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Agenda Item 4f  
5-Year CIP Discussion  
Outside Funding & Public  
Involvement

**NOVEMBER 2, 2017**



# Outside Funding

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## **Outside Funding Sources identified in the CIP include:**

1. Community Development Block Grant
  - a. \$75,000 in 2018
  - b. \$100,000 in each year 2019 – 2022
  - c. Project(s) not specifically identified, but could include portions of yearly road maintenance, and sidewalk replacements.
  
2. Johnson County “County Assistance Road System” (CARS)
  - a. \$750,000 in 2019
  - b. Project: 91<sup>st</sup> Street Extension to Sunflower Road.
  
3. Federal Surface Transportation Program (STP)
  - a. \$1,500,000 in 2021
  - b. Project: 83<sup>rd</sup> Street Railroad Bridge Replacement
  
4. Johnson County Stormwater Management Advisory Council (SMAC)
  - a. \$150,000 in 2022
  - b. Project: Ottawa Street Culvert Replacements



# Outside Funding

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**Outside Funding Sources identified in the CIP include:**

5. Sewer Benefit District.
  - a. \$500,000 in 2020
  - b. Project: 95<sup>th</sup> Street Sewer Extension
  
6. Federal “Transportation Investment Generating Economic Recovery” (TIGER)
  - a. Not identified as a CIP Funding Source
  - b. Project(s): 83<sup>rd</sup> Street Railroad Bridge Replacement: \$2.3 Million Funding Request  
Ottawa Street Reconstruction: Riverfest to 82<sup>nd</sup>. \$1.23 Million Funding Request

- Annual awards, administered by Johnson County
- De Soto is eligible for up to \$100,000 in funding each year.
- Two years may be combined, for total funding of \$200,000
- Requires yearly application and appropriation.
  - Applications due in May for the following year.
  - Funding subject to federal approval.
- Average De Soto award over past 12 years = \$95,000 per year
- We will need to identify projects within the CIP on a yearly basis.
- Keys to success is to select projects that are basic infrastructure, and within a residential neighborhood.

## APPENDIX D

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- CIP Includes \$750,000 CARS dollars in 2019 for the 91<sup>st</sup> Street project.
- Program provides funds for construction and maintenance of major arterials.
- Currently, eligible routes in De Soto include 83rd Street, Lexington Avenue, Corliss Road, 95th Street, Kill Creek Road, and Wyandotte Street
- City has requested additions to the eligible routes in and around De Soto including Ottawa Street, 79<sup>th</sup> Street, Sunflower Road, and Edgerton Road. Decision will be made in early 2018.
- If additional routes are approved, 91<sup>st</sup> Street will be eligible because it will connect two major arterial routes (Lexington and Sunflower Road).
- The County pays 50% of the project's construction and construction inspection costs. Cities are responsible for design, right-of-way, and utility relocation costs.
- We have requested \$862,000 for 2019.
- If the additional routes are approved, we will need to submit an engineering study giving more detail about the project scope to the County in 2018.
- Keys to success involve maintaining good working relationships with County Staff, and BOCC

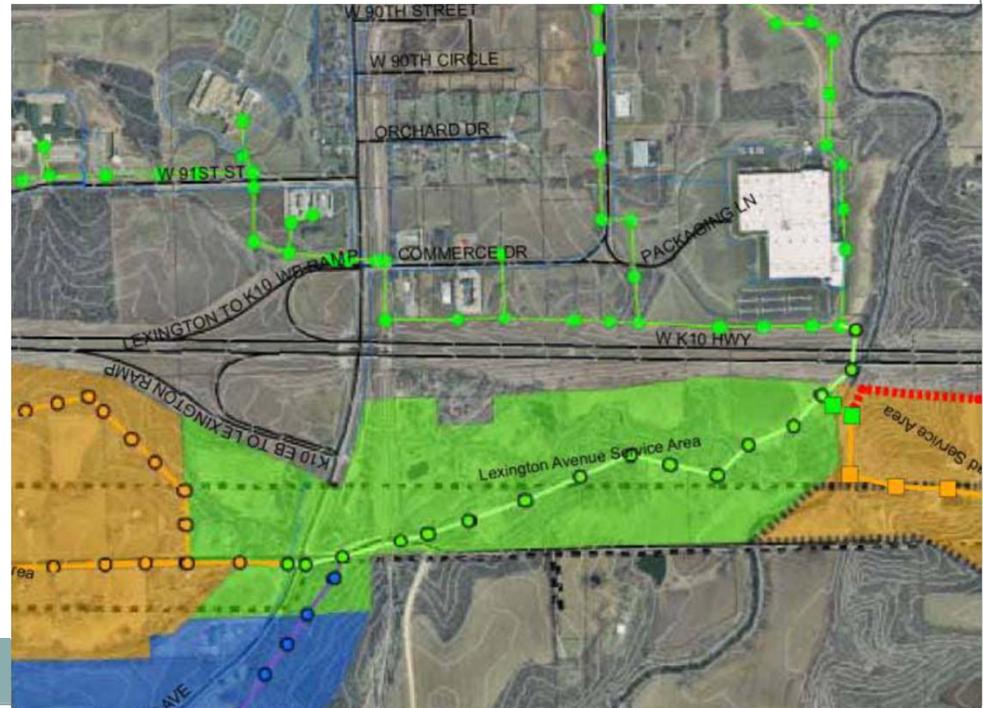


- CIP Includes \$1,500,000 for the 83<sup>rd</sup> Street bridge replacement in 2021.
- Surface Transportation Program (STP) funds are suballocated to MARC, the region's metropolitan planning organization (MPO), by the Federal Highway Administration in order to fund a variety of multimodal and roadway projects on federal-aid highways. These funds are administered through the Kansas STP/Bridge Priorities Committee.
- The Kansas STP/Bridge Priorities Committee does not recommend use of STP funds to pay for design or preliminary engineering activities; utility adjustments or right of way acquisition for any project.
- MARC will issue a call for projects in January, 2018, due in March. Will cover fiscal years 2019-2020, and 2020-2021.
- MARC staff will rank the applications according to established scoring criteria and will forward the applications to the Kansas and Missouri STP/Bridge Priorities committees for evaluation. The scoring results represent only one piece of information in the evaluation process.
- Sponsors are highly encouraged to attend specified meetings to present their projects to the committees and answer questions. Each committee will forward its final funding recommendations to the Total Transportation Policy Committee for approval.
- Increased Staff time attending MARC meetings, and developing relationships with committee members.
- Attended MARC workshop on October 25<sup>th</sup> about how to make the best applications.
- May consider assistance from consultant to prepare application.

- CIP Includes \$150,000 for the Ottawa Street Culvert Replacement in 2022.
- Current SMAC program does not allow for maintenance or replacement projects.
- 2016 SMAC Strategic Plan Recommended revising program to include system maintenance, along with structural changes to the program.
- County & Steering Committee currently working through recommendations for program overhaul, to include system maintenance. That process will be complete by the end of 2018.
- We will submit for funding in 2019.



- CIP Includes \$500,000 for the 95<sup>th</sup> Street Sewer Extension project in 2020.
- Owners of property that would benefit from the sewer construction would pay for most of the project through a special tax assessment over a 10 or 20 year period.
- Benefit District could be stopped by owners, if more than 50% are opposed.
- Properties east of Lexington are marginally developable, and are therefore likely to oppose district.
- Likely to require a trigger, or anchor development to spur implementation.



# APPENDIX D

- CIP DOES NOT Include Tiger Funding
- \$500 million, available through September 30, 2020, for National Infrastructure Investments
- Minimum project size is \$1,000,000.
- We applied for two projects, totaling \$3.53 Million in Funding

