown, Jackson	30,012	1
Gladstone, Clay	27,063	1
Grandview, Jackson	26,209	1
Belton, Cass	23,953	1
Raymore, Cass	22,941	1
Grain Valley, Jackson	15,627	1
Excelsior Springs, Clay-Ray*	10,553	1
Smithville, Clay-Platte	10,406	1
Kearney, Clay	10,404	1
Harrisonville, Cass	10,121	1
Pleasant Hill, Cass-Jackson	8,777	1
Oak Grove, Jackson (pt.)	8,157	1
Parkville, Platte	7,117	1
Greenwood, Jackson	6,021	1
Richmond, Ray*	6,013	1
Peculiar, Cass	5,621	1
Platte City, Platte	4,784	1
North Kansas City, Clay	4,467	1
Missouri Department of Transportation	NA	1
<b>Fixed Route Transit Operators</b>		
Kansas City Area Transportation Authority	NA	1
<b>Transportation Planning Committees</b>		
Bike/Ped Committee	NA	1
Goods Movement Committee	NA	1
Highway Committee	NA	1
Regional Transit Coordinating Council	NA	<u>1</u>
<b>Total Voting Membership</b>		<b><u>40</u></b>
<b>Quorum</b>		<b><u>10</u></b>

\*Outside MPO Boundary

**Table 2.**

**April 1, 2020  
Census  
Population**

**Cities Without Direct Representation:**

Riverside, Platte	4,013
Sugar Creek, Clay-Jackson	3,271
Buckner, Jackson	2,945
Pleasant Valley, Clay	2,743
Lawson, Clay-Ray*	2,541
Lake Lotawana, Jackson	2,310
Weatherby Lake, Platte	2,077
Weston, Platte	1,756
Garden City, Cass	1,629
Lone Jack, Jackson	1,492
Lake Winnebago, Cass	1,433
Claycomo, Clay	1,343
Archie, Cass	1,268
Drexel, Cass (pt)	968
Lake Waukomis, Platte	888
Loch Lloyd, Cass	863
Lake Tapawingo, Jackson	794
Wood Heights, Ray*	757
Orrick, Ray*	753
Cleveland, Cass	650
Ferrelview, Platte	642
Edgerton, Platte	601
Hardin, Ray*	571
Glenaire, Clay	539
Dearborn, Platte (pt)	482
Freeman, Cass	475
Holt, Clay (pt)	471
Camden Point, Platte	457
Avondale, Clay	436
Platte Woods, Platte	394
Crystal Lakes, Ray*	390
Oakview, Clay	366
Creighton, Cass	327
Sibley, Jackson	314
East Lynne, Cass	294
Northmoor, Platte	291
Henrietta, Ray*	278
Tracy, Platte	269
Farley, Platte	265
Houston Lake, Platte	229
Missouri City, Clay	217
Excelsior Estates, Clay-Ray*	209
Oakwood, Clay	198
Homestead, Ray*	192
Birmingham, Clay	189
Oakwood Park, Clay	189

Camden, Ray*	175
Oaks, Clay	128
Prathersville, Clay	121
West Line, Cass	117
Fleming, Ray*	114
Lake Annette, Cass	107
Strasburg, Cass	107
Mosby, Clay	101
Ridgely, Platte	95
Baldwin Park, Cass	85
Gunn City, Cass	80
Riverview Estates, Cass	78
Levasy, Jackson	77
Unity Village, Jackson	66
Randolph, Clay	57
Elmira, Ray*	39
Iatan, Platte	39
River Bend, Jackson	3

\*Outside MPO Boundary

### III. Attendance Policy:

Regular attendance at committee meetings promotes issue understanding and improves the working relationship among committee members. In order to retain voting membership, attendance by a jurisdiction (named member or alternate) at 60% of the committee meetings conducted in the 12 month period preceding the deadline for suballocated funding applications will be required to maintain voting membership.

The committee roster will be finalized 12 months prior to the deadline for suballocated funding applications. Modifications to the committee roster following the deadline for suballocated funding applications will be subject to committee approval. Requests for approval of new jurisdictional voting members may be made no later than 12 months after the completion of a suballocated funding round.

### IV. 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 and Counties within the Kansas City Air Quality Maintenance Boundary; Missouri Department of Transportation, Kansas City Area Transportation Authority, and Mid-America Regional Council are eligible to apply for 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):

- Construction, reconstruction/rehabilitation, resurfacing, restoration and operational improvements of the existing highway and transit systems;
  - Highway and transit safety improvements and programs;
  - 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 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 projects by project applicants and to maximize the availability of these funds for project implementation activities, the Missouri STP Priorities Committee does not recommend these funds to pay for design or preliminary engineering activities, or for acquisition of rights of way for any project. CMAQ Traffic Flow funds programmed by the Missouri STP Priorities Committee are not subject to these provisions.

#### **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 policy objectives identified in the region's Long-Range Transportation Plan.

The Missouri STP Priorities 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.