

JACKSON COUNTY/ KANSAS CITY REGIONAL ALTERNATIVES ANALYSIS PHASE II APPLICATION

July 29, 2011



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HEART OF THE NATION



KANSAS CITY
MISSOURI



LOCATION:

Kansas City metropolitan area
Missouri Congressional District 5

REQUESTED AMOUNT:

\$1,200,000

FTA RECIPIENT ID NUMBER:

1851

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APPENDIX: LETTERS OF SUPPORT

I. PROJECT DESCRIPTION

In 2010, the Kansas City region was awarded funding to support the Jackson County/Kansas City Regional Alternatives Analysis Study. This study, now fully initiated and in-process, includes an assessment of the region's downtown corridor in Kansas City, Mo and two commuter corridors in Jackson County, both critical for further advancing the region's adopted transit vision, Smart Moves.

This Phase II Alternatives Analysis request would build on the substantial work already underway in these two parallel Alternatives Analysis studies and would support additional technical analysis and documentation necessary to position each study to move seamlessly into next phase of project planning and implementation. Importantly the Phase II grant request would build on the original scopes of work to support additional technical analysis for the purpose of better informing local decisions makers. Specifically the Phase II request would support the following activities:

Downtown Corridor AA- Supplemental Activities:

- Finalization of conceptual design including the development of detailed service design characteristics, and the development of detailed station stop configurations and feeder bus systems.
- Completion of Transportation Impact Assessments including the analysis of detailed transportation user benefit and system ridership.
- Finalization of AA documentation and related submissions requesting eligible federal funding support

Commuter Corridors AA- Supplemental Activities:

- Expand analysis to include the US-71/Grandview commuter corridor segment which runs south from the Sports Stadium Complex in Kansas City to Belton, Missouri. This corridor is the last remaining leg within the planned Jackson County commuter system that has yet to be studied and significant savings and efficiencies can be realized by including this segment into the ongoing Commuter Corridors Analysis.

Greater Kansas City continues to move full steam ahead towards our dynamic regional vision of a more sustainable and livable future. The Jackson County/Kansas City Regional Alternatives Analysis Phase II application further reinforces this local momentum through the continuation of extensive regional partnerships guiding and supporting the study effort, the local jurisdictions broad support, and the public's continued desire for a more efficient, more robust regional transit system.

If awarded, the Jackson County/Kansas City Regional Alternatives Analysis Phase II program will help to provide the technical information and analysis necessary to continue the region's push for advancing a more livable, sustainable, and better connected community.

Visit the Jackson County/Kansas City Regional Alternatives Analysis website for more information on the current study efforts or details regarding the Smart Moves Regional Transit Vision at www.kcsmartmoves.org.

A. Study Partners

- Mid-America Regional Council (**APPLICANT**)
- City of Kansas City, Mo.
- Jackson County, Mo.
- Kansas City Area Transportation Authority

B. Project / Study Supporters

Legislators

- U.S. Rep. Emanuel Cleaver II (D-Mo.)
- U.S. Sen. Claire McCaskill (D-Mo.)
- U.S. Sen. Roy Blunt (R-Mo.)
- U.S. Rep. Kevin Yoder (R-Ks.)

State Representatives and Senators

- Mo. Rep. Mike Talboy
- Mo. Rep. Jason Holsman
- Mo. Rep. Kevin McManus
- Mo. Rep. John Rizzo
- Mo. Sen. Jolie Justus
- Mo. Rep. Leonard Hughes, IV
- Mo. Rep. Michael Brown
- Mo. Rep. Sheila Solon
- Mo. Rep. Gail McCann Beatty
- Mo. Rep. Tom McDonald

Local Governments

- Mayor Sly James, Kansas City, Mo
- City of Kansas City, Mo
- Executive Mike Sanders, Jackson County, Mo.
- City of Independence, Mo
- City of Grandview, Mo

- Metro Mayors' Caucus

Economic Development Agencies

- Three Trails Community Improvement District
- River Market Community Association
- Downtown Kansas City Council
- Northland Regional Chamber of Commerce
- Blue Springs Chamber of Commerce
- Raytown Area Chamber of Commerce
- Greater Kansas City Chamber of Commerce
- South Kansas City chamber of Commerce
- Southtown Council
- Broadway Westport Council
- Grandview Chamber of Commerce

Community Groups

- Labor Management Council
- Regional Transit Alliance

Transit Agencies

- Kansas City Area Transportation Authority

II. APPLICANT INFORMATION

Mid-America Regional Council
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Phone: 816-474-4240
www.marc.org

Missouri Congressional Districts: 4, 5, 6
FTA recipient ID number: 1851

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III. EVALUATION CRITERIA

A. Demonstrated Need

1. Description of Study Area, Transportation Problems and Needs

STUDY AREA

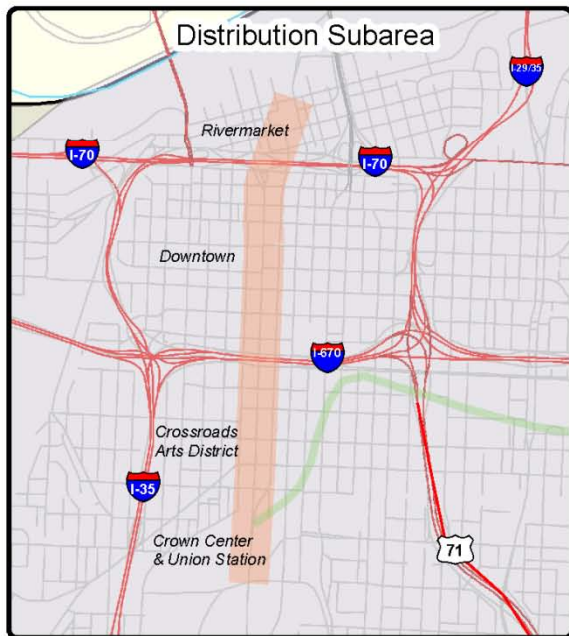
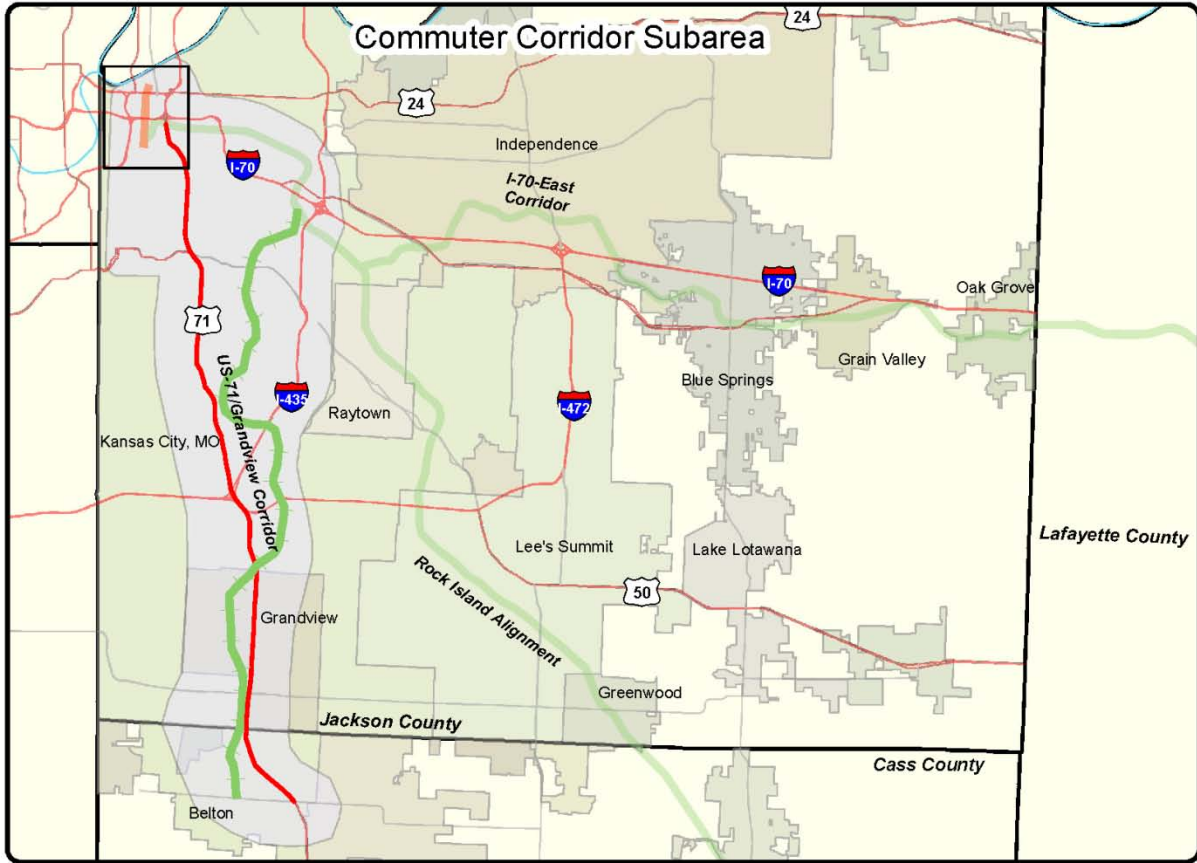
The proposed Jackson County/Kansas City Regional Alternatives Analysis Phase II builds on the original Phase I award to target a key portion of the Kansas City metro area focused primarily in Jackson County, Missouri. The study area has been divided into two subareas in keeping with the keeping with the two Alternatives Analysis studies currently underway. The US-71/Grandview Commuter Corridor subarea builds on and expands the Commuter Corridor study area outlined in Phase I while the Downtown Corridor subarea remains consistent with the Phase I downtown corridor study area. (See Figure 1.)

COMMUTER CORRIDORS – US-71/GRANDVIEW

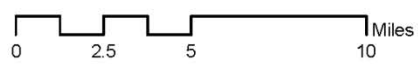
The US-71/Grandview Commuter Corridor subarea includes the third and last leg in the Jackson County Commuter Corridor network and is intended to build off and expand upon the assessment of the I-70 East and Rock Island Commuter Corridors Alternatives Analysis currently underway. Importantly, the US-71/Grandview subarea captures major regional commuter travel patterns centered on US-71 which currently supports over 90,000 travelers a day and includes the adjacent Prospect Avenue transit route which serves over 5,500 daily riders, the 2nd highest ridership route in the region.

Beyond the transportation need that is clearly demonstrated, the study area also encompasses a dense transportation disadvantaged population which has suffered from years of population and employment loss over the past three decades. Seventy-five percent (75%) of the census tracts in study area are designated as environmental justice tracts-- meaning that the tracts have a higher than average percentage of both low-income and minority populations (American Community Survey 2010). (See Figure 2.) Over 31% of persons 65 years and older in the 9-county region reside in Jackson County. Of the total persons living with a disability in the seven-county region, 41% live in Jackson County. In addition, Jackson County accounts for 50% of the nine-county region's households who do not own a car (Transportation Outlook 2040, American Community Survey 2006-2008).

The partnership team has a vested interest in increasing opportunities--and access to those opportunities--to create a more sustainable quality of life for residents within the study area. This corridor is regionally significant and through its connections to other commuter corridors in the region, like I-70 East and I-35 South, and enhanced urban corridors, like State Ave. and Metcalf Ave., residents of Kansas City, Grandview and Belton will have better access to the rest of the region and therefore access to a myriad of employment opportunities along these corridors that they may not have had before.

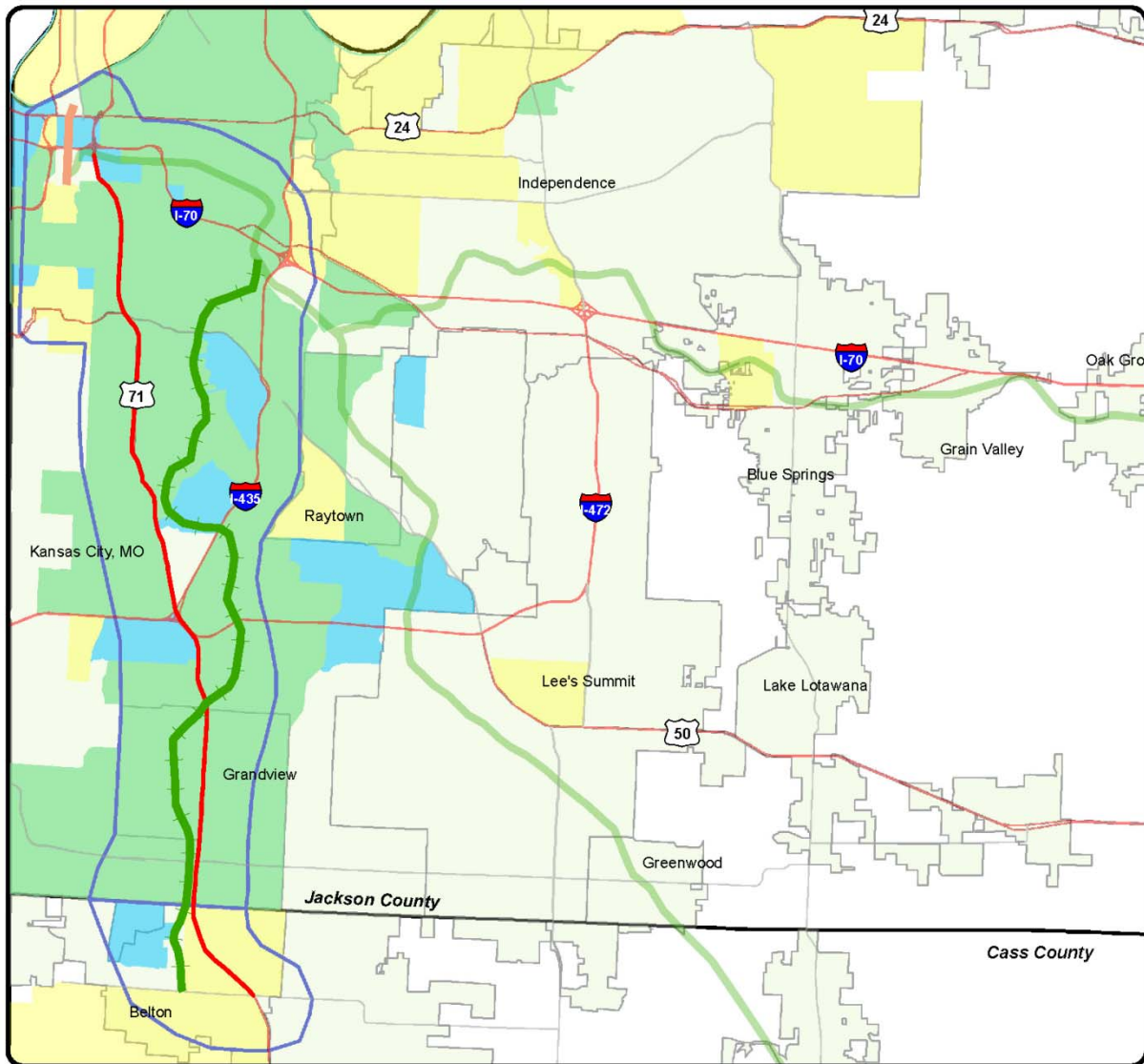


- Legend**
- US71/Grandview Corridor**
 - Grandview Rail Alignment
 - US-71 Alignment
 - Downtown Distribution - AA Phase 1
 - Commuter Corridors - AA Phase 1
 - Study Area










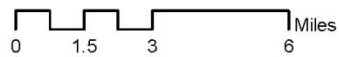
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FIGURE 2. Jackson County/Kansas City Regional Alternatives Analysis Phase 2
Environmental Justice Census Tracts



Legend

-  Grandview Rail Alignment
-  US-71 Alignment
-  Downtown Distribution - AA Phase 1
-  Commuter Corridors - AA Phase 1
-  Study Area
-  EJ: Low-Income & Minority
-  EJ: Minority (Above Reg. Avg. of 24.72%)
-  EJ: Low-Income (Above Reg. Avg. of 10.7%)



Map Created By
MARC
 Mid-America Regional Council

US-71 through Kansas City, Grandview, and Belton currently operates as a freeway and was built with an excess right-of-way to accommodate future expansion or transit options. There are future plans to upgrade US-71 to I-49 between I-435 in Kansas City south to Joplin, Missouri, although three at-grade crossings on US-71/Bruce R. Watkins north of I-435 are proposed to remain. This is a heavily traveled commuter corridor and does experience regular congestion. According to MoDOT's 2010 daily traffic volume counts, the mostly heavily traveled sections of the US-71 facility between Kansas City and Belton carries over 90,000 vehicles per day.

While challenges exist the US-71/Grandview subarea presents unique opportunities for improvement through strong travel demands, local community redevelopment efforts, and very supportive local partnerships. Based on this opportunity and need the US-71/Grandview Commuter Corridor was identified as a high-priority commuter corridor in the Smart Moves Regional Transit Vision, and is proposed to undergo detailed alternatives analysis planning.

DOWNTOWN DISTRIBUTION CORRIDOR

The downtown subarea has significant residential density, employment concentrations and regional activity centers. It is the regional employment and event center and has sizeable commuter traffic from Jackson County. In 2009, the Kansas City Area Transportation Authority, in partnership with the city of Kansas City, Mo., concluded a two-year transit alternatives analysis of the north-south corridor centered on downtown Kansas City, Mo. Although a locally preferred alternative was not formally established, the study did develop information about the mobility needs and transportation options in the downtown subarea that will be used in this proposed regional alternatives analysis, and helped to identify the most viable segments and alignment for additional assessment.

One of the conclusions reached in the North-South Corridor Alternatives Analysis was that the downtown core area is a good candidate for improved transit to enhance mobility and urban livability based on its location as the hub for existing local and regional transit services, high population and employment density, and connectivity with major regional employment centers. This proposed regional alternatives analysis Phase II will further advance options for improving circulation within the downtown area, while considering how the improved downtown distribution system can serve as a distribution system for commuter services from the eastern Jackson County. As noted earlier, the goals of this section of the study include identifying — in conjunction with the commuter corridors subarea analysis — a preferred downtown distribution system mode (bus, streetcar, bus rapid transit, etc.) and preferred alignment identifying needed connections and transfer opportunities with commuter services; developing operating scenarios and costs; identifying financing options for development/ construction and operations of the downtown circulator; identifying and assessing overall costs and benefits; and addressing federal alternatives analysis and New Starts/Small Starts requirements.

Downtown Kansas City is spread out, encompassing approximately 25 blocks north and south, and almost the same on the east-west axis. This large area requires a distributor system to improve functionality and access throughout the downtown area. The proposed downtown element would run north-south through downtown Kansas City from the River Market District in the north to the Crown Center District in the south. The downtown distributor would serve as a critical transportation asset that enhances mobility for local residents and visitors, spurs and reinforces economic activity and transit-oriented development, and enables commuters from outlying towns to access all parts of the Central Business District. The Union Station area — the proposed terminus of the regional commuter system — is located on Main Street and allows full connectivity between urban and commuter systems. Union Station underwent a complete restoration from 1997 to 1999, funded in part by federal investments. Amtrak service currently operates two passenger trains daily to and from St. Louis, two trains daily to Chicago (one via St. Louis), and one train daily to the southwest (ultimately to Los Angeles).

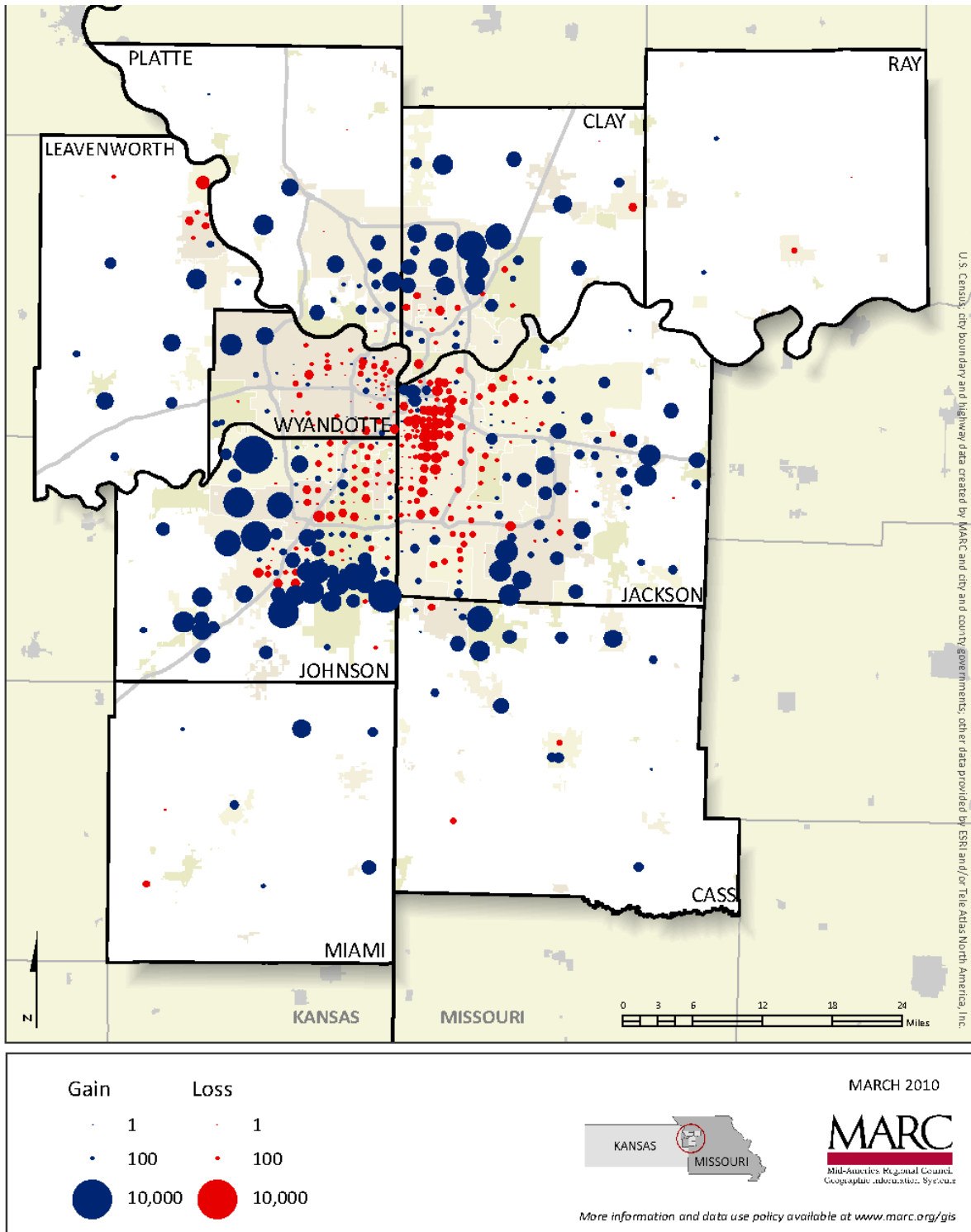
TRANSPORTATION PROBLEMS

Within the specific corridors proposed for study, existing transit service is limited, fragmented, and not sufficient to meet the growing demands for viable, efficient public transportation options.

For the past four decades, the Kansas City region has been characterized by low-density growth and development oriented toward the single-occupant passenger vehicle. This land-use pattern has resulted in the need for larger roadway networks, an ever-increasing maintenance and operations burden on local and state governments, limited travel alternatives, and high transportation costs per capita. Despite this type of growth and decreasing densities region-wide, the downtown core of Kansas City, Mo., has retained substantial residential and employment density. But due to a long-term focus on the regional roadway network, the area has limited mobility and transit options. The byproducts of this development pattern are becoming increasingly obvious in Kansas City, with increased air pollution, traffic congestion, a loss of sense of community, gross disparities among neighborhoods, loss of open space, and increased tax burdens to pay for roads and public services.

Unsustainable growth patterns – Growth in the Kansas City metro area over the past three decades has been outward, such that between 1982 and 1997 the urbanized area grew 36 percent. Areas within traditional urban centers have seen an exodus of population and businesses to the suburbs, leaving pockets of urban blight. Half of the region's residents live in census tracts where population decreased between 1990 and 2000. New 2010 U.S. Census data shows that this exodus continued between 2000 and 2010 (See Figure 3.) If this trend persists, high-quality farmland and natural areas will be consumed by the ever-growing metropolitan footprint and will be nearly impossible to reclaim. Sustainable growth, development, and land-use are identified as a regional priority through Transportation Outlook 2040. Transit is a critical element in supporting vibrant, mixed-use centers of activity, accessible and affordable housing, and greater access between and within existing communities.

FIGURE 3. 2000-2010 Population Change by Census Tract in the Kansas City Region



Within the proposed study areas population and employment levels have fallen sharply for the past three decades leaving underutilized land uses and deteriorating physical conditions that can lead to higher crime, lower incomes, and fragmented communities. Only in the recent past have we seen an increase in population in the immediate downtown core and in order to support sustainable growth and development patterns regionally the two subareas included (US-71/Grandview and Downtown) must both facilitate higher densities, redevelopment, and greater levels of infill.

Limited travel alternatives – For residents without access to an automobile, the current public transit system limits access to many employment and activity centers that have emerged in outlying areas. Limited transportation choices prevent inner-city residents without access to a car from seeking employment in many parts of the suburbs. Many lower-income and minority workers live in the corridor outside of the urban core and commute to work in urban areas. Many lower income workers also rely on transit because of affordability. But for people who need to travel outside of typical work hours, and those destined for locations outside the Central Business District.

Local transit service within the US-71 subarea has strong ridership, particularly on the Prospect route which has a ridership of over 5,500 unlinked passenger trips per week (KCATA). However, transit service on US-71 is limited to peak service only and the geographic extent of the service and has been scaled back over the years due to funding constraints and is currently limited to service within Kansas City, Mo. While transit service within the study area is stronger than service in the rest of the region, it does not serve commuters well nor is it perceived as enhanced enough to spur the type of economic development this corridor needs to become vibrant and sustainable.

Within the downtown corridor transit options are currently available although they are circuitous in nature and thus more challenging to navigate and less friendly for occasional users, visitors, and for use in supporting short trips.

Energy use and environmental quality – The transportation sector accounts for one-third of U.S. carbon dioxide emissions, the largest contributor of end-use sectors. Transportation makes up almost 30 percent of total U.S. energy use, and oil provides nearly all of this energy. Proactively safeguarding a healthy natural environment is essential to a high quality of life for residents in Greater Kansas City. Public transit can support reduction in fossil fuels by attracting new riders and reducing the number of single occupant vehicles on the region's roadways. High capacity public transportation can reduce the need for building new roadways and lessen the disruption of sensitive natural areas, wildlife habitats, and prime farmland.

Demand for larger roadway networks – Rush-hour traffic on interstates and highways is often stop and go. Capacity at peak periods is constrained. In its 2009 Annual Urban Mobility Report, the Texas Transportation Institute reported an annual congestion cost in Kansas City of \$267 million in wasted fuel and lost productivity. Kansas City ranks 47 out of 439 urban areas for total congestion cost. The Missouri Department of Transportation reports that an investment in regional highways of \$1 billion is needed to support traffic growth over the next 30 years in the I-70 corridor alone, and the region anticipates it will only have 50 percent of the resources needed to support all of the currently desired local and state roadway investments. An improved regional transit system will increase transit use, decrease demand on local and regional roadways, and reduce the need for continued network expansion.

Growing maintenance and operation burden – For years, regional growth has meant building new homes, retail and business centers — along with the sewers, roads and utilities to support them —on what used to be fields and farms. In many parts of the region, the cost of maintaining infrastructure in such low-density development grows faster than the tax revenues available to pay for it. The maintenance and operation burden placed on local communities cannot be sustained over time. A well-used transit route will consume less gas, produce fewer emissions, create less congestion, and cause less damage to infrastructure than the growing number of single-occupant vehicles required to transport travelers.

High per-capita transportation costs –Increasing commuting distance is a common strategy for working families to cope with high housing costs. Yet, national statistics show that working families spend 77 cents on transportation for

every \$1 decrease in housing costs. Working families in the Kansas City region must make a tradeoff between paying more for housing or facing long commutes and high transportation costs. Because of the region's low-density urban form and lack of public transit for a large part of the metro, transportation costs per capita are among the highest in the country. According to the Consumer Expenditure Survey 1988–2004 (BLS), the Kansas City metropolitan area spends an average of 51 percent of household income annually on housing and transportation combined. Transportation Outlook 2040 calls for a reduction in combined housing and transportation costs to 45 percent of the region's median income by 2040, which will require continued focus on, and investment in, an affordable regional transit solutions.

The Jackson County/Kansas City Regional Alternatives Analysis is positioned to advance transportation solutions that are critical to the community's regional vision and would serve as key components of a more robust, competitive, and innovative regional economy.

TRANSPORTATION NEEDS

This Phase II Alternatives Analysis request would build on the substantial work already underway in the two parallel Alternatives Analysis studies supported through the Jackson County/Kansas City Regional Alternatives Analysis- Phase I and would support additional technical analysis and documentation needed to better inform local decisions makers and move expeditiously into next phase of project planning and implementation. Importantly the Phase II grant request would build on the original scopes of work to support additional technical analysis for the purpose of better informing local decisions makers. Specifically the Phase II request would support the following needs:

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2. Description of Conceptual Alternatives

COMMUTER CORRIDOR SERVICE

Commuter services are intended to connect suburban communities to jobs and activity centers around the region and help reduce commuter congestion along major interstate corridors. The operating strategy will focus on high-speed service with limited local access points. To achieve this, the service will be provided on a dedicated right of way through high-occupancy vehicle (HOV) lanes, grade separation, or other means. Various modal strategies will be evaluated, including express bus, light rail and commuter rail.

Conceptual Alternatives:

EXPRESS BUS

- Builds on existing service in the US-71 alignment
- Low-floor, multiple-entry-and-exit bus vehicles
- Reserved lanes, dedicated right of way, bus on shoulder, queue jumpers
- Enhance and expand existing express service

LIGHT-RAIL TRANSIT

- Electric-powered, fixed-guideway vehicles
- On street or dedicated right of way
- Enhanced operation through use of technology

REGIONAL RAPID RAIL (Commuter Rail)

- Federal Railroad Administration-compliant, fixed-guideway passenger cars
- Self-propelled diesel multiple units or standard locomotives
- Dedicated or shared right of way
- High speed, acceleration, deceleration and passenger capacity

Alignments

Two alignments within the US-71/Grandview Corridor will be evaluated. The first is a roadway option that heads south from downtown using the US-71. This option, with its ample right-of way, could host several modal alternatives. The second alignment, Grandview, heads east out of downtown from Union Station along the common line and then south along a combination of the Kansas City Southern's Pittsburgh Subdivision and Grandview Branch and new rail construction. This alignment would terminate in the city of Belton, Mo, in Cass County.

Both alignments could begin at Union Station, the proposed western terminus for the Jackson County corridor commuter service. The Grandview alignment would operate on approximately five miles of new construction east of

Union Station, running through the Crossroads Arts District, adjacent to the Power and Light District, before turning east to a point near I-435 and 23rd Street, where existing rail is available. The alignment would then turn south toward the interchange of I-435 and I-70, where it joins with existing railroad right-of-way near Leeds Junction. At this point, the proposed alignment for both commuter-rail and light-rail options would be on the Kansas City Southern right of way.

The US-71 and Grandview alignments run through mostly residential areas with great need for transit options that connect to jobs in downtown and in suburban communities. The US-71 alignment connects communities in Kansas City, Grandview, and Belton to downtown and two major medical institutions. The Grandview rail alignment connects downtown and the Truman Sports Complex, to communities in Kansas City, Grandview, and Belton, Mo. Both alignments will provide a vital connection to a new development just one-eighth of a mile south of Grandview, the CenterPoint-KCS Intermodal Center. This new development is creating 2,500 new jobs. Economic development potential along both corridors is great.

Both alignments support the corridor under consideration which was identified as a regional priority based on its role in supporting a more comprehensive regional system, and on their unique characteristics that support near-term implementation, including significant level of travel demand, corridor right-of-way availability, and connectivity within and between communities.

Operating Strategies and Service Levels

Service standards under all modal alternatives would be driven by the corridor-demand assessment. The public demand for continuous service throughout the day would provide a more attractive option for choice riders and nontraditional employment schedules. Service would be offered 16 hours per weekday, from about 5 a.m. to about 9 p.m. weekdays; from about 8 a.m. to midnight on Saturdays; and 8 a.m. to 5 p.m. on Sundays. Peak service would be every 30 or 40 minutes, while off-peak service would be every 60 or 75 minutes. Event service to the Sprint Center and Truman Sports complex could extend operating service hours and shorten headways. The service levels described would be contingent on, and tailored to, the specific alternative ultimately developed and evaluated.

DOWNTOWN CIRCULATOR SERVICE

Downtown circulator service in the Central Business District is critical to support urban reinvestment and revitalization, but is also necessary to support commuter service and connect residents and visitors with local employment, commercial and retail sites. It is intended to offer access to downtown destinations and activity centers while providing opportunities for urban revitalization and increased density through the use of transit-oriented development and other locally planned initiatives. The operating strategy will focus on a downtown circulator with frequent service and access. Various operating strategies will be evaluated, including bus rapid transit, streetcars and light-rail transit.

Conceptual Alternatives:

BUS CIRCULATOR

- Low-floor, multiple-entry-and-exit bus vehicles
- On street or reserved lanes
- Enhance and expand existing service

STREETCAR

- Electric-powered, fixed-guideway vehicles
- On street or reserved lanes
- Push-pull capacity, articulated for urban environments

Alignments

The alignments under consideration for the downtown distributor begin in the historic River Market District, home to Kansas City's oldest neighborhood and largest farmers' market. Several street options to connect to the financial, commercial, convention and entertainment centers of Kansas City's Central Business District, Crossroads Arts District and Crown Center (retail, hotel and office district) will be considered. In the heart of the Crown Center commercial and shopping district is Union Station, the hub of the region's proposed commuter system. The terminus is located in the Crown Center District near Main Street and Pershing Road.

Operating Strategies and Service Levels

The service plan for the downtown circulator under any modal alternative would have stops every three or four city blocks and at key activity centers and transit nodes. Service frequency would be provided up to 22 hours per day, seven days per week. Service frequency would likely be 10 minutes during rush hour, 20 minutes during midday, and 30 minutes late at night and early morning.

Financial Plan

The alternatives analysis review of the downtown subarea will include examining alternatives for funding the distribution system, taking into consideration both the initial implementation costs and ongoing operations and maintenance costs.

3. Preliminary Evaluation Criteria

The Six Livability Principles of the Partnership for Sustainable Communities

1. Provide more transportation choices.

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse-gas emissions and promote public health.

Lack of transportation choices in Kansas City is often cited as the primary barrier to a more sustainable future. U.S. Census data from 1990 show that only 2.1 percent of trips in the metropolitan area were made by transit. In 2000, this figure decreased to 1.3 percent. These percentages are low for a metropolitan area of Kansas City's size, which suggests that transit is not a robust or competitive mode of transportation. Our historically auto-centric development pattern has proved difficult to serve with public transportation, and has limited the form development has taken region-wide. The Jackson County/Kansas City Regional Alternatives Analysis Phase 2 proposes to raise the profile and viability of alternative transportation options, and assess concepts and service options based, in part, on their ability to provide a meaningful increase in transportation choice and to invest limited dollars wisely by making sure resources are put toward investments that provide the most benefits for the maximum number of users.

Evaluation Criteria:

- a) The extent to which service concepts will promote more transportation choice.*
- b) The extent to which service concepts will improve or expand existing transit services.*
- c) The extent to which service concepts will improve or expand the use of nonmotorized forms of travel.*
- d) The extent to which service concepts will reduce vehicle miles traveled.*

2. Promote equitable, affordable housing.

Expand energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Promoting equitable, affordable and accessible housing is critical for ensuring equal access to opportunities for all of the region's residents. Greater Kansas City, and especially the study area within this proposal, currently suffers from a disconnect between affordable housing and jobs, with past development trends focused on areas lacking transit service, which limited job access for lower-income, transit-dependent populations. The Jackson County/Kansas City Regional Alternatives Analysis Phase 2 will strive to connect urban and suburban job centers with a range of housing choices as a means to enhance job and housing connectivity and choice. The study proposes to assess concepts and service options based, in part, on their ability to serve areas of economic distress and low income, and pursue enhanced connections to economic opportunities region-wide.

Evaluation Criteria:

- a) *The extent to which service concepts serve areas of economic distress and low-income populations.*
- b) *The extent to which service concepts connect equitable, low-income, and mixed-income housing to jobs and other opportunities.*

3. Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs for workers, as well as expanded business access to markets.

Transportation infrastructure and resulting accessibility is a keystone for ensuring economic competitiveness. Creating attractive places for people to live, work and play is imperative. This is especially true for younger generations, who demand downtown vitality, environmental sustainability and transportation choices — including a robust public transportation system. While the region has worked to advance exciting regional initiatives that target economic competitiveness (Power and Light District, Sprint Center, etc.), the supporting transportation system remains an unmet need. The Jackson County/Kansas City Regional Alternatives Analysis Phase 2 proposes advancing the critical transportation elements necessary to support this robust economic objective, and proposes to assess concepts and service options based, in part, on their ability to support and connect high-priority local and regional activity centers, and areas of economic activity and investment.

Evaluation Criteria:

- a) *The extent to which service concepts connect regionally significant activity centers.*
- b) *The extent to which service concepts support identified local, regional and national economic development objectives.*

4. Support existing communities.

Target federal funding toward existing communities — through such strategies as transit-oriented, mixed-use investments, and safeguard rural landscapes.

A sustainable region cannot afford to accommodate new growth and development at the expense or detriment of existing communities. The Jackson County/Kansas City Regional Alternatives Analysis Phase 2 recognizes the need to support existing communities, in and around downtown, throughout the study area along US-71, and throughout the region. This study seeks to leverage existing local plans and visions, like the Greater Downtown Area Plan, to help sustain and improve local places, while advancing both local and national visions. The list of

study supporters (see Attachment: Study Support) is a demonstration of the buy-in and support demonstrated by the region's communities, who support the direction of the proposed study and, more importantly, understand its critical role in supporting the realization of our collective vision. The Jackson County/Kansas City Regional Alternatives Analysis Phase 2 proposes to assess concepts and service options based, in part, on their ability to support existing communities, and existing land-use and economic-development objectives.

Evaluation Criteria:

- a) *The extent to which service concepts support and value existing communities.*
- b) *The extent to which service concepts promote identified land-use and development objectives, including the desire to promote increased redevelopment; infill; and walkable, transit-oriented, mixed-use development.*
- c) *The extent to which service concepts are cost effective.*
- d) *The extent to which the patterns of urban and suburban development improve quality of life.*

5. Coordinate policies and leverage investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

The Kansas City region has made great strides in aligning multiple interests, disciplines and partners to work together toward a common vision of sustainability and livability. As a metropolitan area of nearly two million residents, spanning two states and including 120 municipalities, coordination and cooperation are essential to advance innovation, efficient use of resources, and collaborative problem solving. Coordination with the private interests and the renewed leveraging of private investment in and around activity centers, like the Bannister Federal Complex, supports the mutual goals and therefore, sustainability. The Kansas City region has laid the foundation for a coordinated effort, and the Jackson County/Kansas City Regional Alternatives Analysis Phase 2 proposes to assess concepts and service options based, in part, on their ability to leverage ongoing efforts and reap greater collective benefits than any one element could realize on its own.

Evaluation Criteria:

- a) *The extent to which service concepts leverage existing transportation, housing, or environmental investments, partnerships and processes.*

6. Value communities and neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods — rural, urban or suburban.

Long-term sustainability for the study area in western Jackson County and northeast Cass County will require stable communities and neighborhoods. Quality places, complete with a range of housing and transportation options and dynamic public spaces, are places that are built to last. These quality places have the ability to remain vibrant through the ebbs and flows of the national and global economy, and provide an attractive physical environment that leads to a high-quality life and choice for all. For the past three decades, the Kansas City region has developed in a manner that focused on short-term benefits with less regard for long-term costs. The Jackson County/Kansas City Regional Alternatives Analysis Phase 2 proposes to maximize and leverage the unique qualities that area communities have to offer, and hold them up as assets to build from and strengthen. The alternatives analysis proposes to assess concepts and service options based, in part, on their ability to support, strengthen and leverage communities and neighborhoods, and support land-use strategies necessary to advance the region's strategy for sustainable growth and development.

Evaluation Criteria:

- a) *The extent to which service concepts promote identified land-use and development objectives, including the desire to promote increased redevelopment; infill, and walkable, transit-oriented, mixed-use development.*
- b) *The extent to which service concepts will support compact, mixed land uses.*

B. Technical Capacity of Applicant

MARC has a long history of conducting transit-systems planning, corridor studies, and environmental studies. The following examples demonstrate MARC's capacity to successfully complete studies that inform key regional decisions and result in specific actions.

- Metropolitan Transit Initiative Demand Assessment (1998–2005) – A transit systems-planning study that resulted in Smart Moves, the region's long-range transit vision. The vision served as the basis for implementation of Metro Area Express, the region's first bus rapid transit project, and led to several corridor and system planning projects by the region's transit agencies.
- Missouri River Corridor Environmental Studies (1998–2004) – A draft environmental impact statement for a proposed highway corridor and two completed environmental assessments for segments of independent utility. Segments are currently under design and construction.
- Regional Commuter Rail Study (2000–2002) – A system-level study of the feasibility of using existing freight-rail corridors to support commuter-rail services in metropolitan Kansas City. The most feasible corridor (I-70 east) moved forward into an alternatives analysis.
- I-70 Alternatives Analysis (2004–2007) – An analysis of transit alternatives in the I-70 corridor in Jackson County, Mo. The study resulted in a recommendation of express bus in the near term, but promoted continued efforts to develop the commuter-rail option by addressing the challenges of Central Business District connectivity and creating more supportive land uses in the corridor.
- U.S. 24/40 Corridor Management Plan (2006–2007) – A plan to manage mobility, land use and corridor identity along a recently improved state highway corridor experiencing development growth pressure. The study resulted in a multijurisdictional agreement regarding future land uses and points of access.
- Smart Moves Update (2008) – An update to the region's transit vision to reflect corridor and system planning that was undertaken following the original Smart Moves Plan.
- Regional High-Occupancy Vehicle Study (2009) – A systems-level assessment of opportunities to deploy high-occupancy vehicle strategies on the Kansas City regional freeway network.
- Smart Moves Implementation Plan (2009–2010) – Funded by the American Recovery and Reinvestment Act, the activity resulted in detailed urban and commuter corridor strategies that informed a successful regional application for TIGER funding, and served as the basis for this alternatives analysis application.

The Kansas City Area Transportation Authority has many years of experience conducting, managing and completing transit studies, including federal alternatives analyses. In the past five years, KCATA has led several alternatives analysis efforts, and has participated as a partner in many other regional transportation and transit studies. The three most recent alternatives analyses completed by KCATA are:

- State Avenue Corridor Alternatives Analysis (2009) – Wyandotte County, Kan., and Kansas City, Mo.
- North-South Corridor Alternatives Analysis (2008) – Kansas City and North Kansas City, Mo.
- Troost Avenue Corridor Transit Study/Alternatives Analysis (2006) – Kansas City, Mo., resulting in the Troost Avenue BRT project currently in operation.

Information gathered and lessons learned through these and related processes will support the efficient development and implementation of findings associated with this proposal.

MARC, as the Kansas City region's MPO, is responsible for conducting the metropolitan transportation-planning process. MARC's staff of 23 transportation-planning professionals includes experience in transit/paratransit planning and operations, traffic operations and management, safety planning, bicycle/pedestrian planning, freight planning, comprehensive planning and development, travel-demand modeling and transportation-database management. MARC's transportation professionals are supported by additional expertise at MARC in land-use and community-development planning, environmental planning, geographic information systems and research, citizen engagement and public education and financial management.

The examples of studies in the previous section further support and demonstrate MARC's capacity to successfully complete studies that inform key regional decisions and result in specific actions.

C. Potential Impact on Decision Making

The projects outlined in this application build on and strengthen the comprehensive policy decisions made at both local and regional levels, and leverage the local commitment currently in place to advance the resulting study findings.

At the regional level, MARC has adopted as part of its new long-range transportation plan, Transportation Outlook 2040, a policy direction on regional growth and land use that extends beyond transportation and takes on a broader context of sustainability. This direction was developed through a process that evaluated local planning policy in the areas of housing, environment and transportation, and integrates various common principles and ideas into one cohesive regional direction. This plan integration process and the resulting regional policy framework, which is the foundation of Transportation Outlook 2040, has been vetted through the MARC committee structure, involving stakeholders and elected officials representing interests that include multimodal transportation, aging, air quality, economic growth, housing, poverty, energy, environment, etc. In addition to MARC committees, the regional policy framework has been presented to over 100 community groups and organizations in the region. The integration of policy and the development of the long-range transportation plan complement and reinforce local planning. In return, implementation activities that carry out the goals of the plan help strengthen and focus local direction and implementation activity.

The following are local examples that illustrate this concept of mutual local-regional support and the integration of the broader planning context.

- Kansas City Power & Light District (Downtown Kansas City, Mo.) – This new district in the heart of Kansas City, Mo., encompasses nine blocks of mixed-used development focused on entertainment and shopping, with a housing component in development.
- Greater Downtown Area Plan (Kansas City, Mo.) – This plan serves as the vision and guide for development, redevelopment, and public investment in the greater downtown area of Kansas City, Mo. This encompasses land use, transportation, open space, urban design, housing, etc.
- The Crossroads Arts District (Kansas City, Mo.) – This historic district is Kansas City's center of visual and performing arts and lies between downtown and Crown Center. This very active area is a neighborhood of its own and includes luxury and affordable housing, shopping, dining, live music and a wide range of businesses.
- Crown Center (Kansas City, Mo.) – A commercial complex and neighborhood that contains numerous residences, retail establishments, entertainment venues and restaurants. It is home to Kansas City's two

largest hotels, the global headquarters of Hallmark Cards and the headquarters two of Kansas City's largest law firms.

- Truman Sports Complex – This complex is home to the Kansas City Chiefs football team and Kansas City Royals baseball team, and is located in the I-70 corridor east of downtown Kansas City, Mo.

The proposed Jackson County/Kansas City Regional Alternatives Analysis Phase 2 has been requested by local officials (Jackson County, Kansas City, Mo., and other jurisdictions) in the context of the new directions that the shift in regional emphasis mentioned above has caused. These decision makers, as well as staff involved in local transportation, housing, land-use, and development decisions, will be part of the team providing input and direction throughout the alternatives analysis study — from start to finish. MARC will continue to facilitate consensus building and meaningful involvement of stakeholders from multiple disciplines to achieve the ultimate implementation and sustainability of this transit concept.

The region's residents will also play a key role in decision making, as they have done most recently in the process to develop Transportation Outlook 2040. Multiple public coordination meetings will occur throughout each of the subarea

IV. WORK PLAN & BUDGET

A. Work Plan

The proposed Jackson County/Kansas City Regional Alternatives Analysis will build on extensive local, regional and national partnerships, existing investments, and the momentum of continued economic recovery, sustainable investment, and an improved quality of life today and for future generations. The Kansas City region has laid an extensive foundation for success through these partnerships and investments, demonstrated through on-the-ground success and action that includes the following:

- Adopted regional vision of sustainability (*Transportation Outlook 2040*)
- Green Impact Zone investments
 - \$26 million Kansas City regional TIGER Award
 - \$24 million energy-efficiency award for demonstration “Smart Grid” technology
- Regional transit momentum
 - Federal Transit Administration funding for bus rapid transit (Main Street & Troost Avenue)
 - \$24 million TIGER Award (State Avenue & Metcalf Avenue/Shawnee Mission Parkway)
- Regional \$24 Energy Works KC energy efficiency partnership, \$3 million for work at MARC
- Regional sustainable housing conference co-sponsored w/HUD, FDIC, EPA, FRB, FHLB, and BDC
- Regional \$4.25 million U.S. HUD grant for the Regional Plan for Sustainable Development

Building on these key efforts, this alternatives analysis seeks to advance the critical role regional transit service will play in promoting a truly sustainable region through improved economic competitiveness, improved access to opportunity for all, and improved environmental sustainability. The study will focus

on the Jackson County corridor study area (see Figure 1). This corridor, one element of a larger regional transit vision, was selected based on extensive systems planning and detailed implementation planning that identified the near-term functions these core transit services would play in a broader regional network.

The work plan and study area identify two corridor subareas: 1) the US-71/Grandview commuter corridor and 2) the downtown distribution subarea.

Commuter Corridors Alternatives Analysis- US-71/Grandview Extension

The work plan described below will identify the preferred service alternative(s) within the US-71/Grandview study corridor that best address the transportation problems and needs and best achieve the desired outcomes outlined in the preliminary evaluation factors.

The alternatives analysis will evaluate the commuter transit service needs within the corridor in Jackson County, Mo., that can address the need to distribute travelers commuting to and from downtown. The study will consist of the following tasks:

- Task 1: Study Management
- Task 2: Public Participation Plan
- Task 3: Existing and Future Conditions
- Task 4: Purpose and Need Statement
- Task 5: Identification of Initial Alternatives
- Task 6: Evaluation of Corridor(s) and Initial Alternatives Screening
- Task 7: Conceptual Design
- Task 8: Operations Plans
- Task 9: Ridership Estimates and Transportation Impact Assessment
- Task 10: Capital, Operating and Life Cycle Cost Estimates and Financial Planning
- Task 11: Social, Economic and Environmental Impact Evaluation
- Task 12: Evaluation and Recommendation of a Locally Preferred Alternative
- Task 13: Study Report and Development of New Starts/Small Starts Criteria (as necessary)

Downtown Corridor Supplemental Activities

The work plan described below will build on the identified preferred service alternative(s) within the Downtown Distribution Corridor by completing the necessary final steps in an alternatives analysis.

The alternatives analysis will evaluate both the commuter transit service needs within the corridor as well as transit improvement alternatives in the downtown core of Kansas City, Mo., that can address the need for enhanced mobility options in downtown and the need to distribute travelers commuting to and from downtown. The integration of these assessments will provide a more complete understanding of potential service alternatives and address the makeup of regional and local travel patterns and resulting transportation needs. The study will consist of the following tasks:

- Task 1: Study Management
- Task 2: Conceptual Design
- Task 3: Operations Plans
- Task 4: Ridership Estimates and Transportation Impact Assessment
- Task 5: Study Report and Documentation

The integration of both corridor assessments will provide a more complete understanding of potential service alternatives and address the makeup of regional and local travel patterns and resulting transportation needs.

B. TIMELINE

Downtown Corridor Alternatives Analysis Completion (assuming 4 months until announcement and 6-month start after award approval and three months until announcement)

Time line date: 9/30/2012

US-71/Grandview Commuter Corridor Completion (assuming 4 months until announcement and 6-month start after award approval and three months until announcement)

Time line date: 9/30/2012

C. PROJECT READINESS JUSTIFICATION

Extensive systems-planning work and previous corridor assessments have been completed on significant elements of the study corridor and potential alignments. The alternatives analysis can be initiated within six months of notification of grant approval.

D. BUDGET

TABLE 1. Jackson County/Kansas City Regional Alternatives Analysis Budget Summary			
Element	Federal	Local	Total
Downtown Circulator Cont.	\$ 400,000	\$ 100,000 ¹	\$ 500,000
Commuter Corridor (US-71)	\$ 800,000	\$ 200,000 ²	\$ 1,000,000
Total	\$ 1,200,000	\$ 300,000	\$ 1,500,000

TABLE 2. Jackson County/Kansas City Regional Alternatives Analysis Local Match Sources		
Jurisdiction	Amount	Percent
Kansas City, Mo.	\$ 100,000	33%
Jackson County, Mo	\$ 150,000	50%
Three trails CID	\$ 50,000	17%
Total	\$ 500,000	100%

TABLE 3. Jackson County/Kansas City Regional Alternatives Analysis Draft Task Budget				
Task #	Task Description	Estimated Cost	Federal	Local
Task 1	Study Management	\$ 150,000	\$ 120,000	\$ 30,000
Task 2	Public Participation Plan	\$ 150,000	\$ 120,000	\$ 30,000
Task 3	Existing and Future Conditions	\$ 75,000	\$ 60,000	\$ 15,000
Task 4	Purpose and Need Statement	\$ 75,000	\$ 60,000	\$ 15,000
Task 5	Identification of Initial Alternatives	\$ 75,000	\$ 60,000	\$ 15,000
Task 6	Evaluation of Corridor(s) and Initial Alternatives Screening	\$ 225,000	\$ 180,000	\$ 45,000
Task 7	Conceptual Design	\$ 225,000	\$ 180,000	\$ 45,000
Task 8	Operations Plans	\$ 75,000	\$ 60,000	\$ 15,000
Task 9	Ridership Estimates and Transportation Impact Assessment	\$ 150,000	\$ 120,000	\$ 30,000
Task 10	Capital, Operating and Life Cycle Cost Estimates and Financing	\$ 75,000	\$ 60,000	\$ 15,000
Task 11	Social, Economic and Environmental Impact Evaluation	\$ 75,000	\$ 60,000	\$ 15,000
Task 12	Evaluation and Recommendation of a Locally Preferred Alternative	\$ 75,000	\$ 60,000	\$ 15,000
Task 13	Study Report and New Starts/Small Starts Submission (if applicable)	\$ 75,000	\$ 60,000	\$ 15,000
	Total Study Cost	\$ 1,500,000	\$ 1,000,000	\$ 500,000

¹ Kansas City, Mo. – \$100,000 local match for downtown circulator

² Jackson County, Mo. – \$150,000 local match for commuter corridors

Project/ Study Supporters

Jackson County/Kansas City, Mo Regional Alternatives Analysis Phase 2

U.S. Representatives and Senators

- U.S. Rep. Emanuel Cleaver II (D-Mo.)
- U.S. Sen. Claire McCaskill (D-Mo.)
- U.S. Sen. Roy Blunt (R-Mo.)
- U.S. Rep. Kevin Yoder (R-Ks.)

State Representatives and Senators

- Mo. Rep. Mike Talboy
- Mo. Rep. Jason Holsman
- Mo. Rep. Kevin McManus
- Mo. Rep. John Rizzo
- Mo. Sen. Jolie Justus
- Mo. Rep. Leonard Hughes, IV
- Mo. Rep. Michael Brown
- Mo. Rep. Sheila Solon
- Mo. Rep. Gail McCann Beatty
- Mo. Rep. Tom McDonald

Local Governments

- Mayor Sly James, Kansas City, Mo
- City of Kansas City, Mo
- Executive Mike Sanders, Jackson County, Mo.
- City of Independence, Mo
- City of Grandview, Mo
- Metro Mayors' Caucus

Transit Agencies

- Kansas City Area Transportation Authority

Economic Development Agencies

- Three Trails Community Improvement District
- River Market Community Association
- Downtown Kansas City Council
- Northland Regional Chamber of Commerce
- Blue Springs Chamber of Commerce
- Raytown Area Chamber of Commerce

- Greater Kansas City Chamber of Commerce
- South Kansas City chamber of Commerce
- Southtown Council
- Broadway Westport Council
- Grandview Chamber of Commerce

Community Partners

- Labor Management Council
- Regional Transit Alliance

5TH DISTRICT, MISSOURI
FINANCIAL SERVICES COMMITTEE
HOMELAND SECURITY COMMITTEE
SELECT COMMITTEE ON
ENERGY INDEPENDENCE AND
GLOBAL WARMING
1ST VICE CHAIR
CONGRESSIONAL BLACK CAUCUS
REGIONAL WHIP (Region 4)



Congress of the United States
House of Representatives
Emanuel Cleaver, II

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1027 LONGWORTH HOUSE OFFICE BUILDING
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(202) 225-4403 (FAX)

KANSAS CITY OFFICE:
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KANSAS CITY, MO 64108
(816) 842-4545 (PHONE)
(816) 471-5215 (FAX)

INDEPENDENCE OFFICE:
211 WEST MAPLE AVENUE
INDEPENDENCE, MO 64050
(816) 833-4545 (PHONE)
(816) 833-2991 (FAX)

<http://www.house.gov/Cleaver>

July 27, 2011

The Honorable Ray LaHood
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing in support of Mid-America Regional Council's (MARC) grant application for the Department of Transportation Discretionary Livability Funding Opportunity: Alternative Analysis. MARC and its regional partners have a vision for an integrated, high-capacity transit network, connecting the region's urban and suburban communities to critical areas in the Kansas City region, all while reducing the footprint on the surrounding area. With this Department of Transportation grant, MARC's vision will become a reality.

The proposal specifically builds on findings from ongoing system-planning efforts and seeks to identify the preferred service alternatives needed to support the region's economic viability. MARC has a proven track record in our community of taking projects from the drawing board to shovel-ready status with great success. The implementation of this project will have the effect of reducing the carbon footprint equivalent of taking 20,000 cars from roads by integrating pedestrian access, connections to airport, rail, and bike trails and a high-speed rail network.

I fully support this proposal, and sincerely hope it will receive favorable consideration. Please do not hesitate to contact me or Kaeanna Wood in my Kansas City Office at (816) 842-4545 if you have any questions.

Warmest regards,

A handwritten signature in blue ink that reads "Emanuel Cleaver, II". The signature is fluid and cursive, with a large initial "E".

Emanuel Cleaver, II
Member of Congress

EC:dh

CLAIRE McCASKILL
MISSOURI

COMMITTEES:
ARMED SERVICES

COMMERCE, SCIENCE AND
TRANSPORTATION

HOMELAND SECURITY
AND GOVERNMENTAL AFFAIRS

SPECIAL COMMITTEE ON AGING

AD HOC SUBCOMMITTEE
ON CONTRACTING OVERSIGHT
CHAIRMAN

United States Senate

WASHINGTON, DC 20510

July 28, 2011

Mr. Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-0001

Dear Secretary LaHood,

I am writing in support of Mid-America Regional Council's (MARC) application for FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis Program Grant. If approved, this project would help stimulate and support economic sustainability by establishing a multi-modal commuter and urban transit network.

This proposal would build on current efforts to address transportation initiatives in the Kansas City region. The Livability Initiative Grant will supplement and complete an alternatives analysis currently underway for the region's most densely populated area; and support an alternatives analysis for additional projects. The conclusions and recommendations from the study will support the implementation of an enhanced public transportation infrastructure which will be an innovative, cost-effective and efficient way to connect residents and visitors to jobs, services, and events. This public transportation investment would encourage additional investment in neighborhoods, revitalize depressed areas, and improve the overall quality of life of residents in the region.

I hope you will extend every favorable consideration to this application. Please keep me informed on the progress of this request.

Sincerely,



Claire McCaskill
United States Senator

IN REPLY PLEASE REFER TO
OFFICE INDICATED:

555 INDEPENDENCE
ROOM 1600
CAPE GIRARDEAU, MO 63703
(573) 651-0964
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<http://mccaskill.senate.gov>

ROY BLUNT
MISSOURI

260 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2508
202-224-5721

United States Senate

WASHINGTON, DC 20510

COMMITTEES:
APPROPRIATIONS

COMMERCE, SCIENCE
AND TRANSPORTATION

RULES AND ADMINISTRATION

SELECT COMMITTEE
ON INTELLIGENCE

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

The Mid-America Regional Council (MARC) in Kansas City, Missouri is applying for federal funds under the FY2011 Department of Transportation Discretionary Livability Funding Opportunity.

This grant will support the completion of an alternatives analysis currently underway for densely populated areas in the Kansas City region and will expand the study area to the US-71/Grandview Commuter Corridor. This proposal seeks to provide a commuter and urban transit system that addresses challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors. The recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, that encourage investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life for residents in the region.

The alternatives analysis study would provide an important framework for transit for Kansas City and the Jackson County region and it is my hope that you will give positive consideration to the grant request by the Mid-America Regional Council.

Sincere regards,



Roy Blunt
United States Senator

KEVIN YODER

3RD DISTRICT, KANSAS

214 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2865

DISTRICT OFFICE:

7325 WEST 79TH STREET
OVERLAND PARK, KS 66204
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<http://yoder.house.gov>



COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

COMMERCE, JUSTICE, SCIENCE, AND
RELATED AGENCIES

FINANCIAL SERVICES AND GENERAL GOVERNMENT

MILITARY CONSTRUCTION, VETERANS AFFAIRS,
AND RELATED AGENCIES

Congress of the United States
House of Representatives

Washington, DC 20515-1603

July 27, 2011

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Secretary,

I write in support of the Mid-America Regional Council (MARC) grant proposal submitted on behalf of Kansas City/Jackson County regional partners for the FY 2011 Discretionary Livability Funding Opportunity: Alternative Analysis. This proposal seeks to address challenges with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

I understand this proposal will support the completion of an alternatives analysis currently underway for one of Kansas City's most densely populated zones and for the US-71/Grandview Commuter Corridor. The findings from this study will be used to support the implementation of cost-effective and efficient strategies to connect residents and visitors to jobs, services and events across the region.

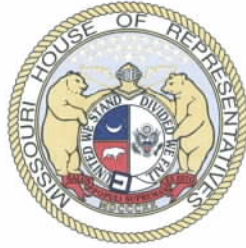
I am pleased to support MARC in this initiative and look forward to the success of this innovative collaboration. If you have any questions regarding this application, please don't hesitate to let me know. I appreciate your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Kevin Yoder". The signature is fluid and cursive, with the first name "Kevin" and last name "Yoder" clearly distinguishable.

Kevin Yoder
Member of Congress

CAPITOL OFFICE
State Capitol, Room 204
201 West Capitol Avenue
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Fax: (573) 751-2007
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mike.talboy@house.mo.gov



COMMITTEES

Member:
Joint Committee on
Administrative Rules
Joint Committee on
Tax Policy

DISTRICT PHONE
(816)-536-0082

MISSOURI HOUSE OF REPRESENTATIVES
MIKE TALBOY
Democrat Minority Leader
State Representative
District 37

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Talboy", is written over a light blue horizontal line.

Mike Talboy
Missouri House of Representatives
District 37

MISSOURI HOUSE OF REPRESENTATIVES

CAPITOL OFFICE

State Capitol Room 105B
Jefferson City, MO 65101-6806
Phone: 573-751-6607
Fax: 573-522-0445
E-Mail: jason.holsman@house.mo.gov



JASON R. HOLSMAN

State Representative
45th District

COMMITTEES

Renewable Energy, Chairman
Joint Committee on
Urban Agriculture, Chairman
Joint Committee on Education
Joint Committee on
Gaming & Wagering
Utilities
International Trade & Job Creation
Committee on Disaster Recovery

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason R. Holsman", with a long horizontal flourish extending to the right.

CAPITOL OFFICE
Room 101G • State Capitol
201 West Capitol Avenue
Jefferson City, MO 65101-6806
Tele: (573) 751- 9469

E-Mail: kevin.mcmanus@house.mo.gov

DISTRICT ADDRESS
P.O. Box 481642
Kansas City, MO 64148



Kevin McManus

July 28, 2011

HOUSE COMMITTEES

House Committee on General Laws

House Committee on International Trade
and
Job Creation

House Committee on Local Government

House Committee on Workforce
Development

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in cursive script that reads "Kevin J. McManus".

Kevin McManus
State Representative
46th District

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Jefferson City, MO 65101
Tele: 573-751-3310
E-mail:
john.rizzo@house.mo.gov



COMMITTEES

Appropriations -
Public Safety & Corrections
Budget
Economic Development
Fiscal Review
Local Government

JOHN RIZZO MISSOURI STATE REPRESENTATIVE DISTRICT 40

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

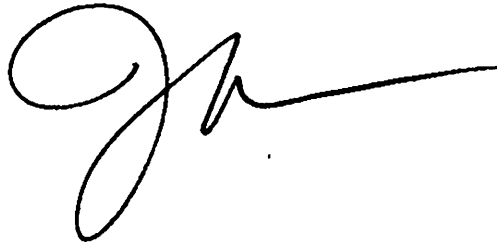
Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized initial 'J' followed by a horizontal line extending to the right.

John Rizzo
Representative District 40

**MISSOURI SENATE****JOLIE L. JUSTUS**
10TH DISTRICTCAPITOL BUILDING, ROOM 330
JEFFERSON CITY, MO 65101
PHONE: (573) 751-2788
FAX: (573) 751-9776
jolie.justus@senate.mo.govDISTRICT OFFICE:
P.O. BOX 411464
KANSAS CITY, MO 64141
PHONE: (816) 931-5656

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me should you have any questions or concerns.

Very Best Regards,

A handwritten signature in black ink, appearing to read "Jolie L. Justus", with a long horizontal line extending to the right.

Jolie L. Justus

CAPITOL ADDRESS

State Capitol · 201 W. Capitol Ave.
Jefferson City, MO 65101
(573) 751-1501
(573) 526-1248 FAX

**DISTRICT ADDRESS**

4030 College Avenue
Kansas City, MO 64130

Leonard (Jonas) Hughes, IV
Missouri House of Representatives
District 42

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

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I ask that you give this application favorable consideration. If you have any questions or concerns, please feel free to contact me.

Sincerely,

Representative Leonard (Jonas) Hughes
Missouri House of Representatives
District 42



MISSOURI HOUSE OF REPRESENTATIVES

Michael R. Brown

State Representative
District 50
State Capitol
201 West Capitol Avenue
Jefferson City, MO 65101-6806

July 27, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Best Wishes and God Bless,

A handwritten signature in black ink that reads "Michael R. Brown".

Michael R. Brown
Representative (District 50)

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Jefferson City, MO 65101-6806
Tele: (573) 751-8636
E-Mail:
Sheila.Solon@house.mo.gov

COMMITTEES

Member:
International Trade and Job
Local Government
Downsizing Government
Appropriations-Public Safety and
Corrections

MISSOURI HOUSE OF REPRESENTATIVES

Sheila Solon

State Representative
District 55

July 26, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

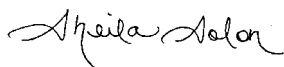
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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,



Sheila Solon
Representative District 55

CAPITOL OFFICE

State Capitol
201 West Capitol Avenue
Jefferson City, MO 65101-6806
Tele: (573) 751-2124
Fax: (573) 522-0443
E-Mail:
Gail.beatty@house.mo.gov



COMMITTEES

Member:

- Budget
- Professional Registration and Licensing
- Ethics
- Ways and Means

DISTRICT ADDRESS

P.O. Box 22333
Kansas City, MO 64113

MISSOURI HOUSE OF REPRESENTATIVES
Gail McCann Beatty

State Representative
District 43

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Thank you,

A handwritten signature in black ink that reads "Gail McCann Beatty". The signature is fluid and cursive.

Gail McCann Beatty
State Representative-District 43



Office of the Mayor

Mayor Sylvester "Sly" James, Jr.

29th Floor, City Hall
414 East 12th Street
Kansas City, Missouri 64106

(816) 513-3500
Fax: (816) 513-3518

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The Jackson County/Kansas City Regional Alternatives Analysis proposal directly aligns with the efforts of the Departments of Transportation and Housing and Urban Development, and the Environmental Protection Agency to create livable communities to improve the quality of life of all Americans.

The grant would provide supplemental resources for an ongoing alternatives analysis, building upon the substantial system-planning efforts already underway in two parallel studies. Resources are needed for additional technical tasks and the development of documentation necessary to position the community to move seamlessly into the next phase of cost-effective and efficient project planning and implementation.

The Jackson County/Kansas City Regional Alternatives Analysis proposes to assess concepts and service options based on their ability to:

- Raise the profile and viability of alternative transportation options by investing resources in ways that provide the most benefits for the maximum number of users;
- Serve low-income and economically distressed areas by pursuing enhanced connections to economic, employment, and housing opportunities region-wide;
- Support and connect high-priority local and regional activity centers and areas of economic activity and investment;
- Support established communities and existing land-use and economic-development objectives by strengthening and leveraging the unique qualities that they offer;
- Unite multiple interests, disciplines, and partners toward a common goal of economic and environmental sustainability;

I ask that the Alternatives Analysis proposal receive every favorable consideration. Should you have any concerns or questions, please do not hesitate to contact me directly.

Sincerely,

Mayor Sylvester "Sly" James, Jr.



Office of the City Manager

29th Floor, City Hall
414 East 12th Street
Kansas City, Missouri 64106

(816) 513-1408
Fax: (816) 513-1363

July 29, 2011

Mr. Peter M. Rogoff
Administrator
Federal Transit Administration
400 Seventh Street SW, Room 9328
Washington, DC 20590

RE: Mid-America Regional Council's Alternatives Analysis Program Submittal

Dear Administrator Rogoff:

The City of Kansas City, Missouri strongly supports the Mid-America Regional Council (MARC) Alternatives Analysis proposal for the City and the region. This application for funding will continue to move the Kansas City forward into a modern and viable transit system that will provide for less dependence on single occupancy vehicles, improve mobility choices, support the region's transportation future forecasting for growth and economic development. Attached is a City Council Resolution fully endorsing our support for the Alternatives Analysis application.

The City of Kansas City, Missouri is financially invested the current Alternatives Analysis grants and will continue to be in the proposed grant submittal. There is a strong commitment by the region to see the implementation of additional modal choices for the region. The Downtown Connector Study has been moving forward on an aggressive schedule, based on the regional support and commitment to move toward a sustainable community. There is a strong sentiment to see these projects forward to implementation.

We appreciate your favorable consideration to fund this Alternatives Analysis grant application for advancing the regions transit opportunities.

Sincerely,

Troy M. Schulte
City Manager
City of Kansas City, Missouri



MICHAEL D. SANDERS
Jackson County Executive

July 29, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

Thank you for your prior support of our regional transit efforts. Greater Kansas City and Jackson County, Missouri continue to move full steam ahead towards our dynamic regional vision of a more sustainable and livable future. I write in support of the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal requests supplemental funding to support additional technical tasks related to an ongoing alternatives analysis.

In 2010, the Kansas City region was awarded funding to support the Jackson County/Kansas City Regional Alternatives Analysis Study. This study, now fully initiated and in process, includes an assessment of the region's downtown corridor in Kansas City, MO and two commuter corridors in Jackson County, both critical for further advancing the region's adopted transit vision, Smart Moves.

The Jackson County/Kansas City Regional Alternatives Analysis Phase II application further reinforces this momentum through the continuation of the extensive regional partnerships that guide and support the study effort, the broad support of local jurisdictions, and the public's continued desire for a more efficient, robust regional transit system. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, housing, and events; thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in suburban and urban communities.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Very truly yours,

Michael D. Sanders
Jackson County Executive





City of Independence

Office of the Mayor, Don B. Reimal

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Don B. Reimal". The signature is written in a cursive, flowing style.

Don B. Reimal
Mayor



MAYOR DAVID W. BOWER
10000 EAST 59TH STREET
RAYTOWN, MISSOURI 64133-3993
PHONE: 816-737-6003

July 29, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

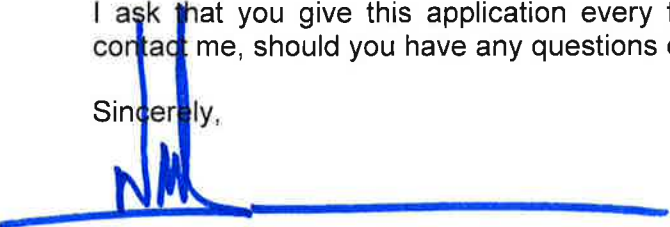
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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,



DAVID W. BOWER
Mayor



Randall L. Rhoads, Mayor
City of Lee's Summit

July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Randall L. Rhoads
Mayor

CITY OF GRANDVIEW



1200 Main Street
Grandview, Missouri 64030-2498
(816) 316-4800

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis.

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Steve Dennis
Mayor

City of Grandview, Missouri

July 28, 2011

Mr. Peter M. Rogoff
Administrator
Federal Transit Administration
400 Seventh Street SW, Room 9328
Washington, DC 20590

RE: FY 2011 Discretionary Livability Funding Opportunity: Alternatives Analysis Program

Dear Administrator Rogoff,

I am pleased to offer this endorsement for a joint application with Jackson County, Missouri, requesting a grant award in support of an alternatives analysis in the Kansas City, Missouri, region. This request is made in response to your recent Notice of Funding Availability - Alternatives Analysis [FTA-2011-021-ALTA](#), announced June 27, 2011.

You will note this application is unique in that it is not only sponsored by multiple entities, but is also multi-modal in nature. We believe that an alternatives analysis in the corridors identified in the application would provide essential direction for Kansas City's long-range, strategic transit plan.

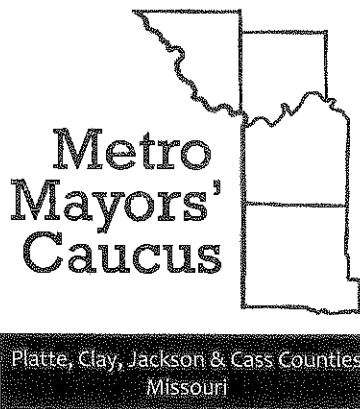
We appreciate the opportunity to submit this application and look forward to your reply.

Sincerely,



Mark E. Huffer
General Manager

MEH:cdf



July 27, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

EXECUTIVE COMMITTEE

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Chair

Mayor Don Reimal, Independence
1st Vice Chair

Mayor David Slater, Pleasant Valley
2nd Vice Chair

Mayor Kathleen Rose, Riverside
Immediate Past Chair

Mayor Sly James, Kansas City
Member

Mayor Juan Alonzo, Raymore
Member

Mayor Barry McCullough, Gladstone
Member

Mayor Greg Canuteson, Liberty
Member

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

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Sincerely,

A handwritten signature in cursive script that reads "Jimmy Odom".

Mayor Jimmy Odom
Chair



RMCA Officers:
Deb Churchill, President
Matthew Staub, Vice President
Brandi Smith, Treasurer
Paige Powers, Secretary

Board Members:
Courtney Bradley
John DeBauche
Emily Dikes
Dana Gibson
Mike Hurd
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Kristi King
Zoraya Lara
Mel Mallin
Mark Rowland
Yachiyo Smith

July 27, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Deb Churchill

Deb Churchill
President



Officers

Michael Deggendorf, Chair
Ron Coker, Vice Chair
Brett Gordon, Vice Chair
Michael Hagedorn, Vice Chair
Charles F. Miller, Secretary
James L. Gegg, Treasurer

Board of Directors

Hugh Andrews
Suzanne Aron
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Steve Penn
Jerry Reardon
David Rezac
David Richardson
Kimberlee Ried
Jerry D. Riffel
Madeline Romious
Mark Stingley
Doug Stockman
Spencer R. Thomson
Jay Tomlinson
Thomas H. Trabon
Judy Train
H. Darby Trotter, PhD
Donna Ward
Thomas R. Willard
George E. Wolf III

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

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I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Bill Dietrich
President,/CEO



*NORTHLAND REGIONAL
CHAMBER of COMMERCE*

The mission of the

Northland Regional

Chamber of Commerce

is to enhance

the business community,

economic growth

and quality of life

in the Northland.

July 29, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I'm writing to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events by improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Sheila Tracy
President

634 NW Englewood Road

Kansas City, MO 64118

tele: 816.455.9911

fax: 816.455.9933

www.northlandchamber.com

Blue Springs Chamber of Commerce



The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Lara Vermillion, IOM
President

July 28, 2011



The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express the support for the proposal from the Raytown Area Chamber of Commerce Board of Directors and myself, in general, submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. Although the proposal didn't mention specifics that still needs to be examined, it seems to be an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Vicki A. Turnbow". The signature is written in a cursive, flowing style.

Vicki A. Turnbow
President



THE CHAMBER

Greater Kansas City Chamber of Commerce

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

July 29, 2011

Dear Secretary LaHood,

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

Kristi Smith Wyatt
Senior Vice President,
Government Relations & Policy
Development



July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration as it will help greatly to enhance economic development efforts in South Kansas City. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Vickie Wolgast".

Vickie Wolgast
President

SOUTHTOWN COUNCIL

6814 Troost Avenue
Kansas City, MO 64131-1509
(816) 523-5553

July 27, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

The Southtown Council, made up of more than 300 businesses, institutions, and associations in south central Kansas City extends their support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. This proposal provides an innovative plan that will enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in our important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

We ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,



Marti Lee
Executive Director



**BROADWAY
WESTPORT
COUNCIL**

July 28, 2011

2011 BOARD OF DIRECTORS

Barbara Criswell, President
Aquarius

Greg Allen, Vice President
Allen Financial Corp.

Chris Jordan, Vice President
Valentine Neighborhood Assoc.

Tony Krsnich, Vice President
Landmark Investment Group

Greg Patterson, Vice President
Greg Patterson & Associates

Chip Schmelzer, Vice President
Schmelzer Arms 2, LC

Eric Bushner, Secretary
James B. Nutter & Co.

Tom Platt, Treasurer
Westport Land & Management

Paul Blanck
Blanck & Lancey, CPA

Jon Engelman
*Westport Regional
Business League/CID*

Kimball Hales
Hufft Projects

John Jelinek
McDonald's Restaurant

Adam Krugh
Vista Commercial Real Estate

Bill Mendus
Mendus & Associates, P.C.

David Reid
Fidelity Security Life

Jim Stacy
Consultant

Tom Vansaghi
Metropolitan Community Colleges

Major Gregory Voeller
The Salvation Army

Billy Weissend
Veterans of Foreign Wars

Jabbar Wesley
Missouri Gas Energy

David Young
Saint Luke's Hospital

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

The Broadway Westport Council, Inc. ("BWC"), representing a community of businesses, property owners, institutions and neighbors in Midtown Kansas City, has been an active voice and participant in the life of Midtown and Kansas City for decades.

We are writing to express our support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. We recognize this proposal as an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated and seamless commuter and urban transit system that will address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

We feel this proposal will speak to these challenges, which include economic growth, preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. We are convinced that conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

We ask that you give this application every favorable consideration.

Sincerely,

Barbara Criswell
Board President



The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

The Grandview Chamber of Commerce Board formally supports the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

The Grandview Chamber of Commerce is a business organization representing 275 member businesses, 590 community businesses and over 11,000 employees in the Grandview area. We ask that you give this application every favorable consideration. Please do not hesitate to contact us should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Krass', written in a cursive style.

Todd Krass
Chairman of the Board
CEO, Research Belton Hospital
816-348-1200
Todd.krass@hcamidwest.com

A handwritten signature in black ink, appearing to read 'Kim Curtis', written in a cursive style.

Kim Curtis
President
Grandview Chamber
816-761-6505
ksc@grandview.org

12500 S. 71 Highway, Suite 100
Grandview, MO 64030
816-761-6505 www.grandview.org/chamber

Labor-Management Council

of Greater Kansas City

July 2011

Officers

Co-Chairs

Terry Akins

Business Manager
I.B.E.W. Local 124

Mike Sanders

County Executive
Jackson County
Vice Co-Chair

Kevin Istas

Senior Vice President
Walton Construction Co.

Secretary

David Kendrick

Business Manager
Greater Kansas City
Building & Construction
Trades Council

Treasurer

Don Greenwell

President
Builders' Association
Executive Director

Bob Jacobi, Jr.

Executive Committee

Donna Birks

President
AFL-CIO Tri-County

Pat Dujakovich

President
Greater Kansas City AFL-CIO

Scott Hoisington

Deputy Operations Director
Turner Construction Co.

John Phillips

Partner
Husch Blackwell

Louie Wright

President
Fire Fighters Local 42
Immediate Past Co-Chairs

Jim Delaney

Vice President
Turner Construction Co.

Kevin Sexton

Business Manager
Plasterers' & Cement
Masons Local 518

The Honorable Ray LaHood

Secretary

United States Department of Transportation

1200 New Jersey Avenue, SE

Washington, D.C. 20590

Dear Secretary LaHood:

I am pleased to share my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The innovative proposal would enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system to move people and products in one of the nation's most important freight rail and commerce corridors.

The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. This proposal is an opportunity to enhance economic growth, neighborhood preservation, transportation congestion and the environment. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I appreciate your time and hope that you will give this application every favorable consideration. Please feel free to contact me with any questions or concerns.

Sincerely,

Bob Jacobi

Bob Jacobi

Executive Director

1100 Rockhurst Road • Kansas City, MO 64110

Phone: (816) 501-4363; Fax (816) 501-3198 • Email: bob.jacobi@rockhurst.edu

Blog: <http://labormanagementke.typepad.com>



Kansas City Regional Transit Alliance

27 July 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that addresses challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Kite Singleton". The signature is fluid and cursive, written over the printed name.

Kite Singleton
Chair



3-TRAILS VILLAGE
COMMUNITY IMPROVEMENT DISTRICT
5912 East Bannister Road
Kansas City, MO 64134
816-765-9276
www.3traiscid.org
July 28, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Dear Secretary LaHood:

The 3-Trails Village Community Improvement District (CID) is pleased to support the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The CID commissioned a study "Socio-Economic Factors Relating to the Kansas City to the Kansas City Regional Rapid Rail South Line" (<http://www.3traiscid.org/Projects>) which was completed in February 2011.

The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed area, and improving the overall quality of life of residents in the region.

In addition to receiving commitments from neighborhood associations representing more than 3,000 residents and business leaders in the area, the CID committed \$50,000.00 in support of such an Alternatives Analysis for the "South Line" (US-71/Grandview Commuter Corridor).

The proposal is in keeping with the CID's mission of promoting sustainable economic development and redevelopment. I ask that you give this application every favorable consideration. Please do not hesitate to get in touch with me should you have any question or concerns.

Best Regards,

Lou Austin, Chairman
816-966-7935 (cell)



3-TRAILS VILLAGE
COMMUNITY IMPROVEMENT DISTRICT
5912 East Bannister Road
Kansas City, MO 64134
816-765-9276
www.3traiscid.org

Federal Highway Administrator
Attn: Wesley Blount
Office of Human Environment
1200 New Jersey Ave. SE
Washington, DC 20590

Mr. Blount:

The 3-Trails Village Community Improvement District (CID) is pleased to support and endorse the Kansas City Regional Rapid Rail (KCRRR) request for funding of a transportation alternative analysis in the US 71 commuter corridor under Transportation, Community, and System Preservation Program.

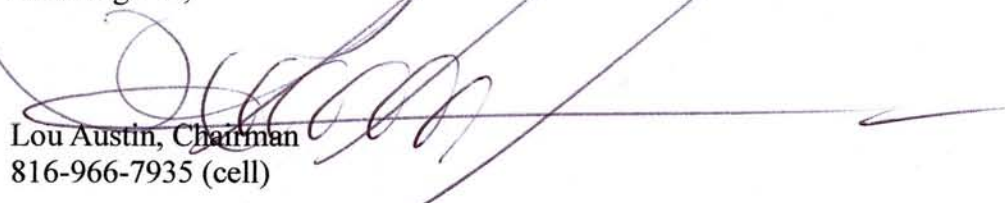
Formed with consent and active participation of property and business owners within the district, the CID's mission is to promote sustainable economic development and redevelopment within its geographical boundaries and the adjacent surrounding areas.

The CID is located adjacent to the 'South Commuter Rail' line that serves South Kansas City, MO, Grandview, MO and Belton, MO. This "South Line" of the proposed KCRRR will create and foster economic opportunity within the CID District and the surrounding area that is efficient, resilient and sustainable. It will substantially increase mobility choice along the "South Line". Additionally, it will promote "green solutions" by reducing the use and the costs related to supporting autos.

In anticipation of potential commuter rail connecting the CID to all regions of the Kansas City Area, a study of the "South Line" was initiated by the CID. The "Socio-Economic Factors Relating to the Kansas City Regional Rapid Rail South Line" (the Study) was completed in February 2011. The study is attached and can be found at <http://www.3traiscid.org/Projects>. The study considers factors and benefits of housing, income density and transportation and the social economic effect that an alternative mode of transportation would have on the communities adjacent to the proposed "South Line".

The Board of Directors of the 3-Trails Village Community Improvement District adopted Resolutions No.'s 2009-01, 2010-06, 2010-07, 2010-11 and 2011-04 (attached) all in support of the Kansas City Regional Rapid Rail Plan and completion of the "South Line".

Best Regards,


Lou Austin, Chairman
816-966-7935 (cell)

3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") TO ACCEPT AND ADOPT THE ECONOMIC DEVELOPMENT REPORT "SOCIO-ECONOMIC FACTORS RELATING TO THE KANSAS CITY REGIONAL RAPID RAIL SOUTH LINE" INCLUDING RECOMMENDATIONS FOR SUSTAINABLE AND EFFICIENT ECONOMIC DEVELOPMENT FOR THE DISTRICT.

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act, "Section 67.1401, et seq., Rs Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the Board adopted Resolution No.: 2002-14 expressing the intent to pursue and support sustainable economic and other beneficial activity within the District;

WHEREAS, the Board on January 1, 2009 adopted Resolution No.: 2009-01 expressing support for a Kansas City Regional Rapid Rail Transit system;

WHEREAS, the Board has determined that a regional rapid rail system would be beneficial to the District and to the South Kansas City Community;

WHEREAS, the Board in furtherance of its support of a Regional Rapid Rail system commissioned a ridership and economic development study for the South Line of the Regional Rapid Rail to benefit the District and the South Kansas City Community;

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the District:

1. That the report "Socio-Economic Factors Relating to the Kansas City Regional Rapid Rail South Line" be accepted
2. That the recommendations contained therein be adopted by the District to further promote sustainable and efficient economic development within the District and South Kansas City.
3. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.
4. This Resolution shall take effect immediately.

Adopted this 18th day of April, 2011.


Lou Austin
Chairman of the Board of Directors



RESOLUTION NO.: 2010-11

3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") RENEWING ITS SUPPORT FOR THE KANSAS CITY REGIONAL RAPID RAIL TRANSIT SYSTEM, AN ALTERNATE ANALYSIS STUDY FOR THE SOUTH LINE AND ACCELERATION OF COMPLETION OF THE SOUTH LINE WITHIN FIVE YEARS.

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act, "Section 67.1401, *et seq.*, Rs Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the Board of Directors adopted Resolution No.: 2002-14 expressing the District's intent to pursue and support sustainable economic development and other beneficial activity within the District;

WHEREAS, the Board on January 1, 2009 adopted Resolution No.: 2009-01 expressing support for a Regional Transit system;

WHEREAS, the Board on May 17, 2010 adopted Resolution No: 2010-06 expressed support for funding of an "alternative analysis" study for the Kansas City Regional Rapid Rail system;

WHEREAS, the Board on May 17, 2010 adopted Resolution No: 2010-07 allocating \$15,000.00 for a ridership study to be part of the an "alternative analysis";

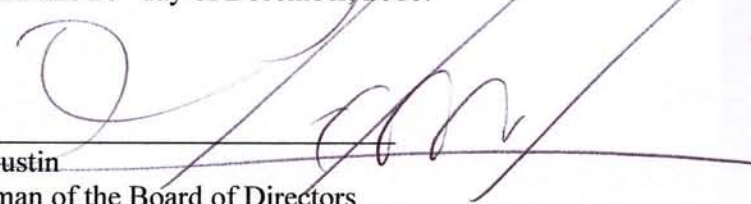
WHEREAS, the Board has determined that a regional rapid rail system would be beneficial to the District and to the South Kansas City Community.

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the District:

1. Supports a Kansas City Regional Rapid Rail Plan.
2. Supports private and government funding of a Federal Highway Administration "Alternative Analysis" for the South Line of the Kansas City Regional Rapid Rail.
3. Supports completion of the South Line within 5 years;
4. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.
5. This Resolution shall take effect immediately

Adopted this 20th day of December, 2010.


Lou Austin
Chairman of the Board of Directors



3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD OF DIRECTORS") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") AUTHORIZING FUNDING FOR A RIDERSHIP AND SUSTAINABLE ECONOMIC DEVELOPMENT STUDY OF THE SOUTH LINE SEGMENT OF THE KANSAS CITY REGIONAL RAPID RAIL INITIATIVE.

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act, "Section 67.1401, *et seq.*, Rs Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the Board of Directors adopted Resolution No.: 2002-14 expressing the intent to pursue and support sustainable economic and other beneficial activity within the District;

WHEREAS, the Board of Directors on January 1, 2009 adopted Resolution No.: 2009-01 expressing support for a Kansas City Regional Rapid Rail Transit system;

WHEREAS, the Board of Directors has determined that a regional rapid rail system would be beneficial to the District and to the South Kansas City Community;

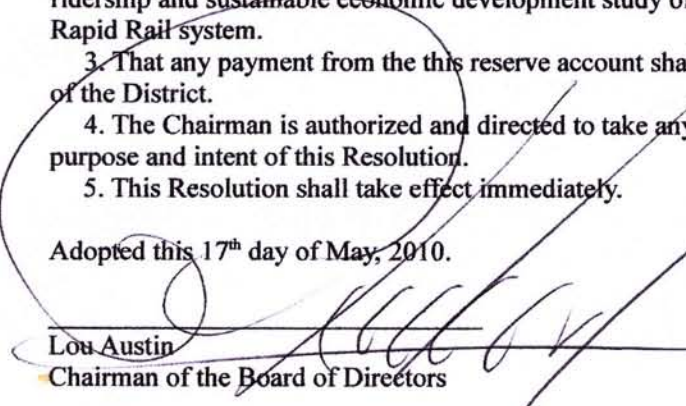
WHEREAS, the Board of Directors in furtherance of its support of a Regional Rapid Rail system has determined a ridership and sustainable economic development study for the South line of the Regional Rapid Rail would be of benefit to the District and to the South Kansas City Community;

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the District:

1. That the District actively support, along with other stakeholders, a ridership and sustainable economic development study for the South line of the Kansas City Regional Rapid Rail system.
2. That the District allocate \$15,000.00 from unappropriated funds to a reserve account for a ridership and sustainable economic development study of the South Line of the Kansas City Regional Rapid Rail system.
3. That any payment from the this reserve account shall be approved by the the Board of Directors of the District.
4. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.
5. This Resolution shall take effect immediately.

Adopted this 17th day of May, 2010.


Lou Austin
Chairman of the Board of Directors



3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD OF DIRECTORS") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") EXPRESSING SUPPORT FOR AN ALTERNATIVE STUDY ANALYSIS FOR THE KANSAS CITY REGIONAL RAPID RAIL TRANSIT SYSTEM.

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act, "Section 67.1401, *et seq.*, Rs Mo., as amended (the "Act") and is transacting business and exercising powers granted by the Act;

WHEREAS, on November 4, 2002 the Board of Directors adopted Resolution No.: 2002-14 expressing the District's intent to pursue and support sustainable economic development and other beneficial activity within the District;

WHEREAS, the Board of Directors on January 1, 2009 adopted Resolution No.: 2009-01 expressing support for a Regional Transit system;

WHEREAS, the Board has determined that a regional rapid rail system would be beneficial to the District and to the South Kansas City Community;

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the District:

1. That the District supports procurement of Federal funding to implement an "alternative analysis" study for the Kansas City Regional Rapid Rail System.
2. The Chairman is authorized and directed to take any further action necessary to carry out the purpose and intent of this Resolution.
3. This Resolution shall take effect immediately.

Adopted this 17th day of May, 2010.


Lou Austin
Chairman of the Board of Directors



THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT

RESOLUTION OF THE BOARD OF DIRECTORS ("BOARD OF DIRECTORS") OF THE 3-TRAILS VILLAGE COMMUNITY IMPROVEMENT DISTRICT ("DISTRICT") EXPRESSING SUPPORT FOR A REGIONAL TRANSIT PROGRAM DEVELOPED WITH AREA STAKEHOLDER INPUT

WHEREAS, the District, was formed on July 7, 2002, by Ordinance Number 020753, and amended by Ordinance Number 050769 on July 3, 2005 adopted by the City Council, is a public body created under the authority of the "Missouri Community Improvement District Act," Sections 67.1401, *et seq.*, RSMO, as amended (the "Act") and is transacting business and exercising the powers granted by the Act;

WHEREAS, Section 67.1461 of the Act authorizes the District, among other things: (1) to provide assistance to or to construct, reconstruct, install, repair, maintain and equip public improvements within the boundaries of the District; and, (2) to contract for or conduct economic, planning, marketing or other studies;

WHEREAS, the petition establishing the District authorizes the District to, among other things: (1) prepare a master plan for the District including the implementation of a comprehensive image and marketing program; (2) provide or contract for the provision of transportation within the District; and (5) assist in attracting additional investment in the District by the public and private sectors (the "Eligible Services");

WHEREAS, Section 67.1451 of the Act authorizes the Board of Directors to act on behalf of the District;

WHEREAS, the counties of Jackson, Clay, and Platte, Missouri, the City of Kansas City, Missouri and the Kansas City Area Transportation Authority are considering regional transit programs; and,

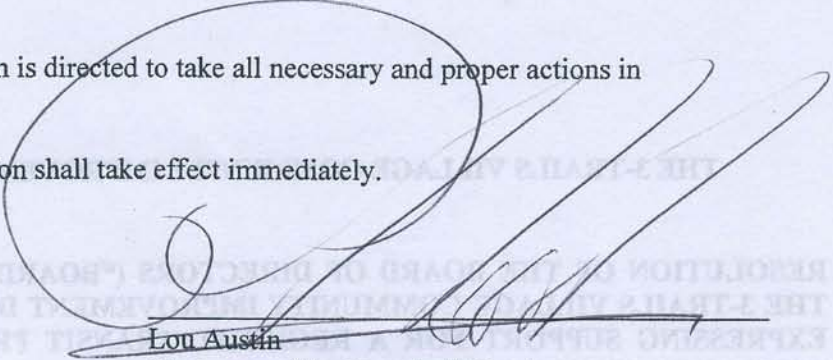
WHEREAS, in furtherance of providing the Eligible Services, the District desires to express support for a the creation of and inclusion within a well planned and comprehensive regional multi-modal transit system which provides for stakeholder input on, among other things, governance, future planning, routes and funding.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the District:

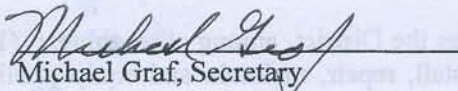
Section 1. The District, in the furtherance of promoting sustainable economic development and revitalization within the District and surrounding area, supports the creation and implementation of, and inclusion within, a well planned and comprehensive regional multi-modal transit system with stakeholder input on, among other things, governance, future planning, routes and funding.

Section 2. The Chairman is directed to take all necessary and proper actions in furtherance of this Resolution.

Section 3. This Resolution shall take effect immediately.


Lou Austin
Chairman of the Board of Directors

ATTEST:


Michael Graf, Secretary



**3-Trails Village
Community Improvement District**

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TOM McDONALD

State Representative
49th District

COMMITTEES

Appropriations –
Transportation and
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Transportation
Joint Committee -
Transportation Oversight
Special Committee on Children
and Families

August 9, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary LaHood:

I write to express my support for the proposal submitted by the Mid-America Regional Council (MARC) on behalf of its Kansas City/Jackson County regional partners for the FY2011 Department of Transportation Discretionary Livability Funding Opportunity: Alternatives Analysis. The proposal is an innovative plan to enhance the economic viability of the Jackson County/Kansas City region through an integrated, seamless commuter and urban transit system that address challenges associated with the movement of people and goods in one of the nation's most important freight rail and commerce corridors.

The proposal seeks to confront these challenges, which include economic growth, the preservation of neighborhoods, congestion, and pollution by building upon findings from ongoing system-planning efforts. The grant will support the completion of an alternatives analysis currently underway for the Kansas City area's most densely populated zone, and the commencement of an alternatives analysis for the US-71/Grandview Commuter Corridor. The conclusions and recommendations from the study will support the implementation of cost-effective and efficient strategies that connect residents and visitors to jobs, services, and events, thereby encouraging investment in neighborhoods, revitalizing depressed areas, and improving the overall quality of life of residents in the region.

I ask that you give this application every favorable consideration. Please do not hesitate to contact me, should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Tom McDonald".

Tom McDonald
State Representative
49th District