ACTIVE TRANSPORTATION PROGRAMMING COMMITTEE
July 11, 2018
Meeting Summary

Members Present:
- Jimmy Odom, Cass County, Mo.
- Brian Nowotny, Jackson County, Mo.
- Cliff Middleton, Johnson County, Kan.
- Jeff Joseph, Leavenworth County, Kan.
- Lideana Laboy, UG Wyandotte County- Kansas City, Kan. (A)
- Kati Horner Gonzalez, City of Independence, Mo. (A)
- Wes Minder, City of Kansas City, Mo.
- Greg Ruether, City of Overland Park, Kan.
- Grant Purkey, Cass County, Mo. Municipalities (A)
- Mike McDonald, Leavenworth County, Kan. Municipalities
- Travis Hoover, Platte County, Mo. Municipalities
- Tammy Snyder, Wyandotte County, Kan. Municipalities
- Allison Smith, KDOT (A)
- Eva Steinman, MoDOT (A)
- Mike McDonald, Leavenworth County, Kan. Municipalities
- John Neuberger, Sierra Club

Alternates Present:
- Matt Davis, Jackson County, Mo.
- Brian Shields, City of Overland Park, Kan.

Other Attendees:
- Jackie White, City of Grandview, Mo.
- Jeff Sell, City of Blue Springs, Mo.
- Nicole Brown, Johnson County, Kan.
- Anthony Sands, City of Gladstone, Mo.
- Mike Krass, City of Raymore, Mo.
- Kevin Manning, City of Shawnee, Kan.
- Jean Carder, City of Louisburg, Kan.
- Sherri McIntyre, City of Kansas City, Mo.
- Jen Jordan Spence, City of Gardner, Kan.
- Sara Shafer, Leavenworth County, Kan.
- Lauren Anderson, Leavenworth County, Kan.
- Shawn Strate, KCATA
- Eric Rogers, BikeWalkKC
- Drew Pearson, Wilson & Company

MARC Staff:
- Kaitlyn Service
- Marc Hansen
- Amanda Graor
- Aaron Bartlett

1. Welcome and Introductions
Kansas Co-Chair Greg Ruether welcomed the attendees and introductions were made.

2. Approval of May Meeting Summary
Motion: Jimmy Odom moved to approve the June 13, 2018 meeting summary, as written. Travis Hoover seconded. The motion passed.

3. Status of the Current Program
   Program Balances
KDOT report from Allison Smith: Three Kansas TA projects are pending obligation and are expected to obligate on time. The ending Kansas TA balance will be around $135,000, which is acceptable to KDOT. BikeWalkKC’s CMAQ-funded Local Spokes project is expected to obligate soon.

MoDOT report from Eva Steinman: The Missouri TA balance is about $4 million. No projects have been obligated since the last ATPC meeting. A handout was distributed, which lists currently unobligated Missouri projects that were programmed by ATPC.
Project Updates

**Lenexa, Kan. Lackman Trail:** The City of Lenexa submitted a one-time extension request to move the Lackman Trail project from FY 2018 to FY 2019. The project uses $671,040 of KS-TA funding. If the project had stayed in FY 2018, KS-TA would have been over programmed for FY 2018.

**Kansas City, Mo. Downtown Loop and Neighborhood Bike Connector:** The City of Kansas City, Mo. submitted a request to transfer $300,000 of the project’s remaining CMAQ money to FTA to allow the KCATA to construct protected bike lanes thru new transit improvements at 12th & Grand. The original scope of the project included buffered bike lanes on Grand from 3rd St to 20th St, along with other bicycle facilities that would have established a 12-mile downtown loop connection to the 18th/Vine, Crossroads, Westside, and West Bottoms neighborhoods. $724,000 CMAQ was originally allocated to this project. $155,414 was used for PE. The city is seeking $50,000 reimbursement for construction inspection.

Sherri McIntyre shared that most of the downtown loop project has already been completed with local dollars. The city initially attempted to use federal funds for the project, but the bids were too high. Striping has been completed with local dollars on Grand from 3rd Street to 20th Street, 20th Street to Southwest Blvd, and West Pennway. The only piece of the downtown loop that has not been completed is on 18th Street from Grand to the 18th/Vine neighborhood, which will be completed later this year as part of the 18th Street resurfacing and water main project. The remaining funds can go back into the CMAQ pot for the MARC region to be reprogrammed.

The original project scope and location is consistent with the requested modifications. The request modifies the details of one of the bicycle facilities and identifies KCATA as the new project sponsor.

**Motion:** Brian Nowotny moved and Cliff Middleton seconded to approve the request. The motion passed.

4. 2021-22 Project Programming

**Review of planning committee advisory priorities**

Since the previous ATPC meeting, four of MARC’s transportation planning committees provided input on projects. Advising committees included the Bicycle Pedestrian Advisory Committee, Destination Safe, Regional Transit Coordinating Council, and Sustainable Places Policy Committee. Memos from all advisory committees were distributed by e-mail prior to the meeting. Generally, committees concurred that the top scoring TA projects were high regional priorities. Committees concentrated on identifying mid-scoring projects that should also be considered for funding. A revised spreadsheet of TA scores, which included advisory committee priorities, was provided to attendees.

**Review of final TA scores & Bicycle-Pedestrian CMAQ scores**

Committee ranking was the final step in developing TA project scores. Voting Member/ Alternate pairs ranked projects in order of priority. The process had the potential to raise a project’s score by up to 10 points or by as little as zero points. The spreadsheet of TA scores includes the average committee rank for each project. The “Final Project Score” column is a reflection of MARC staff scores and the ATPC rankings.

**Motion:** Jackie White moved and Lideana Laboy seconded to accept the final TA scores, as presented. The motion carried.

**Begin development of 2021-2022 TA Set-Aside and CMAQ Bicycle-Pedestrian programming recommendations**

Available funding:
- Missouri TA: $3 million
- Kansas TA: $2.4 million
- Missouri Bike/ped CMAQ: $675,000 + $218,000 returned by KCMO Downtown Loop = $893,000
- Kansas Bike/ped CMAQ: $750,000

**Missouri Bicycle/ Pedestrian CMAQ**

Eric Rogers clarified that BikeWalkKC is seeking $500,000 total federal funding (from either TA or CMAQ) for the Missouri Bike Share project.

Eva Steinman shared that the $218,000 returned by KCMO Downtown Loop project can be reprogrammed. She confirmed that the small percentage of over programming proposed was okay.
Motion: Brian Nowotny moved and Cliff Middleton seconded to allocate Missouri Bike-Ped CMAQ funds as follows. The motion passed.

<table>
<thead>
<tr>
<th>ID</th>
<th>Organization</th>
<th>Project Title</th>
<th>Total Score</th>
<th>CMAQ Requested</th>
<th>Approved by ATPC 7/11/18</th>
</tr>
</thead>
<tbody>
<tr>
<td>959</td>
<td>Kansas City</td>
<td>Chouteau/I-35 Interchange Improvement</td>
<td>63</td>
<td>$500,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>890</td>
<td>BikeWalkKC</td>
<td>Bike Share Missouri 2021-22</td>
<td>29</td>
<td>$1,600,000</td>
<td>$400,000</td>
</tr>
<tr>
<td>948</td>
<td>Kansas City</td>
<td>Prospect Ave. Trolley Connector Trail Phase IV</td>
<td>17</td>
<td>$930,000</td>
<td></td>
</tr>
</tbody>
</table>

Total: $900,000

% Prog.: 101%

**Kansas Bicycle/ Pedestrian CMAQ**

The committee decided they needed more information about Lenexa’s projects before they proceed with programming Kansas CMAQ.

**Missouri TA**

Mike Krass spoke about the importance of Raymore’s Foxridge Drive project and suggested that safe routes to school projects do not score well under this criteria. He offered to phase the project, which would reduce the project’s TA request to $150,000. The first phase would be from Drake Lane to the 4-way stop at Creekmoor Drive.

It was noted that several of the top-scoring Kansas TA projects are safe routes to school projects. The same scoring criteria is used for Kansas and Missouri TA projects. The committee recently adopted new scoring criteria to support these types of projects.

The committee considered allowing only one project per applicant, but decided against it. It was noted that funds are assigned to specific projects, not given to organizations. Members discussed that the funding recommendation should reflect the quality of the projects.

Wes Minder offered to reduce KCMO’s Chouteau and Vivion projects to $475,000.

Committee members noted the importance of considering the advisory committee priorities. Gladstone’s Linden Connector project was recommended by all four advisory committees.

It was noted that BPAC, Destination Safe, and SPPC considers the importance of safe routes to school projects.

Brian Nowotny suggested reducing the $500,000 requests to $475,000.

Kati Horner Gonzales emphasized that the full $500,000 of TA funding is critical to the success of the Truman Connect project. The project was underfunded by STP.

Jackie White offered to reduce Grandview’s Bailey Bridge and Highgrove Road request to $195,000.

It was noted that there are no TA applications from entities in Platte County. Cass County had two applications. The majority of applications are for projects in Jackson and Clay Counties.

It was noted that the committee rankings allow members to take a second look at the ‘special-case’ projects and consider special circumstances, regional equity, and community size. The rankings contribute to project scores.
It was noted that the scores prioritize projects that address the goals, priorities, and policy framework of the region’s long-range transportation plan. The funding recommendations should contribute to regional goals and respect established programming processes.

The committee discussed variations of this scenario:

<table>
<thead>
<tr>
<th>ID</th>
<th>Applicant</th>
<th>Project Title</th>
<th>Final Score</th>
<th>TA Funds Requested</th>
<th>7/11/2018 TA Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>889</td>
<td>BikeWalkKC</td>
<td>SRTS: Local Spokes Across the KC Region 2021-22</td>
<td>96</td>
<td>$357,144</td>
<td>$357,144</td>
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<tr>
<td>959</td>
<td>Kansas City, MO</td>
<td>Chouteau/I-35 Interchange Improvement</td>
<td>90</td>
<td>$500,000</td>
<td>$475,000</td>
</tr>
<tr>
<td>883</td>
<td>Independence</td>
<td>Truman Connect**</td>
<td>87</td>
<td>$500,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>911</td>
<td>Jackson County</td>
<td>Little Blue Trace/Rock Island Connector**</td>
<td>80</td>
<td>$500,000</td>
<td>$475,000</td>
</tr>
<tr>
<td>983</td>
<td>Kansas City, MO</td>
<td>Vivion Corridor Streetscape - Chouteau to Highland</td>
<td>78</td>
<td>$500,000</td>
<td>$475,000</td>
</tr>
<tr>
<td>890</td>
<td>BikeWalkKC</td>
<td>Bike Share Missouri 2021-22</td>
<td>76</td>
<td>$400,000</td>
<td>$75,000</td>
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<tr>
<td>865</td>
<td>Jackson County</td>
<td>Greenwood Connector: Jefferson to Curtis Drive**</td>
<td>73</td>
<td>$500,000</td>
<td>$475,000</td>
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<tr>
<td>989</td>
<td>Gladstone</td>
<td>The Linden Connector</td>
<td>72</td>
<td>$500,000</td>
<td>$475,000</td>
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<tr>
<td>860</td>
<td>Grandview</td>
<td>Bailey Bridge and Highgrove Road Trail Project</td>
<td>71</td>
<td>$395,000</td>
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<tr>
<td>916</td>
<td>Blue Springs</td>
<td>Highway 7 - Pedestrian Improvements From I-70 to US-40 (Central Phase)</td>
<td>68</td>
<td>$500,000</td>
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<td>905</td>
<td>Independence</td>
<td>23rd Street Pedestrian Connection (Phase 1)</td>
<td>67</td>
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<td>929</td>
<td>Blue Springs</td>
<td>Highway 7 - Pedestrian Improvements from US-40 to Liggett Road (South Phase)</td>
<td>62</td>
<td>$500,000</td>
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<tr>
<td>996</td>
<td>Smithville</td>
<td>Smithville Downtown Complete Street Upgrade (2 of 2)</td>
<td>62</td>
<td>$500,000</td>
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<tr>
<td>951</td>
<td>Kansas City, MO</td>
<td>MARTHA TRUMAN CONNECTOR TRAIL - PHASE II</td>
<td>57</td>
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<tr>
<td>874</td>
<td>Raymore</td>
<td>Foxridge Drive - SRTS</td>
<td>56</td>
<td>$280,000</td>
<td>$150,000</td>
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<tr>
<td>917</td>
<td>Kansas City, MO</td>
<td>Swope Park Connector Trail at 63rd Street</td>
<td>55</td>
<td>$500,000</td>
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<tr>
<td>982</td>
<td>Kansas City, MO</td>
<td>OLD MISSOURI PACIFIC RAILROAD CONNECTOR</td>
<td>52</td>
<td>$500,000</td>
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<tr>
<td>975</td>
<td>Kansas City, MO</td>
<td>Tiffany Springs Park Trail-N. Childress to N. Hampton</td>
<td>46</td>
<td>$500,000</td>
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<tr>
<td>970</td>
<td>Peculiar</td>
<td>W 4th St along W/E Broadway to E 3rd St</td>
<td>46</td>
<td>$300,000</td>
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<tr>
<td>990</td>
<td>Liberty</td>
<td>Liberty Drive Trail and Sidewalk - Wilshire Blvd. to Red Oak Ln.</td>
<td>45</td>
<td>$310,181</td>
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<tr>
<td>998</td>
<td>Raytown</td>
<td>Raytown - Robinson Elementary Connector Trail</td>
<td>44</td>
<td>$500,000</td>
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</tr>
</tbody>
</table>

**Total** $3,457,144  
**% Prog.** 115%
Kansas TA
Greg Ruether shared that Overland Park’s 91st Street Trail project is not expected to receive STP funding, but the city anticipates being able to complete the project with $500,000 TA funding.

Lideana Laboy shared that the UG SRTS project may receive funding from the Kansas STP committee, but TA funding is still needed for the project.

Committee members noted the importance of considering the advisory committee priorities. Gardner’s Center Street project was recommended by all four advisory committees.

Jean Carder offered to reduce Louisburg’s Amity project request to $350,000.

The committee discussed variations of this scenario:

<table>
<thead>
<tr>
<th>ID</th>
<th>Applicant</th>
<th>Project Title</th>
<th>Final Score</th>
<th>TA Funds Requested</th>
<th>7/11/2018 TA Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>984</td>
<td>Unified Government</td>
<td>Unified Government Comprehensive SRTS Outreach &amp; Education Program</td>
<td>97</td>
<td>$240,000</td>
<td>$240,000</td>
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<tr>
<td>997</td>
<td>Johnson County</td>
<td>Comprehensive Safe Routes to School Program in Johnson County</td>
<td>96</td>
<td>$284,986</td>
<td>$284,986</td>
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<tr>
<td>963</td>
<td>Overland Park</td>
<td>91st Street Bike Pedestrian Trail Improvements</td>
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<td>$500,000</td>
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<td>976</td>
<td>Unified Government</td>
<td>Safe Routes to School Phase G – Northwest Middle and B. Caruthers Schools, Sidewalk Improvements</td>
<td>65</td>
<td>$500,000</td>
<td>$500,000</td>
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<tr>
<td>952</td>
<td>Olathe</td>
<td>Sidewalk Missing Link Project</td>
<td>59</td>
<td>$320,000</td>
<td>$320,000</td>
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<tr>
<td>978</td>
<td>Shawnee</td>
<td>Signal and Sidewalk ADA Improvements</td>
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<td>$500,000</td>
<td>$500,000</td>
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<td>868</td>
<td>Gardner</td>
<td>Center Street Sidewalk Improvements**</td>
<td>54</td>
<td>$252,000</td>
<td>$252,000</td>
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<tr>
<td>901</td>
<td>Louisburg</td>
<td>Amity Street Buffered Lane Ped/Bike - Broadway to Crestview Drive**</td>
<td>49</td>
<td>$500,000</td>
<td>$350,000</td>
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<tr>
<td>859</td>
<td>Bonner Springs</td>
<td>138th Street Improvements - Phase 1</td>
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<tr>
<td>957</td>
<td>Lenexa</td>
<td>Lackman Mixed-Use Trail</td>
<td>44</td>
<td>$500,000</td>
<td></td>
</tr>
<tr>
<td>919</td>
<td>Leavenworth County</td>
<td>Basehor Sidewalk Connection</td>
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<td>$56,000</td>
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<tr>
<td>965</td>
<td>Lenexa</td>
<td>87th Street Bike Ped Tunnel at Sar-Ko-Par Park</td>
<td>34</td>
<td>$400,000</td>
<td></td>
</tr>
</tbody>
</table>

| Total | $2,946,986 | % Prog. | 123% |

5. Other Business
None

6. Adjournment: With no further business, the meeting was adjourned.
The next meeting is scheduled for July 25, 2018 at 10:30 a.m. at the MARC Office.