

Active Transportation Programming Committee Meeting Summary

Meeting Date: Wednesday, November 8, 2023

Time: 10:30 AM to 12:00

Location: In-person – Lewis & Clark Room, MARC Offices and online via Zoom.

Attendees

Alex Lopez, City of Independence
Alison Smith, KDOT
Athena Huynh, City of Grandview
Bailey Waters, KCMO Public Works
Bill Blessing
Bradley Hocevar, City of Edwardsville
Brian Shields, City of Overland Park
Chuck Soules, City of Smithville
Dave McCumber, City of Blue Springs
DuRon Netsell, MO Community Representative
Grant Purkey, City of Harrisonville
Jean Carder, City of Louisburg
Jen Jordan-Spence, City of Gardner
Jenny Kramer, KDOT
John Davis, Clay County Parks and Recreation
John Jacobson, Leavenworth County
John Neuberger, Sierra Club (Co-Chair)
Joshua Gentzler, City of Lansing
Krystal Voth, City of Basehor

Lisa Treese, City of KCMO Parks and Recreation
Mario Vasquez, City of Kansas City, MO
Marisela Ward, MoDOT
Mark Lee, City of Bonner Springs
Matt Davis, Jackson County
Mayra Toothman, City of Smithville
Mike Burton, City of Overland Park
Mira Felzien, KCATA
Nicole Brown, Johnson County DHE
Rodney Honeycutt, City of Independence
Rodney Riffle, Johnson County PRD
Santos Arellano, Platte County EDC
Soma San, Leavenworth County
Steve Casey, City of Lee's Summit
Tim Nebergall, City of Gladstone
Travis Hoover, City of Riverside
Troy Shaw, Unified Government/KCK

MARC Staff

Beth Dawson
Martin Rivarola

Patrick Trouba

Agenda

1. **Welcome and Introductions**
2. **VOTE: Approve the August 9, 2023, meeting summary.**
 - a. Motion made and seconded.
 - b. Summary approved.
3. **Project progress, program balances, program options**

a. Sponsors asked to update Committee on as many projects as possible.

b. Kansas

- i. Bonner Springs, 138th St. Improvements (Mark Lee): KDOT has plans, project will let in January; ran into a hiccup but will get it figured out.
- ii. Edwardsville, Towne Center Connector (Bradley Hocevar): No major updates; have an agreement with BHC for design services; formal ROW documents should be distributed before the end of the month; bid letting should happen by late fall of 2024.
- iii. Johnson County, Safe Routes to School (Nicole Brown): starting to make up ground on pace of spending; will know in January exactly when will request allotment of funding. Starting to spend at a faster pace.
- iv. Mission Hills, Indian Lane – Brush Creek Trail (Jennifer Lee, via email): will discuss project scope with City Council on November 13. Will update after that discussion.
- v. Olathe, Cedar Creek Trail Phase III (Zach Baker, via email): Still constructing Phase II, which should be complete by end of 2023.
- vi. Overland Park (Brian Shields)
 1. Downtown Overland Park Wayfinding Signage: going through final stages of design plans, should be ready to bid in spring and construct in 2024.
 2. Others: added to most recent capital improvement program, will start design soon.
- vii. Unified Government (Troy Shaw)
 1. Working on the SRTS Outreach program with Health Department; wouldn't know as much as the Health Department.
 2. The two trails are underway, working on design, working with the Corps of Engineers; on schedule to get it bid in time.
 3. Bike Share Expansion is under Planning Department, not sure they've done much on it yet.
 4. Allison Smith: don't have the Levee Trail project listed as programmed yet, need to connect with local engineer. Troy Shaw: Name was changed. We'll figure it out.
- viii. Balance of KS program (Allison Smith): At the end of 2023, had to carry over a rather large balance of \$3.2 million. 2024 limitation is not final yet; \$2.1 million; shouldn't go down with finalization, may go up a little bit. Leaves us with a total of \$5.3 million for the year. If everything this year programs on time, this leaves us with a TA balance of \$1.9 million, a greater balance that KDOT prefers. MARC and WAMPO are in similar situations; pushing for whatever options are available to spend down balance. Question from Martin Rivarola: Could you talk about consequences for not spending down balance? Will the dollars be lost to the region? Will funding not materialize in the future? Allison Smith: A couple of top reasons: the money could be lost to MARC sponsors; could put it on a KDOT project in the region so that it's not lost to the state as a whole. Second, large balances affect August Redistribution, where FHWA gives the state extra funds, unless large balances are on the books.

- ix. Program options (Martin Rivarola): Not asking the Committee for any action today, but options for addressing the program balance include:
1. Take no action, but there is a risk of not receiving additional funding in the future.
 2. Pull projects forward to earlier fiscal years. Projects have to be ready.
 3. Pull funding forward to earlier fiscal years to fund ready projects. Could create issues on tail-end of the program, but can fix issue later.
 4. Send TAP funding to multi-modal aspects of STP projects.
 5. Allison Smith: Adding additional funds to projects should be done early so that projects that can let early have that opportunity. Once a project is let, cannot increase federal funds. Martin Rivarola: if we add dollars to programmed projects, it's important that those funds get obligated on time.
 6. Nicole Brown: It's always important to be a good steward of funds, important to talk about this in February.
 7. Chuck Soules: Only heard updates on about half of projects; it would be good to get participation from everyone to get status of projects.
 8. Martin Rivarola: Will reach out to those listed and ask to make sure they're in attendance to see if they can meet timeline and ask if projects can absorb TA dollars, especially projects in 2024 and 2025. We'll look at STP projects as well to see if TA dollars could be used for them.
 9. Allison Smith: Suggestion: another TMA has a formal survey that they have project sponsors fill out. Don't have to do it for every meeting, just at important decision-making points.
 10. Brian Shields (chat): Adding some additional funding to 2024 projects ready to bid could be helpful. For OP that would be minimal (maybe \$100 k) for the Wayfinding Signage project. We'd need to know early as mentioned before we get bids.

c. Missouri

- i. Blue Springs, 7 Highway Sidewalk – South (Dave McCumber): no updates
- ii. Gladstone (Tim Nebergall)
 1. Linden Connector: Didn't get this obligated, but have submitted plans in the last month to MoDOT.
 2. Vivion Road Trail Extension, Phase 1 and 2: was thinking of combining these and pushing the project later. Marisela Ward: let's talk about that later, received PS&E for Phase 1.
- iii. Grandview, Blue Ridge Blvd at KCS Railroad Overpass Bike/Ped Accommodations (Athena Huynh): submitting final PS&E plan to Federal Railroad and KCS Railroad for approval. Starting ROW approval process with MoDOT right now. Need to move this up to 2024.
- iv. Independence (Alex Lopez)
 1. Not sure why Truman Connect is in FY 2023; committed to implementing in 2024. Waiting on some environmental clearances. Then we'll get going with ROW and PS&E. Patrick Trouba: must have missed the request to move it to FY 2024.

2. Truman Connected Phase 2: wanted to see if we could push back to 2025
 3. 23rd Street (M-78 Highway) Complete Streets, Sidewalk and Bicycle Improvements: want to combine the two and push them to FY 2026. Martin Rivarola: this is a conversation the Committee can entertain; going to lead into balances conversation again. Want to look at it in context of what else is going on in program.
- v. Jackson County (Matt Davis)
1. Greenwood Connector: Jefferson to Hamblen Road: will need to go to 2024. In ROW acquisition right now. Have an agreement with the landowners, but hammering out legal language. Going to get ROW approvals from MoDOT, but can't occur in 2023.
 2. Little Blue Trace/Rock Island Connector: same story, partnering with KCMO who is doing the ROW acquisition. They are negotiating with landowners. After that, will get to MoDOT for ROW approval.
 3. Rock Island Greenwood Connector Phase 2: no updates.
- vi. Kansas City, MO
1. KCI Corridor Trail Segments 1, 2, 3 (Wes Minder): Took a long time to get ROW clearance through MoDOT consultant and had a meeting recently with MoDOT. Got some minor comments from design, waiting for some more; hoping to obligate by end of the month.
 2. US 169 Bike/Ped Overpass (Wes Minder): same story, ROW plans have been in for a month or two. If can get ROW approval, only need to clear 3 parcels. Still have to do some plans and go through MoDOT design. Doubt we'll make obligation in FY 2024.
 3. Vivion Corridor (Mario Vasquez): Going into ROW process right now. Going to be tight to make a '24 obligation.
 4. Shoal Creek Segment 3 (Wes Minder): Have quotes from the consultant; need to do map revision for floodplain since the map is incorrect. Should have no problem making FY 2025. Started environmental.
 5. Charlotte Holmes Bikeways (Mario Vasquez): TA funds had been requested to transfer to the Lexington Gladstone Bikeways. Made request 18 months ago. Patrick Trouba: will get this corrected.
 6. Paseo Boulevard Bikeways (Bailey Waters): Stacey Lowe came with a scope change to change project from bikeways to shared use path. Committee heard about it at last meeting.
 7. Lexington Gladstone Bikeways (Bailey Waters): should still be good for 2024; might need to come back for another scope change due to roadway differences with the Paseo Gateway Project.
 8. Missouri River Trail Segment 1 (Mario Vasquez): design complete, no ROW issues; need to complete environmental, then can go to PS&E, should obligate in 2024.
 9. Trolley Connector Trail Segment 2 (Lisa Treese): received bids on October 11; received 7 bids; concurrence request is almost ready; having a bit of a utility issue with Evergy, but looking to get construction started.

10. Martha Truman Connector Trail (Lisa Treese): still working through PS&E comments from MoDOT, might have to push to 2024. Patrick Trouba: we're in FY 2024, all projects getting pushed to FY 2024. Lisa Treese: then might have to push to 2025.
 11. Swope Park Trails and Blue River Trails (Lisa Treese): should be on track for the timelines shown, still need to fill out grant paperwork.
 12. Cliff Drive to River Market Connector (Bailey Waters): should be on track for 2026. Mario Vasquez: doing a study right now for a flyover over Lydia Ave. There's been discussion of making a more direct connection to Lydia. Will know more in the near future.
 13. MLK Blvd. Safety Improvements (Bailey Waters): should be good for 2026. Mario Vasquez: doing a design selection, moving forward.
 14. 11th & 12th St. Bikeways (Bailey Waters): waiting to see what the Royals say, that determines whether we continue with this project or not. Struggling to get matching funds identified.
 15. Greenline Multimodal Corridor South Leg (Bailey Waters): \$750k was just for design funds. Have a meeting scheduled with council people to talk to them about how they want the funds to be used. It may not be as feasible as initially thought.
 16. Grand Cycle Track (2nd and 3rd Streets) (Bailey Waters): Programmed through FTA now. Don't know if it comes off of this table or stays. Being done through Streetcar work managed through FTA. Marisela Ward: aware of transition to FTA, schedule may be moved up.
- vii. KCATA, ADA Bus Stops and Pedestrian Improvements (Mira Felzien): As of this morning, finalizing the timeline; working on assembling the team. Hoping to hit the ground running in the next month or so.
- viii. Lee's Summit (Steve Casey):
1. Complete Street Improvements, 3rd St. Blue Pkwy to Jefferson and Market St.: utility relocations in progress are in progress; do have an A-date from MoDOT; hoping to bid early 2024.
 2. Complete Street Improvements: Douglas St. – Chipman Rd. to 2nd St.: Consultant is preparing preliminary design plans. On schedule.
 3. Ward Road from Blue Parkway to O'Brien Road: Engineers working on utility relocations and developing ROW plans.
- ix. Platte Woods/KCMO, Route 9 and NW Prairie View Road Sidewalk/Bike Lane Improvement (Mario Vasquez): New project manager; have to do 4 easements, need to work with Platte Woods on acquiring three of them. Should be able to obligate in 2024.
- x. Riverside, Vivion Road Trail Segment 1 (Travis Hoover): in partnership with KCMO on this project; Riverside has easements in place; KCMO working on submitting theirs. PS&E is in place, could be completed in 2024.
- xi. Smithville (Chuck Soules):
1. Smithville Streetscape Phase III: Talking about this in the next agenda item.

2. Commercial Pedestrian Project: Had a meeting with MoDOT and consultant; got ROW plans complete; other plans submitted; on track for '24.
 3. Riverwalk Park – Phase 1 and Second Creek Sidewalk: waiting to see where we go with other projects before we jump into these; want to see bids for Smithville Streetscape and Commercial Pedestrian Project. Haven't started on these yet.
- xii. Marisela Ward: As of September 30, the balance is \$11.6 million. From April to now, we've only had three projects obligated. Coming up next year, executive leadership is going to start looking at the balances. Like Allison Smith mentioned, sponsors and the state can lose funds. When we go to August Redistribution, can't ask for more funds, and the TAP balances might get reduced. 2025 balances look like they will be high, so we have to push to make sure projects get done.
 - xiii. Martin Rivarola: Program options for the Missouri side are the same as the Kanas side, but perhaps there is more work to do since the balances are larger and there are more projects. Taking some of these steps may mean that we have fewer dollars to program in the out-years. Marisela and MoDOT staff will be meeting with various sponsors between now and next meeting to find out how likely projects are to move forward. What KCMO has done previously has been to consolidated projects and focus dollars; that may be what other sponsors have to do. Good suggestion from Allison on making a survey. Wes Minder: KCMO has allocated \$700k of grant-matching funds; could absorb more federal funding for KCI Corridor Trail segments 1, 2, and 3 and could move money to Bailey's projects. Martin: That's what we're looking to do with projects that have additional capacity; going to look at the STP side, too. Marc, is there anything you want to add? Marc Hansen: Not really, Martin, but having better information about projects as we head into the next meeting will be important.

4. Scope Change: Smithville Streetscape Phase III (Chuck Soules)

- a. Smithville had originally submitted the project with an area on Bridge St. from Church St. to 1st St. It included pedestrian sidewalks, sharrows, lighting, street trees, beautification of bridge to mirror downtown streetscape. Bids came in twice what was anticipated. Between MARC award and local match, a total of \$812,000, which, based on past projects, should have been plenty. Existing infrastructure photos show road, sidewalks in poor shape. Intention was to make space more clean and inviting, such as what Smithville has done downtown.
- b. Got approval from MoDOT to reject bids. In discussion with low bidder, bidder didn't have enough time for detailed consultation with subcontractors. Based on bids, requesting to revise project length from Church St. to bridge, with the bridge beautification as an add alternate.
- c. Dr. Neuberger: how much extra would it take to complete the project? Mr. Soules: about \$1 million. Bailey Waters: But there is \$11 million sitting in the balance. If the Committee gave you more funds, would you have to find more match? Mr. Soules: the split would still be 80/20 (federal/match). Smithville was not successful with the previous night's public safety sales tax vote, which would have taken pressure off of the general fund.
- d. Martin Rivarola: Option 1 is to amend the scope of the project to stay within what has been allocated. The other option is additional funds, and we've talked about the need to lower balances. Question for you, Marisela: would it be a viable option to add additional

funding to this project? Marisela Ward: if the Committee agrees, MoDOT would be fine with that. Bailey Waters: I think we should do that, but I'm not a voting member. Mr. Rivarola: what is the number in additional funds that it would take to complete the project? Mr. Soules: to do the project, we would need another million dollars. Wes Minder: would the project have to re-bid? Ms. Ward: depends on if there will be changes; there might be due to the fence; but the bid has been rejected; would obligate and then re-bid. Dr. Neuberger: how long is the bid good for? Mr. Soules: We already rejected the bid. Mr. Rivarola: Marc [Hansen], would there be any concern on our side? Marc Hansen: Don't know that we have any concern, just an administrative concern of something [a project] that we could shove further out if need be, but not sure that will be a concern. But there will need to be a TIP amendment. Mr. Minder: is there a magic number of when a project needs a TIP amendment? Mr. Hansen: 25% of federal funds that were awarded.

- e. Motion to fully fund project (additional \$1 million in TA funds) by John Davis, seconded by Dr. Neuberger.
- f. Mario Vasquez: What is the source of the funds? Martin Rivarola: The TA balance that was built as projects are delayed. Mr. Vasquez: What will get pushed back? Marc Hansen: The natural progression of projects will move projects back on their own; there are projects on the list that have been there since 2014 that never got obligated. The Committee will need to talk about who can obligate on time and whose project will get moved back. Not talking about removing a commitment of funds from a project. Wes Minder: There is an impact since you've programmed \$12 million but only have \$11 million. Mr. Rivarola: Could be an issue in out-years; a project might have to slide back, but it's usually not the case. Mr. Minder: sent an email to Patrick Trouba about a month ago about if this would be an option... are we creating a situation unfair to other communities.
- g. Vote: 9 in favor, no against.
- h. Chuck Soules: thank you so much, not expecting this outcome. Very much appreciate it. Martin Rivarola: will need a TIP amendment. Will want to identify other projects that could take more funds leading up to the next meeting. Wes Minder: My concern is that KCI trails could obligate soon. Mario Vasquez: this decision helps the region with the balance; would the Committee consider a request for a special meeting to discuss a request from KCMO? Mr. Rivarola: we do special meetings all the time; might be better to have a discussion a month out rather than trying to put something together on the fly in this meeting. Mr. Vasquez: let Kansas City put together what we think our plan would be and then bring it for consideration of the committee. Brian Shields (chat): Adding some additional funding to 2024 projects ready to bid could be helpful. For OP that would be minimal (maybe \$100 k) for the Wayfinding Signage project. We'd need to know early as mentioned before we get bids.

5. 2024 Programming Process (Martin Rivarola)

- a. Reminder: next year is a programming year for MARC and this Committee. Looking at a timeline that will mirror the last time we did this work. Looking at opening up the Phase 1 preapplication in February or early March of 2024. That will be open for about a month or so, then will go through the committee process in April or May. Looking at opening up Phase 2 in June or July. Committee discussions of new projects in August or September. These will be FY '27-'28. Will look at having those recommendations from committees in October or November. One point of discussion before the call opens: we did have a cap, previously set at \$500k. For this last round, cap was increased to \$750k. Then, during actual programming, ended up going higher than that. Given all our

conversation, we might recommend raising that cap again; maybe doubling it to \$1.5 million. Allison Smith: KDOT would support raising the cap. Marisela Ward: MoDOT would also support raising the cap. DuRon Netsell: I would also support raising the cap. Brian Shields (chat): agree with raising TA cap. Mario Vasquez (chat): Yes. I support raising the cap.

- b. Martin Rivarola: does anyone disagree with raising the cap? Wes Minder: Part of the reason for the cap was that at one time, a certain large city was getting grants to do a block or two; the cap was to try to have projects that made longer connections and stretches. If the cap was raised and the projects were small, that wouldn't be good. But currently the cap has resulted in projects all over. Could talk both sides of it.

6. Connected KC 2050 Update (Martin Rivarola)

- a. We're doing an update to our long-range transportation plan. Big activities this fall into the winter, including public engagement work and refreshing the list of projects in the plan. Working on financial capacity analysis and scenario development. The page connectedkc.org/2025-update/ has a video that includes some elected officials and committee co-chairs. There is an online survey we're distributing, and we'll be doing a statistically valid survey. We're doing pop-up engagement events in each MARC county, which now includes Ray County. Public meeting will be next Thursday at the MARC office. Please share the survey in your networks if possible.
- b. Doing a call for projects to update the current project list. For future funding opportunities, having a project in the plan can be a requirement in some cases, and a boost in others. Please update information or add new projects. Looking for regionally significant projects. For bicycle-pedestrian projects, this includes projects that are multi-jurisdictional, cross major barriers, or connect existing facilities. MARC staff will submit some projects on behalf of the region, such as the Regional Bikeway Network or MetroGreen. When in doubt if a project should be in the MTP, call MARC staff to discuss. Projects in the TIP do not need to be submitted to the plan. We have a pre-application workshop coming up on November 15 at 3:00 p.m. Deadline for submissions is December 8. Mario Vasquez: We are trying to remove a project, but having trouble working with the TIP. Mr. Rivarola: Let's talk about this outside of the meeting. Mr. Vasquez: Funding mechanism for a different project is from the Department of Transportation, and is a loan, for a public garage. How would this kind of project be considered? Mr. Rivarola: let me look into this and get back to you as well.

7. Community Representative seat nominations process (Patrick Trouba)

- a. We were thinking about doing nominations and elections for Community Representatives this meeting. We have two Community Representatives; unlike the other seats, who are appointed, these are elected by the Committee. We realized we should make the nominations process more public than we were, so we have issued a more public call for nominations. We have an article posted on the MARC website, and we'll notify people through our newsletter and social media accounts. We'll then put nominations forward for the February meeting. We've opened the door to both organizations and individuals. An important note is that there is no set voting procedure for ATPC, so if an individual comes in and doesn't have an alternate, the Committee would need to have discussion about how to vote, and how to vote in general if there are more than two nominees.
- b. Bill Blessing: I was asked by Brian Nowotny to consider being a community representative. I'm engaged with the Leawood bike/pedestrian committee and the Heartland Conservation Alliance doing work on the Blue River Greenway in Jackson County.

c. Question: are the nominations location-specific? Patrick Trouba: No.

8. Adjournment

- a. Wes Minder: some good news: Platte County opened up a 1.5 miles of the Brush Creek Trail over at I-435. Kansas City took money from Searcey Creek and moved it to 152 Trail Segment 12 so we'll have that wrapped up by December or so. Our Second Creek Trail connected to our Line Creek Trail is done. And Searcey Creek project is 60% done.
- b. Martin Rivarola: Next meeting is February 14, but sounds like we may need to schedule a special meeting before then.

Next Scheduled Meeting: Wednesday, February 14, 2024, 10:30 a.m.