



Flint Hills Metropolitan Planning Organization

206 Southwind Place, Suite 2B | Manhattan, KS | 66503
785.620.3070 | FHMPO@FlintHillsMPO.org
www.FlintHillsMPO.org

Technical Advisory Committee Meeting

Wednesday, April 6, 2022

1:00 pm

Zoom Meeting

Meeting ID: 919 154 6755

1. Welcome & Introductions
2. Public Comment Opportunity (for items not on the agenda)
3. Staff Updates
 - Letters of Support
 - Staff Changes
4. KDOT Update: Available on KDOT's website, [here](#).
5. **ACTION ITEM:** Approve January 5, 2022 Meeting Minutes
6. **ACTION ITEM:** Recommend adoption of Amendment #2 to Connect 2040 (note, there are two public comments regarding the I-70 & Taylor Road Interchange)
7. **ACTION ITEM:** Recommend approval of Amendment #2 to the Transportation Improvement Program
8. **Adjournment by Chair**

Next meeting scheduled for May 4, 2022



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Technical Advisory Committee Meeting Minutes

Wednesday, January 5, 2022 at 3:30pm

Via Zoom

Voting Members Present		
x	Corey Trumpp	Geary Co. Public Works
x	Ray Ibarra (Vice-Chair)	Junction City Public Works
x	Troy Livingston	Junction City/Geary County Zoning
x	Stephan Metzger	Pottawatomie Co. Public Works
	Casey Frisbie	Wamego Public Works
x	Gregg Webster	Pottawatomie County Zoning
x	Ken Stein	Wamego Zoning
	Amanda Smeller	Riley County Planning
x	Rob Ott (Chair)	Manhattan Public Works
x	John Ellerman	Riley County Public Works
x	Eric Cattell	Manhattan Community Development
x	Kristi Wilson	Kansas Dept. of Transportation
	Anne Smith	Flint Hills aTa Bus
x	Jeff Barnes	K-State Transportation Services

Non-Voting Members Present		
x	Cecelie Cochran	Federal Highway Admin.
	Kelley Paskow	Fort Riley
	Eva Steinman	Federal Transit Admin.
	Angela Schnee	City of Ogden
	Jerome Thomas	City of Grandview Plaza
	Ben Wheeler	City of St. George

Staff Present	
x	Stephanie Peterson
x	Jared Tremblay

John Adam	City of Manhattan

1. Welcome & Introductions

- Rob Ott, Chairperson, called the meeting to order at 3:32pm.

2. Public Comment Opportunity

- There were no public comments.

3. KDOT Update

- Kristi Wilson stated that KDOT's executive team has been meeting to discuss the Infrastructure Investment and Jobs Act. Rob Ott provided further information on his involvement on the executive committee working with KDOT on IJJA.

4. ACTION ITEM – Election of Chair and Vice-Chair

- Stephan Metzger nominated Rob Ott to remain as Chair. Eric Cattell seconded. Motion passed unanimously.

- Kristi Wilson nominated Ray Ibarra as Vice-Chair. Troy Livingston seconded. Motion passed unanimously.

5. ACTION ITEM – Approval of the November 3, 2021 Meeting Minutes

- Stephan Metzger pointed out an incorrect name under Item 6.
- Kristi Wilson motioned to approve the meeting minutes with the correction. Ray Ibarra seconded. Motion passed unanimously.

6. ACTION ITEM – Recommended approval of Amendment #1 to the Transportation Improvement Program

- Stephanie Peterson provided an overview of the changes made to the TIP.
- Kristi Wilson pointed out two administration changes needing to be made to the Summary of Changes table.
- Rob Ott mentioned the City of Manhattan received a CCLIP project for Fort Riley Boulevard. Stephanie mentioned that CCLIP projects are typically included in the TIP, but since this one is on the NHS it might be good to include to show as helping to achieve our preservation target. She stated that she would think further about whether to include the project.
- Kristi Wilson motioned to approve the amendment. Stephan Metzger seconded. Motion passed unanimously.

7. Updated Item – Project Tracking Spreadsheet

- Stephanie asked that all project sponsors that haven't yet provided the requested information do so prior to the January Policy Board meeting.

8. Adjournment: Meeting adjourned by Chairperson at 4:02pm

Amendment #2 Public Comment Period Notification and Comments

Public Notice Placed in Newspapers

The Flint Hills MPO has released an amendment to the long-range transportation plan, *Connect 2040*, for public comment. The amendment includes adding a project in Geary Co. to the fiscally constrained project list. Comment on the draft before April 6th, available at flinthillsmmpo.org/connect2040, [a list of physical locations was provided in each legal ad based on the newspaper's jurisdiction] or the MPO Office. Comments may be submitted in writing via fhmpo@FlintHillsMPO.org or Flint Hills MPO, 206 Southwind Pl, Ste 2B, Manhattan, KS 66503

Letter attached with paper copies:



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RE: Long-range Transportation Plan: *Connect 2040* Amendment #2

Dear Community Members,

The Flint Hills Metropolitan Planning Organization (MPO) has amended the region's long-range transportation plan. This plan, *Connect 2040*, is the guiding document for the evolution of our region's transportation system through the next twenty years. Long-range transportation plans are federally-required documents, standard throughout the United States.

Chapter 6 has been updated to move project #E61, the **I-70 & Taylor Road Interchange project in Junction City**, to the fiscally constrained project list. Project #P12, **I-70 Bridge Replacement at J. Hill Road**, is also being added to the fiscally constrained project list. You can comment on these changes up until April 5, 2022, to provide us with your thoughts or comments on the amendment. Comments can be submitted in writing via:

Email: FHMPO@FlintHillsMPO.org

Mail: Flint Hills MPO
206 Southwind Place, Suite 2B
Manhattan, KS 66503

Special Accommodations: Please notify the MPO at 785.620.3070 or FHMPO@FlintHillsMPO.org at least 72 hours in advance if you require special accommodations (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

The MPO programs do not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.flinthillsmmpo.org/title-vi or call (785) 620.3070.

**Public Comments Submitted
Amendment #2**

Submission	Comment	Name	Community
Email	<p>My concerns are about the Taylor Road project. While I believe any time you can get an interchange off an interstate highway is a good thing for a community, I wonder about this one because it unnecessarily expands the City.</p> <p>It's no secret that Junction City has been courting a beef processing plant with a kill house and I am assuming they will need this interchange to make it work.</p> <p>Through the years, Junction City has maintained population based on what the Army is doing. We have varied from 19,000 to 23,000 in population over the last 60 years. Leaders are entertaining this kill plant as a way to grow the city. It will not grow the city but it will affect the quality of life with the stench, tremendous use of water, increase in Asian, Somalian and other migrant workers, crime, etc.</p> <p>Now if we can get the Taylor Road interchange and use it for future business development instead of a place for Foote Cattle Company to set up shop, I could support it.</p>	Ben	Junction City
Email	<p>I am a lifelong resident with roots going back to the late 1800s. The Taylor road interchange plan, another plan based in corruption and malfeasance going back to 2006 when the rush to build west accelerated out of control and put 20,000 residents over 200,000,000 dollars in debt. The city now gloats about paying the debt but it has been 16 years of the nearly highest property taxes in the state as well as fees, permits and rules to further raise funds to pay the debt down. There is now a land bank selling failed residential subdivision lots as low as \$1000 to as much as \$5000 with a realtor fee of \$1000 per lot. Selling rather slowly but picking up as long term residents cash in on the housing prices and get themselves a new home on the west side away from the old city. The city website under General information has a BKD investigation you should read. It outlines just part of the wrongdoing back then and it continues today. It is a fact that the majority of money spent on infrastructure is pointed on the west of US 77. This is causing the rest of the residential areas in the city to suffer poor infrastructure.</p> <p>The Taylor Road interchange will exasperate this problem. I contend that no city government should position themselves as speculative property developers with taxpayer money but this is what Junction City Commissioners are doing. There are no signed contracts, no petitions for annexation, just some "inquiries" that the EDC and City say are interested in Taylor Road</p>	Marty	GE County

interchange. Upon these "inquiries" the city is now actively planning forced annexations and threatening eminent domain on property owners. Applying for a BASE Grant for property they do not own. This is just a small bit that I, as a common citizen can gather, but I am sure there is more. Given Junction City's track record, we will end up with commercial/industrial lots for cheap as well. I contacted the KDOT and the planning director said there was "great regional interest" in an interchange. This interchange will be built on a less than two mile county road that is farm use now and poorly maintained by our county. The poor maintenance and "regional demand" is why the State approved the replacement from a bridge to an interchange. KDOT plans about 50 years in advance if they can so this is understandable as there are many low use interchanges on federal highways. The engineering has started but it may be 4 or more years until construction, if the funds are still available.

Spring Valley road was one of the forced annexations done in 2006. After strong promises made for upgraded infrastructure, the city has yet to perform them and has no written plans to do so in the near future. This involves maybe 10-15 million in upgrades to city level roads and services.

My final thought on the Taylor Road interchange is I am against anything like this because there has been no population increase here for over 100 years because of the city government, our school district and the "JC Elite". Since 2005 if they can make money whether or not it is good for the city population, they will barrel ahead, ignore the citizens and put us in debt so far we will never see the Junction City that was cheap to live in ever again.