OPEN MEETING NOTICE

KANSAS STP PRIORITIES COMMITTEE

February 14, 2019
9:30 AM
Broadway Room, 1st Floor MARC Offices
600 Broadway, Suite 200, Kansas City, Missouri 64105

AGENDA

1. Welcome and Introductions

2. Approve the August 9, 2018 Meeting Summary*

3. Status of the Current Program – KDOT*
   • Consideration of a request by the City of Gardner for a schedule modification for the I-35 & Gardner Road Interchange project (please reference the attached letter)
   • Identification of project to use Highway Improvement Program funding
   • FAST Act Rescission Impacts

4. Regional Transportation Plan 2050
   • Review “Call for Projects” project evaluation criteria (please reference the attached document)

5. MARC Conflict of Interest and Whistleblower Policies

6. Other Business

7. Adjournment

* Action Items

Next Scheduled Meeting: May 9, 2019 at 9:30 am

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Kansas STP Priorities Committee
February 14, 2019
Meeting Summary

**Members Present**
Burt Morey, Overland Park, Chair  
Kevin Bruemmer, Merriam, Vice-Chair  
Nate Baldwin, Olathe  
Keith Bredehoeft, Prairie Village  
Jon Gallion, Basehor (alt.)  
Tim Green, Lenexa  
Jose Leon, Spring Hill  
David Ley, Leawood  
Tim McEldowney, Gardner  
J.R. McMahon, Miami County  
Donnie Scharff, Roeland Park  
Sarah Shafer, Leavenworth County  
Allison Smith, KDOT  
Tammy Snyder, Wyandotte County (alt.)  
Geoffrey Vohs, Johnson County (alt.)  
Greg Ruether, Bicycle/Pedestrian Committee

**MARC Staff Present**
Marc Hansen  
Terry Anderson  
Laura Machala  
Beth Dawson

**Other Attendees:**
Dan Merkh, Edgerton  
Ingrid Horton, KDOT  
Leslee Rivarola, Basehor  
Lorraine Basalo, Overland Park  
Kyle Dieckmann, Overland Park  
Jean Carder, Louisburg  
Keith Moody, Roeland Park (alt.)  
Amber McCullough, Bonner Springs  
David Smalleg, BHC Rhodes  
Doug Wesselschmidt, TranSystems  
Kate Pfefferkorn, Pfefferkorn Engineering & Environ.  
Kristen Leathers, Affinis Corp.  
Jeff Sims, Wilson & Company  
Dan Miller, Lamp Rynearson

1. **Welcome and Introductions**
Committee Chair Burt Morey welcomed the attendees and opened the meeting with self-introductions.

2. **Approval of August 9 Meeting Summary**
MOTION: Jose Leon moved and Tim Green seconded to approve the August 9, 2018 meeting summary as printed; the motion passed.

3. **Status of the Current Program - KDOT**
Marc Hansen provided a project tracking sheet for MO STP and CMAQ Traffic flow projects programmed through FFY 2022. The FFY 2021 obligation authority is $15,342,877, more than normally anticipated due to the Omnibus funds available we want to obligate by FY 2020 and will discuss today. MARC staff received letters from the cities of Gardner and Edgerton requesting changes that affect funds in FY 2019 and 2020.

- **STP FY2019:** The tentative balance of funds still available was noted as $437,000. The city of Gardner has requested moving their TIP # 343106, $1,415,000, I-35 and Gardner Rd Interchange project back to the original programmed year of FY 2020 as recommended by KDOT. Design and plan production took longer than anticipated. The project scope had also changed based on results of an analysis of interchange configurations recommending a DDI instead of a roundabout on each side of the interchange. There was a brief discussion. The modified project description is noted in their letter:
  Relocation of 191st Street west of Gardner Road. The existing intersection at Gardner Road will be closed and moved approximately 1,000 ft north to tie into the existing intersection at 188th Street. This will relieve congestion and improve safety on the north side of the interchange. This is the first phase of the ultimate improvements and will be designed to accommodate future improvements.

MOTION: Tim Green moved to approve Gardner’s scope change from roundabouts to DDI, seconded by Allison Smith; motion passed unanimously. This will be included in the next quarterly TIP amendment going out for public review and comment next month and should be fully approved by early May.
The updated balance available for FY 2019: $1,852,111. Since KDOT requests that programs reach a zero balance by the end of the fiscal year, attendees discussed options to identify a project ready for obligation by mid-September 2019. KDOT would be able to use the funds if current programmed projects are not able to expend the funds. Options: 1) contact the FY2020 project sponsors: Wyandotte County, Olathe and Roeland Park if interested in advanced construction, 2) Allison will see if KDOT would extend the 30-days between obligation and letting as a possible option for Gardner’s project to obligate in 2019, 3) contact ATA regarding their FY 2021 project that would be able to move forward and absorb funds if needed, 4) contact Shawnee regarding their FY 2021 $3M project to do a partial advanced construction. Allison suggested bumping up funds to 80 percent on any 2019 projects that have not obligated, provided they have a local match. There was some concern doing that since FY 2020 was over programmed. The committee would need to make a decision during their next meeting in May.

- **FY 2019 CMAQ Traffic Flow**: the city of Lenexa has the only project, programmed for $600,000, needs a cost adjustment action to be made through a TIP amendment, and is on schedule. The CMAQ program as a whole is under programmed with around $900,000 funds available across all programs that use CMAQ funds including Air Quality Forum and Bicycle/Pedestrian. If either of the two CMAQ FY 2020 projects in Wyandotte County or Olathe, or even a project in FY 2021 or 2022 could move forward or use advanced construction, let Marc know.

- **STP FY 2020**: we received a letter (meeting handout) from the city of Edgerton regarding their FY 2020 207th Street Grade Separation project programmed to receive $505,000. They determined during the preliminary design process the need to decline the funds that are minimal compared the total project cost. The funding was removed from the tracking sheet for this meeting. In response to a question, Mr. Merkh shared the total project cost is around $18M and they still plan to go forward with the project.

- **FAST Act Rescission Impacts**: a rescission was built into the FAST Act that hasn’t been talked about or noticed much, worth $7.5B total. The rescission amount will be calculated at the end of this fiscal year based on the balance of unobligated funds. The states do not have an ability to make adjustments moving funds around to keep from losing funds. Fortunately the STP program is exempt from the rescission; however the CMAQ, TAP, Planning and Off-system bridge funds could be impacted. Allison Smith shared that KDOT is looking at a variety of strategies to bring down programmed balances to reduce the loss of a significant amount of funds. A fact sheet can be found with an Internet search for the FAST Act rescission. A couple of programs on the Missouri side could be significantly impacted.

- **Identification of project to use Highway Improvement Program funding**: Marc explained that in 2018 there was a suballocation of funding out of an Omnibus Bill from the Highway Improvement Program that is very similar to STP. The committee needs to allocate $2.3M provided to the Kansas side of the region, to be used by the end of FY 2021. The funds would be lost if they are not used by then. During the last funding round the committee was made aware of this and over programmed FY 2021 by $2.3M. The project must be currently programmed with a road or bridge focus that can obligate by mid-September 2020 with an October letting and KDOT prefers that it only be on one or at most two projects to ease the process. Three projects in FY 2020 would be eligible. A minor amount of paperwork is expected to swap out the STP funds for the Omnibus funds. Nate Baldwin, Olathe’s representative, expressed interest and with a brief discussion Olathe’s FY 0220 Lone Elm Road project was selected for the funding swap. The STP FY 2020 program now has $2.3M less to obligate.

4. Regional Transportation Plan 2050
Laura Machala provided an update on the progress of the plan, including a review of the draft Call for Projects scoring criteria. The draft has been seen by almost all committees and will complete the review soon. Feedback has been positive. Laura explained the multi-scenario analysis work including autonomous vehicle fleet use owned by public and private agencies. Staff have met with state DOTs regarding the most congested areas on the highway system regarding projects they might submit to help relieve those areas. The call for projects is scheduled for February 26th and will close on April 25th. A pre-application workshop is scheduled for March 6th at 9 a.m. The Plan is scheduled for completion and adoption in June of 2020.
Attendees were asked to complete a worksheet indicating priority order of evaluation categories. The 2050 Steering Workgroup will review the worksheet results this afternoon. For more information: www.marc.org/2050.

Discussion:
- Do you anticipate many changes to the application questions? Some updates have been made to align with current policies.
- Does the process look at a corridor submitted to see if it was previously funded? Through the scoring process and evaluation we review if the location has future needs to be addressed. Marc suggested making a note in the application if the project is a continuation of a previously funded segment of the project. It makes even more sense to include such a note in the STP, CMAQ and TAP applications.
- Sponsors with a project in the 2040 Plan have been contacted and advised to resubmit their project for the 2050 Plan if the project hasn’t been completed and you want to keep it moving forward. Current TIP projects are automatically carried forward into the long range plan.
- Yes, we will be looking at the highest scored projects during the analysis and which projects would provide the most benefit for the region, addressing the key needs.

5. MARC Conflict of Interest and Whistleblower Policies review

The policies were provided in the distributed meeting packet and are always available on MARC’s website, www.marc.org. We provide an annual review with every committee that programs funds. They provide guidance if you perceive conflict of interest and how to report any wrongdoing at MARC. Let us know if you have any questions.

6. Other Business

a) MARC is accepting nominations for the annual Regional Leadership Awards until March 8th. The process is available on MARC’s website. Presentations are made during MARC’s Annual Regional Assembly in June.

b) This is Burt Morey’s last meeting as the committee chair as he has accepted a position with KDOT. Kevin Bruemmer, Vice-chair, will chair the next meeting in May when an election for chair and vice-chair will be held at the regular election month. The positions are two-year terms. Marc thanked Burt for his participation and leadership on the committee. Please send nominations to Marc Hansen or you may make nominations from the floor during the meeting. The committee thanked Burt for his service and he expressed his appreciation for the work accomplished by the committee.

6. Adjournment

With no further business, the meeting adjourned at 10:45 a.m.

Next Meeting:
Next regular quarterly meeting: May 9, 2019
September 12, 2018

Marc Hansen, AICP
Mid-America Regional Council
600 Broadway Blvd
Suite 200
Kansas City, MO 64105

RE: I-35 AND GARDNER RD INTERCHANGE SCHEDULE (TIP# 343106)
KDOT PROJECT 046 N-0657-01

Dear Mr. Hansen,

The above referenced project was originally awarded funding in the 2020 Kansas STP. In August 2017, the City of Gardner requested that funding be made available in FY 2019. Design and plan production have taken longer than we had anticipated and therefore KDOT has requested that the project be moved back to FY2020 (see attached memo).

In addition, the scope of the project has changed from the original application. The project description as originally submitted reads as follows:

Construction of a 5-legged roundabout on each side of the interchange. This will relieve congestion and improve access to adjacent businesses. The roundabouts will be designed to accommodate trucks and buses and will include sidewalks and a trail. The project will be designed to accommodate the future replacement and widening of the existing bridge over I-35.

The reason for the change is that the analysis of alternative interchange configurations resulted in a DDI as the recommended ultimate improvement. Roundabouts were considered but the in-depth traffic projections and modeling showed that they did not provide an acceptable operational performance. The revised scope achieves the same benefits intended with the original scope. The recommended project description is:

Relocation of 191st Street west of Gardner Road. The existing intersection at Gardner Road will be closed and moved approximately 1000 ft north to tie into the existing intersection at 188th Street. This will relieve congestion and improve safety on the north side of the interchange. This is the first phase of the ultimate improvements and will be designed to accommodate future improvements.
We respectfully request that these changes be approved. Please contact me if you have any questions or concerns at 913-856-0959.

Sincerely,

Tim McEldowney, PE
City Engineer

cc: Michael Kramer, City of Gardner
    Bill Legge, KDOT
February 12, 2019

Marc Hansen, AICP
Mid-America Regional Council
600 Broadway Blvd, Suite 200
Kansas City, MO 64105

RE: 207th Street Grade Separation Project

Dear Mr. Hansen:

The City of Edgerton was selected to receive $500,000 in STP funding. Through our preliminary design process, it has been determined that the City’s best course going forward is to decline the funds. The City looks forward to future partnerships with the Kansas STP Committee.

Please contact me if you have any questions or concerns at 913-893-6231.

Sincerely,

[Signature]

Dan Merkh
Public Works Director