



**OPEN MEETING NOTICE**  
**MISSOURI TRANSPORTATION ENHANCEMENTS COMMITTEE**  
Steve Hansen, Chair

There will be a meeting of MARC's Missouri Transportation Enhancements Committee on **Wednesday, November 3, 2010, at 2 p.m. in the Westview Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

**A G E N D A**

1. Welcome/Introductions
2. Approval of September 1, 2010, Meeting Summary\*
3. Committee Bylaws Revision\*  
*TTPC requested clarification on the population requirements for membership. Draft revisions are attached.*
4. Reasonable Progress Policy\*  
*Discuss the application of the existing policy to the upcoming call for projects.*
5. Platte County Hwy 45 Ped/Bike Scope Change Request/Kansas City N. Congress Bridge Update\*  
*Information will be sent separately to the committee.*
6. Call for Projects Schedule and Committee Process
7. Walk Friendly Communities Program
8. Other Business

\*Action Items

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**Missouri Transportation Enhancements Committee Meeting Summary  
November 3, 2010**

**Members and Alternates in Attendance:**

Richard Allen, Kansas City  
Elizabeth Beckett, Clay County  
John Benson, Raytown  
Jeff Fisher, Belton  
Art Gough, Bicycle-Pedestrian Advisory Committee  
Steve Hansen, Chair, Liberty  
Pat Hawver, North Kansas City  
Richard Jarrold, Transit Committee  
Lee Ann Kell, MoDOT  
Sheila Lillis, Gladstone  
Helen Madison, MoDOT  
Wes Minder, Kansas City  
Lee Morris, Cass County  
Brian Nowotny, Platte County

Foster Paulette, Lee's Summit  
Dennis Randolph, Grandview  
Roscoe Righter, Blue Springs  
Wendy Shay, Independence

**Others in Attendance:**

Lou Austin, 3-Trails Village CID  
Jeff Cremer, MoDOT  
Dondrea Fisher, Kansas City  
Alan Mackey, Landplan Engineering P.A.  
Ron McLinden, Transit Action Network  
John Zimmerman, TranSystems

**MARC Staff:**

Ron Achelpohl  
Heidi Schallberg

**1. Welcome/Introductions**

Steve Hansen welcomed attendees and opened the meeting with introductions. Mr. Hansen announced the following new committee members: Jeff Fisher is the member and Todd Spalding the alternate for Belton, Jay Leipzig is the Cass County alternate, and Helen Madison is MoDOT's alternate.

**2. Approval of Meeting Summary**

Mr. Hansen said the approval of the September 1, 2010, meeting summary will be moved to the next meeting since it was not sent out with the agenda. The draft meeting summary was provided as a handout at the meeting but will be sent out with the next regular agenda to allow more time for review.

**3. Committee Bylaws Revision**

Heidi Schallberg said that TTPC requested clarification on the bylaws, which were changed to add the Transit Committee as a voting member. TTPC asked for clarification on North Kansas City's committee membership based on population. North Kansas City was originally included as a member based on its daytime population, which increases sharply to the degree that the city meets the 20,000 threshold for membership. TTPC noted this exception was not specified in the committee bylaws. To address this issue, staff proposes the addition of the following footnote for the two city membership categories: *"Based on residential population unless the estimated daytime population of a jurisdiction increases to where it meets the population threshold for membership."* This provision only affects North Kansas City at this time. Staff verified current population and employment using both 2000 Census and 2008 Longitudinal Employer-Household Dynamics data; in 2008, North Kansas City's daytime population, considering employment, was approximately 27,000. Most cities have lower daytime populations.

**Motion:** Foster Paulette moved to approve the bylaws as drafted, Roscoe Righter seconded, and the motion passed unanimously.

**4. Reasonable Progress Policy**

Lee Ann Kell said that all project sponsors responded to their letters about reasonable progress and referred the committee to the handout of new schedules from those sponsors. The policy states that projects must meet their schedules as agreed to or update their schedules for the committee. Some of the projects were funded in the 2005, 2006 and 2007 rounds, so those are off the original milestone

schedules by quite a bit. MoDOT will be tracking these milestone dates more closely in the future. The next round of projects needs to be under construction in 2012. Ms. Kell said that \$4.3 million remains unobligated from the three previous funding rounds (2005-2007), in addition to the \$6 million the committee is getting ready to program.

Ms. Kell said the committee should look at the reasonable progress policy in the future. Sponsors can keep submitting revised schedules indefinitely under the current policy. The point of the federal funding is to spend it, and the Federal Highway Administration is looking closer at unobligated balances now.

Mr. Paulette asked what happens to the money if it is forfeited by a project? Ms. Kell said they would try to reprogram the funds if possible. The TE program is not a set allocation from FHWA to the MARC area; instead, it is done by state commission action to the districts. Typically the commission asks how much funding is left in each suballocated area and those amounts are returned statewide to be redistributed statewide, not by district. For this upcoming round, we will be able to add any remaining funds (such as from the N. Congress project) to the \$5.8 million being programmed. The policy does not say funds will be taken, just that sponsors may be ineligible for the next funding round.

Mr. Hansen noted the policy was last updated in 2006 and warrants a review. Art Gough asked what the federal deadline is for spending the money programmed on projects. Ms. Kell said the federal legislation is the year of allocation plus three years, although they have not enforced that rule in the past. She said it would be possible for FHWA to reclaim funds over that timeframe and noted that accountability is a priority at the federal level now. Because so much funding is still left on the table, the local public agency process is deemed a high risk area nationally for FHWA. ARRA did affect the ability to complete these older projects, but now the focus needs to be on finishing these older projects. We don't know what will happen with a new transportation bill. Ms. Kell said that the longer a project sits unobligated, the more questions may be raised about which set of rules the project is audited under if it carries over into different transportation bills. There have been a lot of changes from 2005 to today, so Ms. Kell was not sure what that could mean for audits on these older projects.

Mr. Hansen asked if the new schedules provided by the sponsors are realistic. Ms. Kell said MoDOT reviewed the schedules and they look doable for the most part as long as the sponsors stick to them. Mr. Paulette said the committee needs to revisit the policy to do anything different and should give these projects a chance to meet these updated schedules. Richard Allen said that Kansas City is confident in their schedules and will make these projects priorities. Belton and Gladstone also confirmed their schedules. Mr. Hansen said the committee would expect the milestone dates to be met as closely as possible and will also take a look at the policy at a future meeting. Heidi Schallberg said the policy also needs clarification since it includes both advertisement and award in the same milestone, which is confusing to sponsors when submitting schedules.

Mr. Hansen said the second part of the issue is to decide whether to allow applications from these jurisdictions in this funding round.

**Motion:** Dennis Randolph motioned to accept the submitted schedule changes and allow the jurisdictions to have their submitted applications considered in the upcoming call for projects. Sheila Lillis seconded, and the motion passed unanimously.

#### **5. N. Congress Update and Platte County Scope Change**

Wes Minder referred the committee to the handouts regarding the N. Congress project update and Platte County scope change request. The N. Congress project received funding in the 2007 round. After dealing with obligation issues, the city proceeded with the project without using the federal funds.

In the Route 45 project (which had maps included in the handout), the outer road will be relocated. The original TE project had the bike/ped accommodations under the highway. Considering the future road

improvements, the county would like to do a retaining wall in the best future location for the bike/ped facility. The retaining wall issue arose because of the new MoDOT license agreement with the county. Additional funds are needed to do more rock excavation to place the trail further away and avoid the need for future reconstruction when the anticipated future highway work is done. The current TE funding is not enough to do that. If the request was not approved, the project would be done as originally submitted and future issues will be dealt with as they arise.

**Motion 1:** Pat Hawver moved to approve the request as proposed, and John Benson seconded the motion. Discussion: Dick Jarrold said the ATA has two bus lines on Prairie View Road, one express and one local. They have serious safety issues there with the existing stops. The ATA applied in this round for a bus stop on Prairie View Road to make that connection on the south side of intersection. Currently people are waiting on a gravel shoulder in bushes. Mr. Jarrold asked if there was enough funding with this reallocation to get a bus stop in that vicinity for the north-south connection. Mr. Minder said the southern connection is possible for a sidewalk connection using additional funds.

Mr. Gough said the committee had never done this before, using funding from one project to move to another. Ms. Kell said the funds have not been officially withdrawn from N. Congress yet. These two projects were funded in different rounds. Mr. Hawver noted they were the same type of projects and realistically didn't think it was an issue. Mr. Gough said other projects were unfunded in those rounds that could have used the funding. Mr. Paulette said the committee does not have a mechanism to deal with funding coming back to be able to protect funds that come to this region. He thought the request seemed like a reasonable use of funds but shared the concerns about the integrity of the process. However, the N. Congress project is being built, which makes a distinction in this case, and the Platte County is an existing TE project. Mr. Gough said that applicants are supposed to cover the costs if the project costs more and asked if the committee would consider it if Platte County came back and applied for additional funds for this project.

Brian Nowotny clarified that the project can still be done as scoped. The intersection transportation plan has changed, and the additional funds would enable the bike/ped project to survive through the future intersection work. Wendy Shay said other jurisdictions could have changed or enhanced their projects with additional funding.

Ms. Kell said that if the request was not approved, the N. Congress funding will be added to the upcoming funding round in the region and not be returned to the state. Mr. Hansen said the committee should look at its policies going forward.

Mr. Paulette said the committee did not have enough information about the ATA bus stop request. Mr. Jarrold said the ATA submitted an application in the current funding round for the stop. The original motion did not include the ATA bus stop. **Mr. Hawver withdrew his original motion, and Mr. Benson withdrew his second.**

**Motion 2:** Mr. Hawver moved to approve the request from Platte County and Kansas City reallocating the funding as proposed, including funding for the proposed ATA bus stop. **The motion died for the lack of a second.**

Ms. Kell clarified the funding. For Platte County, \$250,000 would be used, including approximately \$10,000 to do the ATA stop. Some additional funding would be left from the N. Congress project and added to the next round.

**Motion 3:** Mr. Hawver moved to approve the request to use \$250,000 from the N. Congress project to the Platte County project, including the addition of the ATA bus stop as discussed. Mr. Benson seconded the motion. Mr. Hansen asked for a show of hands for the vote. **The motion carried with 11 votes in favor and three opposed.**

Ron McLinden said the crossing distances for pedestrians along the I-29 corridor are long and the interchange could be an example for discussion at MARC's Bicycle and Pedestrian Advisory Committee.

Ms. Kell said the city needs to send a letter to officially withdraw the N. Congress funding before the money can be moved to another project.

#### **6. Call for Projects Schedule and Committee Process**

Ms. Schallberg distributed a handout summary of applications received for this funding round. A total of 46 applications were submitted from 19 applicants, compared to 30 applications in the 2007 round. The funding requests totaled approximately \$14.5 million for approximately \$6 million in available funding. The majority of projects are bicycle-pedestrian facilities, consistent with previous rounds. MoDOT is reviewing all applications for eligibility.

Staff is working to get the applications online this week and will email the committee when they are posted. Staff will also confirm the supporting documentation received from applicants. The committee decided to have the supporting materials made available online with a few paper copies available in binders at the December meeting for reference. The committee has December 7-8 and 10, 2010, reserved for meeting dates, if needed.

The committee discussed how to handle applicant presentations in light of the number of applications received. Mr. Allen said that Kansas City could present on all 15 of its applications in 20 minutes to shorten the time needed for presentations. With 19 applicants (vs. 46 applications), organizing the presentations by jurisdiction instead of by project would shorten the time needed. Because the committee doesn't decide strictly on scores and can adjust the scores, it decided to not exclude presentations from any applicant. The presentations remain optional but strongly encouraged. The committee decided to give each jurisdiction five minutes to present and five minutes for questions. Jurisdictions with more than one application will receive one additional minute for each additional project. A schedule will be sent to applicants and the committee closer to the meeting date, and all presentations will be done on the first day.

With no further business, the meeting was adjourned.

**The next scheduled meeting will be Tuesday, December 7, 2010, at 9 a.m.**