OPEN MEETING NOTICE

KANSAS STP PRIORITIES COMMITTEE
February 13, 2020
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 November 14, 2019 Meeting Summary*

3. Status of the Current Program/KDOT Updates*

4. ConnectedKC 2050 Update
   • MARC staff will brief the committee regarding the ongoing development and schedule of the new regional transportation plan and its impacts on the upcoming programming round.

5. MARC Transportation Program Local Match Policy and Strategy

6. Planning Sustainable Places Update

7. Other Business

8. Adjournment

* Action Items

Next Scheduled Meeting: May 14, 2020 at 9:30 am

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Members Present
J.R. McMahon, Miami County, Chair
Vernon Fields, Basehor, Vice Chair
Rick Walker, De Soto
Tim McEldowney, Gardner
Sarah Shafer, Kansas City (alt.)
Mike Spickelmier, Lansing
Lauren Anderson, Leavenworth County
Tim Green, Lenexa
David Ley, Leawood
Jim MacDonald, Merriam
Celia Duran, Mission
Nate Baldwin, Olathe
Keith Bredhoefft, Prairie Village
Donnie Scharff, Roeland Park
Paul Lindstrom, Shawnee
Michael Webb, Wyandotte County small cities
Adam Kleinschmidt, Goods Movement Com.

MARC Staff Present
Marc Hansen
Terry Anderson
Martin Rivarola
Ron Achelpohl
Beth Dawson
Alex Rotenberry
Patrick Trouba

Other Attendees:
Leslee Rivarola, Basehor
Mark Lee, Basehor
Jean Carder, Louisburg
John Sullivan, Westwood
Randy Gorton, BHC Rhodes
Kristen Leathers, Affinis Corp.
Aaron Frits, GBA
Christopher Douglas, WSP

1. Welcome and Introductions
Chair J.R. McMahon welcomed the attendees and opened the meeting with self-introductions.

2. Approval of Meeting Summary
MOTION: Tim Green moved, and Paul Lindstrom seconded, to approve the November 14, 2019 meeting summary as printed; the motion passed unanimously.

An updated project tracking sheet for KS STP and CMAQ Traffic flow projects programmed through FFY 2022 was provided as a handout. Marc Hansen reviewed:
- Olathe’s $1,442,123 Lone Elm Road, Old 56 Highway to 151st Street project was obligated by KDOT.
- MARC’s Operation Green Light project obligated; $210,000 STP funds.
- Three projects remain for FY2020: Gardner with $1,415,000; Roeland Park with $4,662,500; and the Unified Government now with a reduced amount of $5,136,456 having used a portion of available Highway Infrastructure Program (HIP) funding; therefore, FY2020 is no longer over programmed.
- Additional HIP funds will need to be obligated by the end of FY 2022 so staff will work with KDOT to identify a project to remedy over programming in FY2021. Lenexa had shared at a previous meeting they could take some HIP funds on their FY2021 project. With this process we may have a little additional STP dollars to reprogram in FY 2023 and 2024.
- The FY 2020 STP should be able to reach a zero balance.
- There are three FY2020 CMAQ Traffic Flow projects; we have not heard of any issues.

4. ConnectedKC Long-Range Plan Update
Martin Rivarola briefed the committee regarding the ongoing development and schedule of the new regional transportation plan and its impact on the upcoming programming round. The upcoming programming cycle will be a two-step process that will tentatively begin in late April. Note that if your agency is considering applying for funds, you must complete both steps to be eligible for funding. Martin’s presentation slides have
The financial revenue forecast based on our estimates:

An initial Call for Projects was held to collect projects that sponsors considered would be submitted over the life of the 2050 plan. A total of 419 projects were submitted totaling over $15B. The Kansas side appears to have enough resources for the State system and a majority, if not all, of the local projects submitted on the Kansas side of the metro. This is not the case for the Missouri side. There are insufficient resources to implement any of the projects on the State system. A limited number of local projects could be implemented. The presentation included financially constrained information and project lists.

General programming process adjustments:

- To institute a two-step preliminary assessment process by the planning and policy committees.
- Initiate sub-allocated funds call for projects after the adoption of Connected KC 2050.

The process is expected to improve the quality of the applications and improve alignment of the submitted projects with the regional vision and goals.

Initial phase launch: (mandatory participation if planning to apply for funds)

April 23 - Prequalification assessment launch/policy assistance symposium.
Late May - Prequalification application deadline.
Late June - Staff assessment completion, and a survey released to the planning & policy committees.
Late July - Planning committee review and provide suggested application improvements.

August – Workshop where staff will provide technical/policy support to project applicants prior to the closing of the call for projects.

Early August – Second phase of call for projects initiated
Late Aug./early Sept. – Second phase application deadline
Sep-Nov 2020 – Programming committees review and prioritization
Nov-Dec 2020 – Policy committees review

Schedule for the Connected KC 2050 adoption and sub-allocated funds programming schedule:

March  - Soft launch of final plan content as an online story map
April - May  - Public review & comment, final public engagement and call for preliminary assessment
June 2020  - Approval of Connected KC 2050 Plan
July 2020  - Planning committee assessment of projects competing for sub-allocated funds
July/August  - Launch of Call for Projects sub-allocated funds.

Discussion/input:

- Where would a prairie project fit in this? A: It’s a policy question. Funds are limited and there are many needs in the region. Based on the survey, the public expressed preference to fund high priority needs. We are not planning on major scoring changes this round. The project score will be better if you include anticipated management strategies, i.e., ped/bike, what is nearby, what is the project serving.
- How do you score small city projects regarding congestion when we are aware of and planning for an expected industrial area? It’s a challenge to compete with larger cities/population density.
- When we look at the policy while planning ten years out, consider how the project is accommodated in the plan. Yes, some projects are lower in priority.

Ron shared that the financial capacity chapter in the plan reveals the funding won’t cover all the projects submitted. After the Plan is adopted, we need to discuss additional sources of revenue. The corridors included in the plan would likely carry more weight. The reason we convene the committees is to work
together to balance the regional priorities in the Plan and what is critical at the local level during a funding round. This (two-step) process would help projects to score better and reflect the regional direction.

The chair thanked Martin for his work on the Plan.

5. **MARC Transportation Program Local Match Policy and Strategy**

Marc Hansen introduced the topic as MARC’s strategy on local match for our federal planning funds. Ron Achelpohl reported that we began receiving the funds for our consolidated planning grant program in the early 1990s and we use the bulk of the funds for staff salaries for transportation planning work on behalf of the region. Use of the funds requires a non-federal match of 20%. We had been using the value of planning studies, permits, etc. as a non-cash match. The current local match policy and strategy was created partly out of a federal certification review when the Federal Highway and Federal Transit expressed concern with how we were matching our planning funds. We had been using third-party in-kind match for studies and planning work done by local jurisdictions that you allowed us to use the values as match. However, those values have become less reliable over time. The policy requires MARC to dedicate 10% of the dues collected from MARC members and the project fees (1/2 of 1%) collected from successful applicants for sub-allocated federal funds programmed through the STP and ATCP committees, to provide cash match to support the transportation planning program. Federal planning regulations require a non-federal match of at least 20% to access federal planning funds. Since we are not a taxing authority, this is difficult for us to raise revenues.

MARC intends to review and update this policy with relevant programming committees before the 2020 call for projects. MARC has only had enough cash under the current policy to match Kansas CPG, which only allows a cash match. MoDOT allows us to use 100% in-kind match. This does not seem to be equitable or sustainable. Fund deficits for 2020 is $150K and rising to $244K for 2022-2024. Options are being discussed with programming committees this month and recommendations will be taken to TTPC and the Board in March. Any changes would be included in the 2020 call for projects process.

**OPTIONS:**
- Reduce some costs – forego some federal funds.
- Increase MARC member dues if Board of Directors determine; dues are modified with each Decennial Census and is not an option the committee can control.
- Increase project fees from .5% to possibly 1% for programmed projects.

Feedback collected during the meeting via a phone poll during the meeting:

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<th>Questions</th>
<th>Most common responses</th>
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<td>In the past 3-5 years has your agency increased, decreased or conducted about the same amount of locally funded transportation planning?</td>
<td>67% indicated about the same</td>
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<td>How would increased project fees impact your agency’s likelihood of applying for funding through MARC?</td>
<td>85% indicated no impact.</td>
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<td>Has the Planning Sustainable Places program impacted the amount of locally funded planning conducted by your agency?</td>
<td>33% responded yes.</td>
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| Given fund deficits projected for future years, which options would you support:  
  - Cost reductions and foregoing some federal funds,  
  - Increase in member dues,  
  - Increase in project fees,  
  - None of the above. | Around 57% indicated in favor of an increase in project fees. |
| What questions or concerns do you have about potential changes to MARC’s local match policy? |                       |

Marc thanked everyone for their input. Collected responses will be presented to the TTPC and Board.
6. Planning Sustainable Places Update
Patrick Trouba provided an update on the Planning Sustainable Places (PSP) program:
Funding available for the upcoming FY 2021 is $1.2M: $446,000 from MO STP and $750,000 from KS STP.
May 4: Call for projects opens,
May 17: Workshop,
June 19, 4 p.m.: Deadline for submissions,
July – September: Selection of Projects,
September: Adoption of the selected projects.

From 2013-2019, 69 projects have been selected and 38 of those projects and funds of $106M have had some level of implementation.

Patrick showed an interactive map in MARC’s Planning Sustainable Places webpage where you can see all past projects with details, selectable by program rounds. https://marc-gis.maps.arcgis.com/apps/MapSeries/index.html?appid=0a958d0637c14704b267d92d16104e54

Contact Patrick ptrouba@marc.org, or Beth Dawson bdawson@marc.org if you have any questions.

7. Other Business
Nominations are open for the Regional Leadership Awards. Presentations to the awardees will be given during MARC’s Annual Regional Assembly, June 5, 2020.

8. Adjournment
With no further business, the meeting adjourned at 10:48 a.m.

Next Meeting:
The next regular quarterly meeting will be held at 9:30 a.m., May 14, 2020.