Members Present:
Brian Nowotny, Jackson County, Mo.
Cliff Middleton, Johnson County, Kan.
Jeff Joseph, Leavenworth County, Kan.
Wendy Shay, City of Independence, Mo.
Wes Minder, City of Kansas City, Mo.
Greg Ruether, City of Overland Park, Kan.
Grant Purkey, Cass County, Mo. Municipalities (A)
Sara Copeland, Clay County, Mo. Municipalities
Travis Hoover, Platte County, Mo. Municipalities
Allison Smith, KDOT (A)
Mike Landvik, MoDOT
John Neuberger, Sierra Club

Alternates Present:
Brian Shields, City of Overland Park, Kan.
Eva Steinman, MoDOT

Other Attendees:
Sean Partain, MoDOT
Colin Victory, MoDOT
Eric Rogers, BikeWalkKC
Justin Wieberg, City of Pleasant Hill, Mo.
Shawn Henessee, City of Pleasant Hill, Mo.
Steve Schooley, City of Lenexa, Kan.
Zach Flanders, UG Wyandotte County- Kansas City, Kan.
Kevin Rowald, University of Kansas Medical Center
Matt Davis, Jackson County, Mo.
Anthony Sands, City of Gladstone, Mo.
Jon Gallion, Basehor, Kan.
Vernon Fields, Basehor, Kan.
Veronica Fields
Erin Burroughs, God’s Will in Action

MARC Staff:
Kaitlyn Service
Amanda Graor
Ron Achelpohl
Marc Hansen
Darryl Fields
Aaron Bartlett

1. Welcome and Introductions
Missouri Co-Chair Brian Nowotny welcomed the attendees and introductions were made.

2. Election of Kansas Co-Chair
Co-Chairs serve two-year terms. At the previous meeting Cliff Middleton said he has enjoyed being Co-Chair, but he would appreciate if another interested Kansas ATPC member would consider serving as Co-Chair. Kansas Voting Members of ATPC were invited to contact Kaitlyn Service if they were interested in serving as Co-Chair. John Neuberger and Greg Ruether both expressed interest. Both members were thanked for their interest and shared their background.

Motion: Cliff Middleton nominated Greg Ruether. Sara Copeland seconded. The motion passed.

3. Approval of November 8, 2017 Meeting Summary
Motion: Sara Copeland moved and Allison Smith seconded to approve the November 8, 2017 meeting summary, as written. The motion passed.

4. Status of the Current Program
Program Balances
KDOT report from Allison Smith: Johnson County Bike Share is not yet programmed, but Johnson County is working on it and will know more information next week. Three projects are pending obligation. If the pre-budget reduction Bike Share
project moved forward, Kansas TA would be over programmed by about $907,000, which would require adjustments. If Bike Share does not move forward, we will be over programmed by about $407,000. If needed, this can be addressed at a future meeting.

MoDOT report from Mike Landvik: The Missouri TA balance was about $2.8 million balance at the previous meeting. Grandview obligated a $200,000 project, which repurposed the 40 Highway bridge for bicycle-pedestrian trail. The balance is about $2.5-$2.6 million. The 2018 allocation will bring the balance to $4 million. Missouri has made good progress recently to address their balance build-up.

Project Updates
It was noted that funding is awarded to projects, not to entities. ATPC reviews scope change requests for consistency with the original application and considers whether the project would be awarded funding during a regular programming process.

**Lenexa Kan. Lackman Trail from Sar-Ko-Par Trails Park to 95th Street & I-435**
The City of Lenexa requested a scope change and budget reduction. The revised scope includes the originally planned multi-use trail along 95th Street and adds a hawk signal at the Sar-Ko-Par Park crossing at Lackman Road. The trail along Lackman Road was removed under the reduced scope. The original budget used $890,000 of TAP funding. The reduced budget uses $671,040 of TAP funding.

Kaitlyn Service noted that the segment that would be completed under the reduced scope is the portion of the project that caused the project to earn most if its points when it was originally awarded funding. The segment fills a gap in the existing trail network, is on the Regional Bikeway Plan, and is designated as a Supporting Route by Smart Moves 3.0. It scored well for population and employment and it serves a mid-level activity center. The original application did not include the hawk signal. The committee has the option to approve the request with or without the hawk signal. The letter of request incorrectly refers to the funding as CMAQ, but the funding for the project is actually TAP funding.

Steve Schooley shared that the original cost estimate was for a 10-foot trail. It was determined that the grade and slope would require a retaining wall. The trail would need to be 12-foot to provide a buffer from the retaining wall. This caused the cost to be much higher than original estimates.

Allison Smith shared that Bill Legge, the KDOT Engineer working with Lenexa on the project, is okay with the changes.

**Motion:** Allison Smith moved to approve the scope change and budget change, as represented by Lenexa’s submission materials. Sara Copeland seconded. The motion passed.

**Pleasant Hill, Mo. MOPAC Trail Phase 3**
At the previous ATPC meeting, the committee reviewed an extension request for this project. Because a scope change was probable, the committee did not take action. Pleasant Hill was encouraged to return to ATPC when the city determined whether a scope change is needed. This would ensure the schedule change matches the revised scope.

Shawn Henessee shared that the project ran into right-of-way issues. The project site is bordered on one side by a railroad and on the other by a property owner, who is uninterested in working with the City. The project site is outside the city limits, which adds complexity. The City is coordinating with the Greenwood Connector group.

The City of Pleasant Hill requested an extension, a scope change, and a budget reduction. The revised scope would convert a portion of Smart Road and East 159th Street to share-the-road facilities and construct a shared use path along City Lake. The path transitions to a share the road facility for a small section of Smart Road where the presence of City Lake and lack of City of Pleasant Hill owned property precludes a shared use path. The original scope would have constructed 1 mile of off-road trail and one bike/ped bridge, extending an existing off-road trail connection to the Katy Trail. The original project would have used $360,000 of TAP funding. The reduced budget would use $304,716 of TAP funding.
Kaitlyn Service noted that this segment is a MetroGreen corridor and part of the Creating Sustainable Places (CSP) Rock Island Corridor plan. However, the CSP plan envisions the segment as an off-road trail, not a share the road facility. The CSP plan identifies City Lake as a trailhead, which is reflected in the revised scope.

Mike Landvik advised the city to request a two-year extension to make the timeline more feasible. Shawn Henessee agreed and revised the request to a two-year extension.

**Motion:** Greg Ruether moved to approve the scope and budget changes as represented by Pleasant Hill’s submission materials and to move the project two years to FY 2019. The motion passed.

**Johnson County, Kan. Bike Share Phase 3 & 4**

At the previous ATPC meeting, the committee approved a request to move the project to FY 2018 and to reduce the scope and budget of the project. Buy America’s applicability to the project complicated progress. A FHWA-Kansas interpretation required the project to use American steel, which limited the number of bikes that could be purchased for the project.

Since then, FHWA-Kansas updated their interpretation of Buy America’s applicability to the project based off of additional conversations with FHWA-Headquarters. The updated interpretation allows additional bikes to be purchased. To adjust, a portion of the project scope and budget was restored to be closer to the original funding amount. The restored scope includes bike share stations in Johnson County parks and the City of Olathe. The project is still an “equipment purchase only” project.

In accordance with the Reasonable Progress Policy for Federal Transportation Funds Programmed by MARC, the request went before TTPC and MARC Board of Directors for final consideration and approval into the TIP. KDOT has approved sole source procurement, allowing Johnson County to work with BikeWalkKC.

Allison Smith offered to share FHWA-HQ guidance with MoDOT.

**Kansas Bike Share FY 2019-2020- UG Wyandotte County- Kansas City, Kan. & Lenexa, Kan.**

With new clarity on how Bike Share can use Kansas funding, BikeWalkKC partnered with local Kansas municipalities to address FY 2019-2020 CMAQ funds assigned to Kansas Bike Share.

During the 2016 Call for Projects, ATPC voted to allocate $250,000 of Kansas CMAQ to Bike Share for FY 2019-2020. The project application was submitted by BikeWalkKC, but KDOT determined BikeWalkKC was not an eligible stand-alone project sponsor. At the July 13, 2016 meeting, ATPC gave approval for BikeWalkKC to partner with an eligible sponsor to complete the project. The project needs eligible sponsors to be added to the TIP.

Lenexa and UG Wyandotte County-Kansas City submitted letters confirming their interest in becoming the official project sponsors. The Lenexa project would use $51,600 CMAQ to add approximately 25 smart bikes with associated racks, signage and infrastructure to the City of Lenexa. In partnership with the University of Kansas Medical Center, the UG letter requests $97,920 CMAQ to add approximately 40 smart bikes with associated racks, signage, and kiosks to the City of Kansas City, Kansas.

The committee was asked to confirm Lenexa and UG Wyandotte Co-KCK as project sponsors and confirm that the scopes and budgets were consistent with the original project that was awarded CMAQ funding. The original application indicated bike share would be located in Kansas City, Kan. and northeast Johnson County.

The two requests use about $150,000 of the $250,000 KS-CMAQ available to Bike Share for FY 2019-2020. This leaves about $100,000 unclaimed CMAQ for Kansas Bike Share FY 19-20. Zach Flanders shared that this item is on the agenda for a UG Wyandotte Co-KCK commission meeting next week. He asked if the commission could consider expanding UG’s current Bike Share request to make use of some of the available $100,000.

ATPC originally intended to use $250,000 KS-CMAQ for Bike Share in Kansas City, Kan. and northeast Johnson County. If UG is able to get the budget closer to the full original amount of $250,000, this would be consistent with the desire of the committee.
Marc Hansen recalled that during the 2016 Call for Projects, ATPC considered the possibility of Bike Share not getting an eligible sponsor. The contingency plan was to allocate any extra money to UG’s underfunded Metropolitan Ave Bikeway project.

Ron Achelpohl added that the committee could consider applying any leftover funds to projects submitted during the 2018 Call for Projects, which is currently open.

Steve Schooley noted that while Lenexa will consider expansion of Bike Share in the future, they would like to keep their request as represented in their submission materials.

Marc Hansen shared that if committee approves UG’s request as presented today, the TIP can be amended later if UG’s commission approves expansion.

Motion: Cliff Middleton moved to
1) Approve Lenexa and UG Wyandotte Co-KC as project sponsors
2) Approve the Lenexa Bike Share scope and budget as represented in their submission materials
3) Approve the UG Wyandotte Co-KCK project as represented in their submission materials and allow their commission the opportunity to consider expansion from UG’s original request, so long as the final CMAQ amount does not exceed $250,000 when combined with Lenexa’s FY 19-20 bike share project.

Wes Minder seconded. The motion carried.

5. Regional Pedestrian Policy Plan
Aaron Bartlett presented an overview of the RPPP. MARC started developing the plan in 2016 by conducting a local government pedestrian survey. With this information, MARC reviewed plans, policy, and programs using a pedestrian lens. The draft document has been prepared and is available for viewing on MARC’s website. It envisions a safe, quality, walkable network and includes recommended best practices to enhance regional and local efforts. The plan will be reviewed by TTPC around April 2018. Aaron noted that the document is still in draft form and invited comments and questions.

Aaron Bartlett provided the following information in response to questions from attendees:
- The RPPP is not impacting the upcoming 2018 Call for Projects because the plan has not been adopted yet. Following adoption, programming committees may go through the scoring amendment process to update their evaluation criteria for the following Call.
- MARC has been collecting sidewalk data from local communities. The goal is to provide it as a layer that can be used for local governments for planning purposes so they can understand infrastructure in neighboring jurisdictions. The dataset can also be used to further understand walkability. The dataset is not complete at this point.

6. 2018 Call for Projects
Kaitlyn Service shared that the 2018 Call for Projects (CFP) application period is open. Any eligible entities are invited to apply for STP, TA, and CMAQ funding. The applications will close in March. Please contact MARC staff with any questions.

ATPC will see a few changes from the previous CFP. In August, the committee formally established a $500,000 federal request cap on transportation alternatives funding. This applies to both Kansas and Missouri. In November, ATPC approved final changes to scoring evaluation criteria. All new applications will be scored using this criteria.

For Kansas applications, nonprofit organizations are ineligible to directly receive TA and CMAQ funding. For Missouri applications, non-profits may sponsor projects if they meet certain requirements outlined in CFP materials. This includes registration with the Missouri Secretary of State for a minimum of five years, written bylaws and a policy board, qualified full-time staff, a written procurement process, and no financial or ethical infractions.
Kaitlyn Service provided clarification in response to questions from attendees:

- The $500,000 federal request cap applies only to TA funding. This is the maximum TA amount that can be awarded per project. Sponsors are free to request $500,000 from TA and seek additional funding from STP and/or CMAQ for the same project.

**Other Business**

Kaitlyn Service shared that MARC is updating the regional transportation plan (RTP). She invited attendees to take a five minute survey online. A handout is available with more information. ATPC will be updated on the RTP at future meetings.

Kaitlyn Service invited attendees to submit nominations for MARC’s 2018 Regional Leadership Awards. A handout is available with more information.

Kaitlyn Service thanked outgoing Kansas Co-Chair Cliff Middleton for serving as Co-Chair of ATPC since 2014. As a founding Co-Chair, he was first and only member to serve as Kansas Co-Chair of ATPC. She welcomed Greg Ruether and thanked him for stepping in.

Wes Minder shared that KCMO had problems with their CMAQ Downtown Bike Loop project related to the 30% self-perform requirement for general contractors. It was discovered that paint-only federally funded projects do not work very well. With the city’s BikeKC Plan update, improvements in technology, and new standards from NACTO, the city has an interest in more protected bike facilities. KCMO will have scope change requests for ATPC to review at a future meeting. Based on public input, the traditional paint-only bike lane does not adequately serve the community.

Matt Davis invited attendees to the March 8th Rock Island Shared Use Path Groundbreaking.

7. **Adjournment**: With no further business, the meeting was adjourned.

The next regularly meeting is scheduled for May 9, 2018 at 10:30 a.m. at the MARC Office.