

THE 3-TRAILS COMMUNITY IMPROVEMENT DISTRICT

CERTIFICATION OF MINUTES

CERTIFICATION OF MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS HELD ON DECEMBER 1, 2003. THE UNDERSIGNED CHAIRMAN AND SECRETARY OF THE 3-TRAILS COMMUNITY IMPROVEMENT DISTRICT, A POLITICAL SUBDIVISION OF THE STATE OF MISSOURI, CERTIFY THAT THE ATTACHED MINUTES OF THE ABOVE REFERENCED BOARD OF DIRECTORS MEETING ARE TRUE AND ACCURATE TO THE BEST OF OUR KNOWLEDGE.

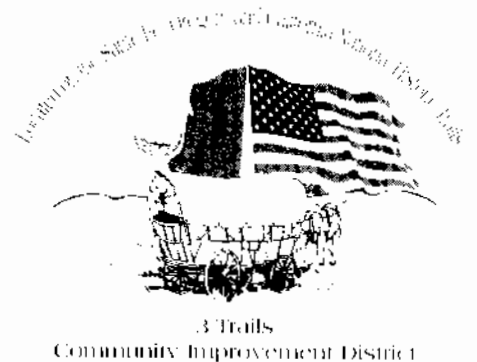
MINUTES APPROVED AT DIRECTOR'S MEETING HELD ON JANUARY 12, 2004.

  
\_\_\_\_\_  
LOU AUSTIN, CHAIRMAN

*1-12-04*  
\_\_\_\_\_  
DATE

  
\_\_\_\_\_  
JANET LARIMER

*1-12-04*  
\_\_\_\_\_  
DATE



**THE 3-TRAILS COMMUNITY IMPROVEMENT DISTRICT  
MINUTES OF THE MEETING OF  
THE BOARD OF DIRECTORS OF THE DISTRICT  
December 1, 2003**

**I. CALL TO ORDER**

The meeting was called to order at 1:06 p.m. at 5912 East Bannister Road, Kansas City, Jackson County, Missouri.

1. Oath of Office: Legal Counsel administered the Oath of Office to Mary Norman, newly elected members of the Board of Directors (the "Board") as required by the Missouri Constitution; Article 7, Section 11.
2. Roll Call / Determination of Quorum: Board of Directors Members were present as follows:

Board Members:

Lou Austin  
Ben Benjamin  
Paul Denzer  
Troy Marquis  
Mary Norman  
Tony Privitera  
One board position is currently vacant.

Lou Austin acted as Chairman and Janet Larimer acted as Secretary of the meeting.

Others present:

Charles Renner, Esq., Husch & Eppenberger, District Counsel  
Topper Schumacher, 3-Trails West, Inc.  
Carol Owsley, Community Assistance Council  
Carolyn Vellar, 6<sup>th</sup> District FOCUS Centers  
Tim Roudebush & Guest, Founding of Freedom  
Doug & Liz Dimmel, Dramatic Truth School of the Arts  
Mr. Graf, PIAC – 6<sup>th</sup> District Representative  
Teresa Edens, President, Hickman Mills School District Board of Education

3. Meeting Notice: The meeting notice was certified and attached to these minutes as Exhibit A.
4. Welcome visitors.

**II. OLD BUSINESS:**

- A. Approval of minutes: A motion was made to approve the meeting minutes after corrections for the November 3, 2003 meeting. After

discussion the motion was seconded and unanimously approved.

### III. NEW BUSINESS:

#### A. Presentations:

1. Tim Roudebush, Founders of Freedom: Introduced the Founders of Freedom with a performance of Abigail Adams. He then gave a summary of the historical educational program his organization provides. Interested in the Bannister Mall theatres for a Learning Center to service all of the schools in the metro area.
2. Doug & Liz Dimmel, Dramatic Truth School of the Arts: Provided school history, mission statement, and future plans.

#### B. Treasurer's Report:

1. Financial Statement: Treasurer, Troy Marquis reviewed the District financial statement through November 30, 2003. Line of credit will expire on 12/2/03. No reason to renew it at this time.
2. Insurance: Renewed general liability insurance with Missouri Public Entity Risk Management with \$5,850 premium.
3. Sales / Real Estate Tax Revenues: Sales tax reporting low this month.
4. Web Site: Schedule walk through with directors.

#### C. Legal Report: None.

#### D. District Manager's Report:

1. Communication: District Update:
  - a. CID Administrative Office: Summary of meetings held in CID office during the month of November 2003 was presented.
  - b. 3-Trails Corridor: Mr. Spigel has provided the CID with a copy of the as-built survey of Bannister Mall dated May, 2002. Required 30 foot trail easement involves 3 different property owners (Spigel, Dillard's, and Sears). Spigel has already agreed to donate his portion of the easement. CID has funds earmarked for trail easement survey and legal description when Sears and Dillard's consents to donate easements are obtained.

- c. 87<sup>th</sup> Street: To include 87<sup>th</sup> Street – Phase IV in the proposed City bond issue, a quick study and cost estimate must be completed by year end, January 15, 2004 latest date. A motion was made to appropriate \$11,700 quick study, opting out of the RFP process in favor of Alternate Street Design, P.A. Orange Park Florida and request participation funds from certain affected property owners. After discussion the motion was seconded and unanimously approved. A committee consisting of Austin, Benjamin, and Privitera was established to meet with other affected property owners regarding participation in the study cost. Also noted for record that CID will request KCMO reimbursement (possibly PIAC) for a portion of the feasibility study.
- d. Educational / Medical / Transit / Center: The Feasibility study will be finished early January 2004. Study includes location, cost, trails, concept plan, etc. Moving forward with the study.
- e. MODOT – 435 Enhancements: Sculptures should be installed around the first of December. Will complete planting enhancements at Bannister Road this spring.
- f. MODOT – 3-Trails Corridor Crossing 71 Highway: Agreement has been reached between MODOT and KCMO for MODOT to insure 3-Trails Corridor gets across 71 Highway.

2. Communication. Follow-up items:

- a. Changes to CID Chart of Accounts / Financial Statements: Will start new financial format in January.
- b. Parks & Recreation artifacts: Parks Department will self-insure artifacts. File noted appropriately.
- c. CID life span extension & possible expansion: Board will address District extension and expansion at beginning of 2004 by establishing a Board Committee.
- d. Shafer, Kline, & Warren proposal: Pending easement consents from Dillard's and Sears.
- e. Santa Fe Trails Association grant: Maybe some excess grant invoices for return to CID unappropriated funds.

- f. Security System – Space 5912: The security system has been installed and a security code has been issued.
- g. Tenant Certificate of Insurance to Landlord – Space 5912: Will be provided to landlord.
- h. KCATA Grant – Acceleration of Federal funds to 2004: CMAQ grant funds (\$368,000) for transit station will be available in 2004.
- i. December CID Open House – December 17<sup>th</sup> from 5PM – 7PM in conjunction with South Kansas City Chamber.
- j. Letter of support – Naming new bridge @ Lydia / Bannister “The Jim Bridger Bridge”. Board approved sending the letter.
- k. Cable service @ space 5912: Now operational.

**E. Other:**

- 1. Rescheduling – January 2004 Board meeting: Motion made and approved to move January Board meeting to the 2<sup>nd</sup> Monday and then the 3<sup>rd</sup> Monday for the following months remainder of 2004.

**F. Public comments and communications:**

**IV. ADJOURNMENT**

Upon motion duly made, seconded, and unanimously approved, the meeting was adjourned.

**EXHIBIT A**  
**AGENDA & NOTICE**  
Meeting of the Board of Directors  
3-Trails Community Improvement District

**Date:** December 1, 2003

**Time:** 1:00 p.m.

**Place:** 5912 East Bannister Road  
Kansas City, Jackson County, Missouri

**I. CALL TO ORDER**

1. Director Oath of Office - Mary Norman
2. Roll Call / Determination of Quorum
3. Certification of meeting notice (Exhibit A)
3. Welcome / Meeting Protocols

**II. OLD BUSINESS**

- A. Approval of minutes: November 3, 2003 meeting.

**III. NEW BUSINESS**

- A. Presentations:
  1. Founders of Freedom (Exhibit B)
  2. Dramatic Truth Ballet Theatre (Exhibit C)
- B. Treasurer's Report:
  1. Financial Report (Exhibit D)
  2. Insurance
  3. Sales / Real Estate Tax Revenues
  4. Web Site
- C. Legal Report: None
- D. District Manager's Report:
  1. Communication: District Update.
    - a. Summary of November meetings @ 5912 E. Bannister Road (Exhibit E)
    - b. 3-Trails Corridor
    - c. 87<sup>th</sup> Street (Exhibit F)
    - d. Educational / Medical / Transit / Center
    - e. MODOT - 435 enhancements (Exhibit G)
    - f. MODOT - 3-Trails Corridor Crossing 71 Highway

**RECOMMENDATION:** None. FYI to Board.

**FUNDS REQUESTED:** None.

2. Communication: Follow-up items.
  - a. Changes to CID Chart of Accounts / Financial Statements
  - b. Parks & Recreation artifacts
  - c. CID life span extension & possible expansion
  - d. Shafer, Kline, & Warren proposal
  - e. Santa Fe Trail Association grant

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- f. Security System - Space 5912
- g. Tenant Certificate of Insurance to Landlord - Space 5912
- h. KCATA Grant - Acceleration of Federal funds to 2004.
- i. December CID Open House - December 17<sup>th</sup> from 5PM - 7PM in conjunction with South Kansas City Chamber
- j. Letter of support - Naming new bridge @ Lydia / Bannister "The Tim Bridger Bridge" (Exhibit H)
- k. Cable service @ space 5912

RECOMMENDATION: None. FYI to Board

FUNDS REQUESTED: None.

3. Communication: Roundabouts (Exhibit I)

RECOMMENDATION: Consider funding quick study for 87<sup>th</sup> street roundabouts @ 435 and Hillcrest Road intersections.

FUNDS REQUESTED: Unknown - Estimated \$2,500 - \$5,000. Earmark maximum of \$5,000.

- E. Other:
  - 1. Rescheduling - January 2004 Board meeting.

F. Public comments and communications.

ADJOURNMENT

I certify that a copy of this agenda and notice of meeting of the Board of Directors of the 3-Trails Improvement District was posted on the door of the District's office at 5912 East Bannister Road, Kansas City, Missouri 64134 at 3 PM on November 26, 2003.

By: [Signature]  
Name Printed: Lou Austin  
For: 3-Trails Community Improvement District Chairman

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EXHIBIT B  
DEC-03

*William S. Worley & Associates*  
3627 Locust  
Kansas City, MO 64109  
816-309-0846 [wswassocs@aol.com](mailto:wswassocs@aol.com)

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November 26, 2003

3-Trails Community Improvement District  
5912 E. Bannister Rd.  
Kansas City, Missouri

To the Board of Directors:

This is a letter of endorsement for the Founding of Freedom proposed educational center at Bannister Mall. I have become well acquainted with Tim Roudebusch, David Wolfe and the entire project while serving on the Board of Directors of the group.

I believe that the stated purposes of providing a unique learning experience about the Declaration of Independence, the U. S. Constitution and the Bill of Rights for elementary-aged children is both necessary and laudable. Furthermore, the plan for a combination of creative presentations through the use of media, living history portrayals and learning stations for the students will create a memorable learning experience for all.

While the program is primarily focused on school children, it will also be a point of interest to the general public and especially to families and extended families of grandparents and grandchildren—a growing segment of our population. To accommodate the general public, portions of the educational center will be available at more extended hours than those provided for school field trips.

I believe that the Founding of Freedom concept blends well with the proposed "Trails, Rails & Roadways" Visitors' Center projected for the remaining space in the former theater venue of the Mall.

Finally, let me encourage the board to urge Mall ownership and management to proceed as rapidly as possible with the proposed name change to "3-Trails Town Center." I believe that the name change will do much to alter public perception of the area and the CID in general.

Thank you for your consideration. I apologize for not being able to be present in person to describe these proposals, but I have to be out of town on an unrelated research contract. If you have any questions, I will be happy to respond in writing or at your January board meeting.

Sincerely,

William S. Worley

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### Content Possibilities for Trails, Rails & Roadways Center

#### *Trails.*

Focus on Santa Fe, Oregon & California Trails that passed through the site. Include the Lewis & Clark, Pony Express and predecessor to the Mormon Trails that passed through the region. Show these in the context of the National Trails recognized by the National Park Service.

Additional attention needs to be given to migration "trails" through or to the Kansas City region followed by African Americans [the "Exoduster" route and the First and Second Great Migrations from the rural south to northern and western urban centers such as Kansas City]; by Mexican Americans [the route north from Mexico along the railroads to western and northern U. S. cities following the onset of the Mexican Revolution in 1910]; and by Jewish Americans [especially the rail route from the Galveston port of entry to Kansas City from the early 1900s to World War I].

The Trails offer a rich source of themes, not the least of which is the inspiration for later railroads and highways. One of the most important exhibits in the Center needs to be an interactive map display that allows visitors to "connect-the-dots" among the various trail, railroad and roadway routes.

#### *Rails.*

Focus on the rail lines that initially connected with or through Kansas City. These included the Atchison, Topeka & Santa Fe; Chicago & Alton; Missouri Pacific; Rock Island; Missouri, Kansas & Texas [KATY]; the St. Louis & San Francisco [Frisco]; Chicago, Burlington & Quincy; Kansas City Southern; Wabash; Milwaukee Road; Chicago & Northwestern; and Union Pacific. Emphasize the Kansas City Southern (originally the Kansas City, Pittsburg & Gulf) which operates next to the site. Include the Fred Harvey Company [Harvey Girls & Harvey Houses] which operated out of Union Depot and Union Station from 1882 to 1969.

Railroads built the Kansas City region into the nation's second largest freight center and meat packing location. By 1900, Kansas City was the largest single city between St. Louis and San Francisco, larger than Denver, Dallas and even Los Angeles. Its wholesaling businesses shipped goods as far west as Needles, CA. Its trade territory extended from western Missouri across Nebraska, Kansas, Indian Territory [Oklahoma], and Colorado into Texas, New Mexico and Arizona. Kansas City was the "Imperial City" of the heartland and the "Center Place" of the nation.

#### *Roadways.*

Focus on the historic highways for which Kansas City is the center-most metropolis in the nation—U. S. 24, 40, 50, 56, 69 & 71; I-29, I-35 & I-70. Of the roads listed, U. S. 56 begins in Kansas City and follows the Santa Fe Trail all the way to Santa Fe [by way of I-25 in New Mexico], and I-29 begins at Kansas City and connects all the way to Winnipeg, Canada.

Emphasize the early role of the National Old Trails Road Association in advocating a national highway system and Harry Truman's role as president of the Association in the 1920s. The National Old Trails Road Association succeeded in getting the national numbered system of highways approved in 1926 and placed 12 "Madonna of the Trail" statues along with the DAR in the 12 states along the "Ocean-to-Ocean" route. Harry Truman gave the dedicatory address at the placement of most, if not all, of the statues in 1926-28. All statues remain in place in 2003.

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Missouri has its "Madonna of the Trail" at Lexington on U. S. 24; the Kansas location is in Council Grove on U. S. 56 [then, U. S. 50-N].

Since St. Joseph and Lawrence are part of the National Heritage Area designation, interpretation of U. S. 36 and 59 highways will be included. Both locations will be included in the Trails and Rails sections as well.

#### **Types of Exhibits.**

In addition to maps, journals and historic photographs, this historic theme can yield a wealth of artifacts from items taken or used on the Trails to the logos and the vast array of ephemera connected with the railroad companies and the even more vast amount of highway memorabilia. A large portion of this can be displayed digitally, allowing visitors to access the information, images and artifacts that help them understand the interconnected stories of the Trails, Rails and Roadways.

Actual artifact displays must be developed carefully to distinguish and interpret the items in their full historic context. This will distinguish these items from the relatively undifferentiated and poorly interpreted displays available at some private roadside "museums" across the country. Care must be taken to maintain focus on the connections to the Kansas City region within the overall national context. Original items rather than reproductions, as shown by demonstrable provenance, should form the core of the artifact collections. Reproductions will be fully usable in the hands-on sections of the Center.

#### **Need for Space.**

In order to adequately present the three stories of Trails, Rails & Roadways, a minimum of 10,000 square feet with room for expansion is desirable.

Founding of Freedom is negotiating a possible lease on approximately 13,000 square feet of space at Bannister Mall. There is additional space of approximately 10,000 square feet in the area under consideration. A portion of this additional space would serve quite adequately for the initial installation of "Trails, Rails & Roadways."

In sum, this is a very large, but realizable goal. Creation of such a center will provide an expanded theme for 3- Trails Town Center [renamed Bannister Mall], a unique blending of interests and stories that will attract a wide segment of the population, and help create much-needed excitement in an area that has had little of the sort of late.

William S. Worley & Associates  
3627 Locust  
Kansas City, MO  
816-309-0846  
worleyw@umkc.edu

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**EXHIBIT C**  
**DEC 03**

## **NEWSRELEASE**

*For Immediate Release – November 18, 2003*  
**Arts, Ballet, Business**

Contact- Doug Dimmel

Phone – 816.795.0123

Cell - 913.710.3684

### **BALLET MOVES TO THE TRIANGLE**

(South Kansas City, MO) As South Kansas City looks to reinvigorate investment in their community, a ballet school with national touring experience moves to 10510 Grandview Rd. in the newly renovated Birchwood Plaza. Dramatic Truth School of the Arts and Dramatic Truth Ballet Theatre have found a warm welcome from community leaders. The 3-Trails Community Improvement District (CID) and the South Kansas City Chamber of Commerce (SKCCC) have inked deals to have the Dramatic Truth Ballet Theatre perform November 29, Center Court at the Bannister Mall, and introduce the new ballet company to the corporate community's SKCCC Annual Membership Dinner January 23 at Benjamin Ranch.

SKCCC's President Barb Engel states, "We are so excited to have our own ballet company in South Kansas City. When I saw them perform I was excited to see their professionalism and excellence." Engel continues, "I moved quickly to get them lined up for our Annual Membership Dinner."

Lou Austin, Chairman of the 266 acre CID says, "Culture and the arts are essential to any future sustainable mixed use development of our District and as we challenge ourselves to think outside the box, we are discussing a number of ideas with Dramatic Truth and other worthy organizations."

"We are thrilled to have a ballet company bring some holiday themed pieces to our Center Court on the Thanksgiving weekend," says Bannister Mall Manager Mary Norman. "Lou Austin introduced me to this ballet company and I was very excited to offer a ballet performance to our customers, many of whom I imagine have never seen ballet before."

***GREAT PHOTO OP – Dramatic Truth Ballet Theatre will perform 11:30am, 12:30pm, 1:30pm, at the Center Court of the Bannister Mall, Saturday 29, 2003.***

Holiday pieces being performed at Bannister Mall are from Dramatic Truth's upcoming production, *The Mystery of Christmas*, a new version of the *Nutcracker* ballet which will be presented to the public December 11-14 at the YouthFront Auditorium, 4715 Rainbow Blvd., Westwood, KS. Tickets are available by calling 816.795.0123.

Dramatic Truth School of the Arts is a not-for-profit organization that is dedicated to excellence in training and excellence in character. D TSA does not discriminate on the basis of sex, race, color, national and ethnic origin in administration of its education policies, admissions policies and other school administered programs.

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EXHIBIT D  
DEC 03

3 Trails Community Improvement District  
Financial Summary

To: 3 Trails CID Board of Directors  
From: Troy M. Marcuis, Treasurer  
Date: December 3, 2003  
Subject: CID Financial Summary through November 30, 2003

**Overview:** Through the remainder of the CID's 3 year life cycle (ending July 7, 2005), there is approximately \$ <sup>\$228,616</sup> available at the Board's discretion after all committed projects and future administrative projects are paid.

Cash balance as of November 30, 2003	\$95,839
Less: Outstanding commitments & liabilities	\$17,223
Current unrestricted funds	\$78,616
Projected revenue expected through July 7, 2005	\$400,000
Less: Projected administrative expense expected through July 7, 2005	\$250,000
Estimate of cash available for future programs	\$228,616

**Commitments:** Two new commitments were made during the November Board meeting. \$3,000 was committed for the KCATA Quick Study.

Financial Reports Enclosed:

- Treasurer's Summary of Financial Activity
- Balance Sheet
- Summary of Revenues and Expenses (Current Fiscal Year)
- Inception-to-Date Revenues, Expenditures, and Commitments

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**To:** 3 Trails CID Board of Directors  
**From:** **Troy Marquis, Treasurer**  
**CC:** Charles Renner, Janet Larimer  
**Date:** December 3, 2003  
**Re:** Treasurer's Report

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**Financial Report:**

For the seven month's of fiscal year 2004, the Net Revenues and Expenses totaled \$31,313 which is \$50,939 better than plan. Revenues were better than plan by \$24,944 and expenses were better than plan by \$25,995. For the month of November, we received sales tax deposits from the State of Missouri totaling \$5,541. Expenses were worse than plan by \$3,478 for the month due to recording the Board's commitment to fund the KCATA quick study for \$3,000 and due to recording the commitment for the insurance in the amount of \$5,888. These two negatives were offset by lower legal fees and due to not incurring any professional fees. Year-to-date, expenses are better than plan by \$25,995 due to several items like the delay of the lease commencement, not currently planning to spend the \$15,000 related to master planning of the CID and not currently producing and mailing a newsletter.

**Miscellaneous Information:**

The line of credit with Hillcrest Bank matures on Tuesday December 2, 2003. we currently do not have any amounts outstanding. At this moment, I would not recommend entering in to negotiations to renew the facility. If at a later date the opportunity presents itself, then we could approach Hillcrest Bank at that time.

If you have any questions or would like to discuss further, please feel free to call me at 913-383-4527.

**3 TRAILS COMMUNITY IMPROVEMENT DISTRICT**

**BALANCE SHEETS**

**AS OF**

<u>ASSETS</u>	<u>November 30, 2003</u>	<u>April 30, 2003</u>
CASH AND CASH EQUIVALENTS		
Cash - Depository	95,839	47,399
Investment Account		
Prepaid Expenses	-	
	<u>95,839</u>	<u>47,399</u>
<b>TOTAL ASSETS</b>	<b><u>95,839</u></b>	<b><u>47,399</u></b>
<u>LIABILITIES &amp; NET ASSETS</u>		
LIABILITIES		
Line of Credit - Hillcrest Bank	-	-
Systems Payable	-	96
Reserve for Encumbrances		
SKCCC membership	6,000	
Professional liability premiums	5,888	
Legal services	1,908	
KCATA study	3,000	
Sante Fe Trail Ass'n Symposium	427	
	<u>17,223</u>	<u>-</u>
	<u>17,223</u>	<u>96</u>
<b>TOTAL LIABILITIES</b>	<b>17,223</b>	<b>96</b>
NET ASSETS		
Retained Earnings	47,303	-
Net Income	<u>31,313</u>	<u>47,303</u>
<b>TOTAL NET ASSETS</b>	<b>78,616</b>	<b>47,303</b>
<b>TOTAL LIABILITIES &amp; NET ASSETS</b>	<b><u>95,839</u></b>	<b><u>47,399</u></b>

**3 TRAILS COMMUNITY IMPROVEMENT DISTRICT**

**REVENUES AND EXPENSES**

	Current Month			Year to Date			Inception to Date		
	November 03			May 03 - November 03			Jul 02 - November 03		
	Actual	Committed	Variance	Actual	Committed	Variance	Actual	Committed	Variance
<b>REVENUE</b>									
Property Tax Revenue	-	-	-	-	-	-	171,538	190,000	(18,462)
Sales Tax Revenue	5,541	-	5,541	104,998	80,087	24,911	136,333	80,087	56,246
Interest Income	-	-	-	33	-	33	33	-	33
Grants	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUE</b>	<b>5,541</b>	<b>-</b>	<b>5,541</b>	<b>105,031</b>	<b>80,087</b>	<b>24,944</b>	<b>307,904</b>	<b>270,087</b>	<b>37,817</b>
<b>EXPENSES</b>									
<b>Administration</b>									
Wages	-	-	-	-	-	-	-	1,920	1,920
Payroll Taxes	-	-	-	-	-	-	-	300	300
Payroll Costs & Benefits	-	-	-	-	-	-	-	-	-
Office Rent	2,478	2,478	-	11,413	17,346	5,933	15,796	21,846	6,050
Electricity	215	100	(115)	2,054	900	(1,154)	3,112	2,550	(562)
Gas	9	110	101	241	460	219	1,279	885	(394)
Water	-	-	-	-	-	-	-	175	175
Office Supplies	-	50	50	178	600	422	267	1,600	1,333
Small Tools & Equipment	(79)	-	79	1,139	-	(1,139)	1,139	1,000	(139)
Postage & Delivery	-	525	525	66	3,675	3,609	138	5,675	5,537
Telephone	-	25	25	-	175	175	-	175	175
letters	-	-	-	-	-	-	90	-	(90)
Contract Services	-	-	-	970	-	(970)	16,970	52,000	35,030
Legal Fees	1,908	4,000	2,092	19,612	28,000	8,388	87,230	58,074	(29,156)
Professional Services	-	2,500	2,500	6,950	17,000	10,050	23,579	36,712	13,133
Accounting & Auditing	-	-	-	4,000	10,000	6,000	4,000	20,000	16,000
Grants & Loans	-	-	-	-	-	-	-	3,000	3,000
Start Up Costs	-	-	-	-	-	-	29,978	35,186	5,208
Signs & Directories	-	-	-	-	-	-	1,989	1,750	(239)
Programs/Events	3,000	-	(3,000)	8,000	5,000	(3,000)	8,000	5,000	(3,000)
Advertising	-	-	-	703	-	(703)	703	-	(703)
Dues & Subscriptions	-	-	-	12,000	10,000	(2,000)	17,000	20,000	3,000
Licenses, Fees & Permits	-	-	-	300	45	(255)	500	505	5
Professional Insurance	5,888	-	(5,888)	5,888	5,000	(888)	16,300	9,000	(7,300)
General Liability Insurance	-	-	-	-	-	-	-	-	-
Interest Expense	-	103	103	-	1,162	1,162	467	1,162	695
Miscellaneous	-	50	50	204	350	146	251	600	349
<b>Total Administrative Expenses</b>	<b>13,419</b>	<b>9,941</b>	<b>(3,478)</b>	<b>73,718</b>	<b>99,713</b>	<b>25,995</b>	<b>228,788</b>	<b>279,115</b>	<b>50,327</b>
<b>TOTAL EXPENSES</b>	<b>13,419</b>	<b>9,941</b>	<b>(3,478)</b>	<b>73,718</b>	<b>99,713</b>	<b>25,995</b>	<b>228,788</b>	<b>279,115</b>	<b>50,327</b>
<b>INCREASE IN NET ASSETS</b>	<b>(7,878)</b>	<b>(9,941)</b>	<b>2,063</b>	<b>31,313</b>	<b>(19,626)</b>	<b>50,939</b>	<b>79,116</b>	<b>(9,028)</b>	<b>88,144</b>

**3 TRAILS COMMUNITY IMPROVEMENT DISTRICT**  
**BALANCE SHEETS**  
**AS OF**

<u>ASSETS</u>	<u>October 31, 2003</u>	<u>April 30, 2003</u>
<b>CASH AND CASH EQUIVALENTS</b>		
Checking Account	92,888	47,389
Savings Account	-	-
Money Market	-	-
Certificate of Deposit	-	-
Other	-	-
	<u>92,888</u>	<u>47,389</u>
<b>PROPERTY &amp; EQUIPMENT</b>		
Furniture & Fixtures	-	-
Office Equipment	5,000	-
Other	-	-
	<u>5,000</u>	<u>-</u>
<b>REAL ESTATE</b>		
Easements	-	-
Land	-	-
Buildings	-	-
Other	-	-
	<u>-</u>	<u>-</u>
<b>OTHER ASSETS</b>		
Prepaid Expenses	4,956	-
	<u>4,956</u>	<u>-</u>
<b>TOTAL ASSETS</b>	<u>102,844</u>	<u>47,389</u>
<b>LIABILITIES &amp; NET ASSETS</b>		
<b>LIABILITIES</b>		
Accounts Payable	6,478	98
Line of Credit - Hillcrest Bank	-	-
Reserve for Encumbrances	-	-
SKCCC membership	6,000	-
KCATA Quick Study	3,000	-
Santa Fe Trail Ass'n Symposium	2,872	-
	<u>11,872</u>	<u>-</u>
<b>TOTAL LIABILITIES</b>	<u>18,150</u>	<u>96</u>
<b>NET ASSETS</b>		
Retained Earnings	47,303	-
Current Period Revenues and Expenses	37,191	47,303
	<u>84,494</u>	<u>47,303</u>
<b>TOTAL NET ASSETS</b>	<u>84,494</u>	<u>47,303</u>
<b>TOTAL LIABILITIES &amp; NET ASSETS</b>	<u>102,844</u>	<u>47,389</u>

**3 TRAILS COMMUNITY IMPROVEMENT DISTRICT**  
**SUMMARY OF REVENUES AND EXPENSES**  
**FOR THE PERIOD ENDED**

	<u>October 31, 2003</u>	<u>April 30, 2003</u>
<b>ADMINISTRATIVE DEPARTMENT</b>		
Revenue	99,480	202,873
Expense	80,289	155,570
	<u>-</u>	<u>-</u>
<b>ADMINISTRATIVE INCOME</b>	<u>39,191</u>	<u>47,303</u>
<b>PROGRAMS</b>		
Program Grant Income	12,000	-
Program Expenditures	14,000	-
	<u>-</u>	<u>-</u>
<b>PROGRAM INCOME</b>	<u>(2,000)</u>	<u>-</u>
<b>TOTAL OF REVENUE &amp; EXPENSES</b>	<u>37,191</u>	<u>47,303</u>



3 TRAILS COMMUNITY IMPROVEMENT DISTRICT

REVENUES AND EXPENSES

	Current Month			Year to Date			Inception to Date		
	Actual	October 03 Committed	Variance	Actual	May 03 - October 03 Committed	Variance	Actual	July 02 - October 03 Committed	Variance
<b>ADMINISTRATIVE DEPARTMENT</b>									
<b>REVENUE</b>									
Property Tax Revenue	-	-	-	-	-	-	171,538	180,000	(18,462)
Sales Tax Revenue	41,859	45,784	(3,905)	99,487	80,087	19,370	130,792	80,087	50,705
Interest Income	-	-	-	33	-	33	33	-	33
Donations	-	-	-	-	-	-	-	-	-
Borrowings	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUE</b>	<b>41,859</b>	<b>45,784</b>	<b>(3,905)</b>	<b>99,490</b>	<b>80,087</b>	<b>19,403</b>	<b>302,363</b>	<b>270,087</b>	<b>32,276</b>
<b>EXPENSES</b>									
Accounting & Auditing	-	-	-	-	-	-	-	1,920	1,920
Administrative Fees	-	-	-	-	-	-	-	-	-
Advertising	-	-	-	-	-	-	-	300	300
Borrowings Repaid	-	-	-	-	-	-	-	-	-
Business Development	-	-	-	-	-	-	-	-	-
Conferences & Meetings	-	-	-	-	-	-	-	-	-
Consulting Fees	-	-	-	-	-	-	-	-	-
Contract Services	-	-	-	-	-	-	-	-	-
Dues & Subscriptions	2,478	2,478	-	8,936	14,868	5,933	13,318	18,358	6,050
Electricity	274	125	(149)	1,839	800	(1,039)	2,897	2,450	(447)
Furniture & Equipment	-	-	-	-	-	-	-	-	-
Gas	96	75	(21)	222	350	118	1,270	775	(495)
Insurance	-	-	-	-	-	-	-	-	-
Interest Expense	83	80	(43)	178	580	372	287	1,880	1,283
Leased Equipment	-	-	-	-	-	-	-	-	-
Legal Fees	1,218	-	(1,218)	1,218	-	(1,218)	1,218	1,000	(218)
Licenses, Fees & Permits	19	825	506	66	8,180	8,064	138	5,180	5,012
Meals & Entertainment	-	-	-	-	-	-	-	-	-
Memberships	-	-	-	-	-	-	-	-	-
Newsletter	-	-	-	-	-	-	90	-	(90)
Office Rent	870	-	(870)	870	-	(870)	18,870	82,000	38,030
Office Supplies	3,648	4,000	352	17,704	24,000	6,296	85,322	54,074	(31,248)
Other	-	-	-	-	-	-	-	-	-
Postage & Delivery	-	-	-	-	-	-	-	-	-
Printing	-	-	-	8,850	14,500	7,550	23,578	34,212	10,633
Professional Development	-	-	-	4,000	10,000	6,000	4,000	20,000	18,000
Signs & Directories	-	-	-	-	-	-	-	3,000	3,000
Start Up Costs	-	-	-	-	-	-	28,878	35,188	6,208
Telephone	-	-	-	-	-	-	1,888	1,750	(238)
Travel	-	-	-	5,000	5,000	-	5,000	5,000	-
Wages	-	-	-	703	-	(703)	703	-	(703)
Wages - Payroll Taxes	-	-	-	12,000	10,000	(2,000)	17,000	20,000	3,000
Wages - Costs / Benefits	-	-	-	300	45	(255)	500	505	5
Water	13	80	37	304	300	96	251	550	299
<b>TOTAL EXPENSE</b>	<b>6,809</b>	<b>7,303</b>	<b>(1,506)</b>	<b>60,299</b>	<b>83,568</b>	<b>23,264</b>	<b>204,480</b>	<b>258,790</b>	<b>54,300</b>
<b>ADMINISTRATIVE INCOME</b>	<b>33,080</b>	<b>38,481</b>	<b>(5,411)</b>	<b>39,191</b>	<b>(3,478)</b>	<b>42,667</b>	<b>87,873</b>	<b>11,297</b>	<b>88,576</b>

**3 TRAILS COMMUNITY IMPROVEMENT DISTRICT**

**REVENUES AND EXPENSES**

	Current Month			Year to Date			Inception to Date		
	October 03			May 03 - October 03			Jul 02 - October 03		
	Actual	Committed	Variance	Actual	Committed	Variance	Actual	Committed	Variance
<b>GRANT INCOME</b>									
Program I - Investment	-	-	-	-	-	-	-	-	-
Program II - Marketing / Master Plan	-	-	-	-	-	-	-	-	-
Program III - Services / Maintenance	-	-	-	-	-	-	-	-	-
Program IV - Transportation / Infra structure	12,000	16,000	(4,000)	12,000	16,000	(4,000)	12,000	16,000	(4,000)
<b>TOTAL GRANT REVENUE</b>	<b>12,000</b>	<b>16,000</b>	<b>(4,000)</b>	<b>12,000</b>	<b>16,000</b>	<b>(4,000)</b>	<b>12,000</b>	<b>16,000</b>	<b>(4,000)</b>
<b>PROGRAM EXPENDITURES</b>									
Program I - Investment	-	75	75	-	75	75	-	75	75
Consulting Fees	-	-	-	-	-	-	-	-	-
Grant Payments	-	50	50	-	50	50	-	50	50
Other	-	-	-	-	-	-	-	-	-
Program II - Marketing / Master Plan	-	25	25	-	25	25	-	25	25
Consulting Fees	-	-	-	-	-	-	-	-	-
Grant Payments	-	-	-	-	-	-	-	-	-
Events	-	-	-	-	-	-	-	-	-
Other	-	4,000	4,000	-	4,000	4,000	-	4,000	4,000
Program III - Services / Maintenance	-	-	-	-	-	-	-	-	-
Consulting Fees	-	-	-	-	-	-	-	-	-
Grant Payments	-	-	-	-	-	-	-	-	-
Litter / Graffiti	-	-	-	-	-	-	-	-	-
Landscaping	-	-	-	-	-	-	-	-	-
Mowing	-	-	-	-	-	-	-	-	-
Security	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Program IV - Transportation / Infra structure	-	-	-	-	-	-	-	-	-
Consulting Fees	-	-	-	-	-	-	-	-	-
Grant Payments	12,000	-	(12,000)	12,000	-	(12,000)	12,000	-	(12,000)
Parking	-	-	-	-	-	-	-	-	-
Shuttle	-	-	-	-	-	-	-	-	-
Trails / Greenway	2,000	-	(2,000)	2,000	-	(2,000)	2,000	-	(2,000)
Transit Facilities	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>TOTAL PROGRAM EXPENDITURES</b>	<b>14,000</b>	<b>4,150</b>	<b>(9,850)</b>	<b>14,000</b>	<b>4,150</b>	<b>(9,850)</b>	<b>14,000</b>	<b>4,150</b>	<b>(9,850)</b>
<b>NET PROGRAM INCOME</b>	<b>(2,000)</b>	<b>11,850</b>	<b>(13,850)</b>	<b>(2,000)</b>	<b>11,850</b>	<b>(13,850)</b>	<b>(2,000)</b>	<b>11,850</b>	<b>(13,850)</b>
<b>TOTAL OF REVENUE AND EXPENSES</b>	<b>31,050</b>	<b>50,311</b>	<b>(19,261)</b>	<b>37,191</b>	<b>8,374</b>	<b>28,817</b>	<b>95,873</b>	<b>23,147</b>	<b>72,726</b>

EXHIBIT E  
DEC 03

## SUMMARY OF MEETINGS

3-TRAILS COMMUNITY IMPROVEMENT DISTRICT  
Administrative Office  
5912 East Bannister Road  
Kansas City, MO 64134

DATE	TIME	ORGANIZATION/PURPOSE
11/03/2003	9:00 AM	Bob Jergens, David Lacy, Tim Shafer – Aventis; Lou Austin – CID; Alvin L. Brooks, Dr. Charles A. Eddy – KCMO Councilmen 6 <sup>th</sup> District <b>Purpose:</b> Marion Park development and marketing opportunities
11/03/2003	1:00 PM	3-Trails CID Board November Meeting
11/11/2003	9:00 AM	SKCCC –FOCUS Review Board November Meeting
11/19/2003	3:00 PM	Franklin Auto; Lou Austin – CID <b>Purpose:</b> Update and briefing on CID and area
11/19/2003	5:00 PM	Patricia Jenson, Esq.; Whitney Kerr, Sr.; Jim Bowers, Esq.; Lou Austin – CID <b>Purpose:</b> Discussion of proposed development at 87 <sup>th</sup> & 435 on approximately 4 acres
11/21/2003	3:00 PM	John Dobies – VP Tran Systems; Steve Rhodes – Patti Banks & Associates; Mark Swope & Dick Jarrold – KCATA; Jim Feuerborn – Hickman Mills C-1 School District; Lou Austin – CID; <b>Purpose:</b> Review preliminary transit facility designs, circulation issues and preliminary costs
11/24/2003	1:00 PM	Lou Austin & Ben Benjamin <b>Purpose:</b> Review of proposed trail alignment and Transit Center
11/25/2003	4:00 PM	John E. Green – Zimmer Real Estate Services Lou Austin – CID <b>Purpose:</b> Provide information for potential development in CID area

Distribution: Board of Directors, CID corres.

11/24

EXHIBIT F  
DEC 03

November 25, 2003

Faxed only: 904.278.4996

TO: Mr. Michael Wallwork, P.E.

FROM: Lou Austin, Chairman - 3-Trails Community Improvement District

Thank you for returning my call - I hope to visit with you tomorrow, but in the interim thought a little background might be helpful.

I am Chairman of the 3-Trails CID. CID is a special development tool authorized by state statute and approved by the City. (KCMO in our case). We are actually a political subdivision of the State - under the Sunshine Laws, etc. We qualify as a public body for grant funding, etc and can receive public funds for public projects and/or act as a partner with other public entities.

Our CID is 266 acres - boundaries are 435 (west), 87th Street (north), Bannister Road (south), and the KCS Railroad and existing commercial development (east).

Purpose of CID is to promote economic revitalization and development. Funding is from 3 sources: Additional property tax on land within the District, additional 1/8c sales tax on sales within the District and grant funding - example: We recently received a \$380,000 Federal CMAQ grant earmarked to build a new bus transit center in the District - requires a 20% CID match or \$92,000 approx for a total of \$500,000 approx.

87th Street from Bruce Watkins Drive to 435 is a top priority with KCMO for improvement. Road upgrade opens up approx. 1,300 acres of greenfield, greyfield, and brownfield for development.

Upgrade consists of 3 phases: Phase I is funded and essentially designed (Trans Systems) and runs from Bruce Watkins east about half way. Phase II now has \$1 million in KCMO funds (2004) for engineering plus \$1.2 million in federal funds. Additional \$6 million will be needed. Phase III extends to 435 and is not funded. Conventional road design estimated to cost \$5.7 million. *Extends from Phase I east to about 800' from 435.*  
*from Phase II east*

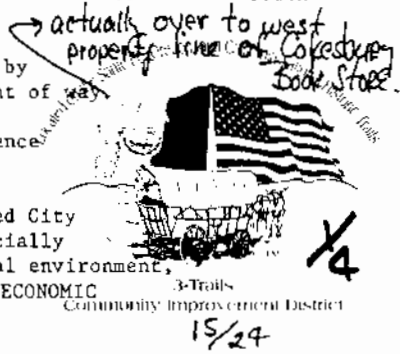
MODOT is player because of connection to the 435 interchange. Some time ago MODOT recommended roundabouts on west side of 435 as alternative to conventional signaled intersection. MODOT also recommended additional roundabouts on east side of 435 and at the Hillcrest Road intersection. (See attached drawing).

CID area has decayed and badly needs revitalization - we have learned that the Bannister Road arterial conventional design has created some obstacles to effective development of adjacent properties - ugly, no provisions for mass transit, isolation and division, excessive traffic speed, and signal maintenance cost (affects City infrastructure funding capability).

CID feels the proposed roundabout concept is better than existing and/or upgraded signaled intersections. 87th Street will be divided with 30' grassy median, extensive landscaping (pushing for native plants) and include both a 10' Metro Green Trail Corridor on south right of way with planned transit stops and amenities.

CID likes idea of enhancing visual appearance of 87th street by carrying the improvement east (Phase IV) from 435 to KCS right of way. 87th can be a beautiful, and efficient state of the art road with the roundabout design. Potential stimulator for confidence and economic investment within the District.

Councilman Eddy is proposing to put 87th Street into a planned City bond issue next year - He likes the roundabout concept, especially as it may help road/traffic conditions, and upgrade the visual environment, and reduce City maintenance costs, AND STIMULATE SUSTAINABLE ECONOMIC DEVELOPMENT AND REVITALIZATION OF THE ADJACENT PROPERTIES.



WALLWORK  
November 25, 2003  
Page 2 - continued

He gave me the go ahead to secure costs for the Phase IV portion as well as Phase III with the roundabout instead of the conventional intersection plus the lowering of the pavement below the 435 bridges to accomodate taller vehicles (closer to 16.5' from the current 14.7'?)

Roundabouts are very new to KC - and we are blessed with lots of the old guard who don't want to change existing practices - you have heard all of this before so if I am going to lead the CID charge to get 87th Street upgraded to the MODOT design we probably need some type of quick study to: Verify that the roundabout concept is doable, suggest the type and configuration models to be utilized, give some rough construction estimate, show possible economic potential, provide some examples of similar situations where roundabout design has proven successful, illustrate the safety statistics - accidents/deaths/injuries/damages of roundabout vs. conventional, other possibilities like replacing 6 lanes beneath the 435 bridges with 4 (no turning lanes now required per Steve Hamadi) leaving room for hopefully some green/landscaping/art like the 435 trails sculptures/plantings now being installed my MODOT with enhancement funding.

In short, the CID needs a quick study/feasibility to provide probable cause to support roundabouts on an upgraded 87th street with the obvious linkage that roundabouts will not be a detriment to economic development and may actually assist our much needed revitalization as we rebrand the area around a new visual and infrastructure concept.

Since Steve is the "daddy" of the attached concept drawing - I visited with him first to make certain that he indeed supported the roundabout concept from an engineering/traffic design standpoint -which he wholeheartedly did.

Steve then provided me with your name and said you were working with MODOT on several projects involving roundabouts. He indicated that you came to Kansas City from time to time as a part of your MODOT involvement and possibly could assist the CID with a quick study. *including 3 on Longview Road @ 71 Highway.*

We don't have a lot of time in one sense as the City will soon be putting together the bond package so if the CID is to push for public funding of Phase IV in addition to the remainder of 87th with the roundabout design, then we need to get our act together via a quick study by a recognized roundabout expert (which Steve said you are!).

After you digest this, I would like to visit and see just how we might reach a meeting of the minds - my Board always wants to know what the costs might be, so the quicker I can develop a seat of the pants estimate/scope of work the sooner I can begin to poll the Board for quick action.

I trust this makes some sense to you. I am relying on the hope that you are already somewhat familiar with the situation based upon your work with MODOT.

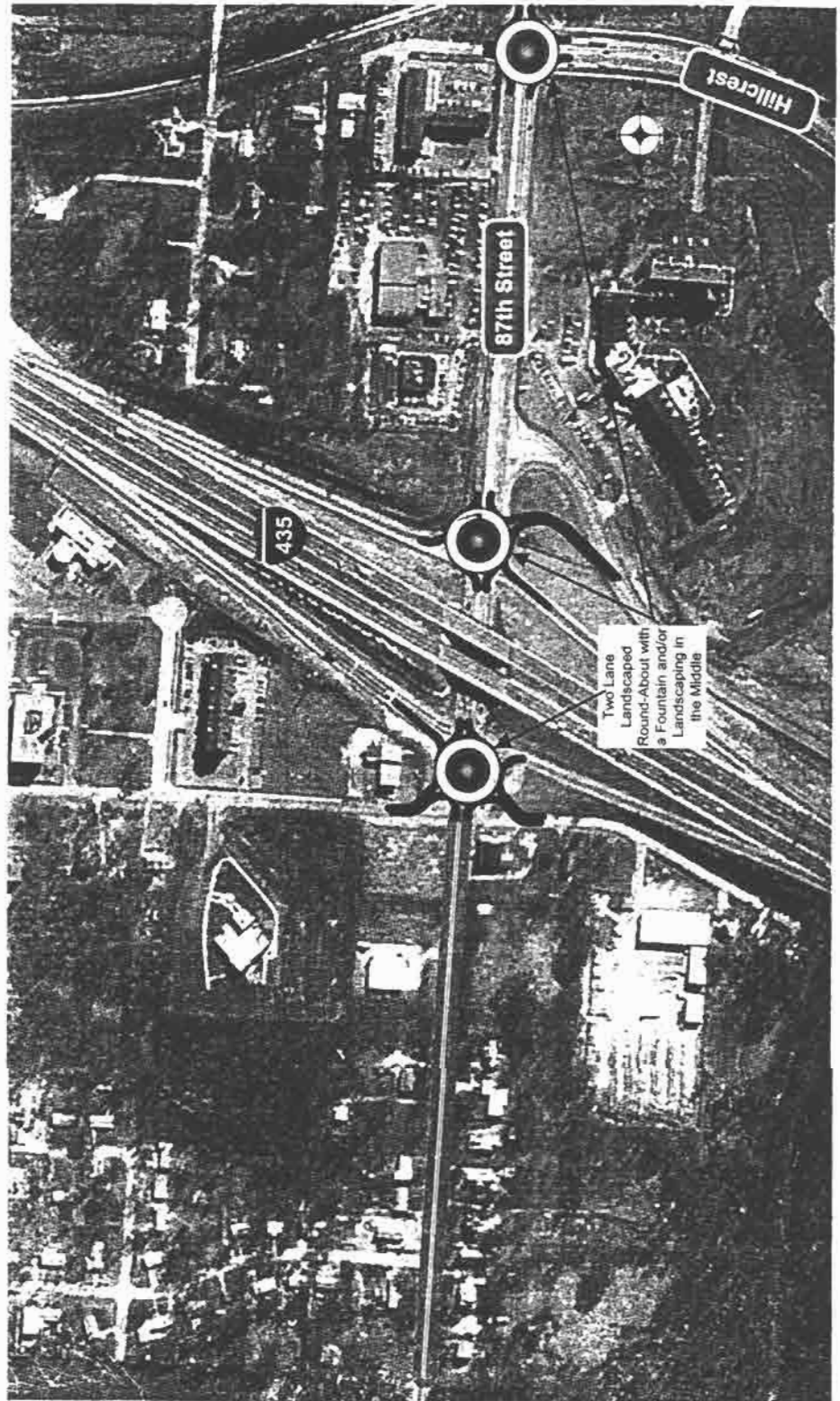
PS. One requirement demanded by the owner of 500 acres scheduled for industrial/warehouse distribution was that the roundabout must accomodate an 83' vehicle. (Tractor trailer pulling a 20' vehicle?). This criteria I'm sure means more to you than to me, but we must satisfy it to garner his support for the round about design.

Look forward to visiting with you.

Thanks.

Lou Austin





Two Lane  
Landscaped  
Round-About with  
a Fountain and/or  
Landscaping in  
the Middle



17/24

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# EXHIBIT F

## Final PIAC Recommendation FY 2005-09 Capital Improvements Program Traditional

Project Title	Projected 2004-2005	Projected 2005-2006	Projected 2006-2007	Projected 2007-2008	Projected 2008-2009	Projected 5-Year Total
<b>Leveraged</b>						
22nd / 23rd Street Corridor Imp - Section 1B	\$ 2,600,000	\$ --	\$ --	\$ --	\$ --	\$ 2,600,000
Brush Creek Improvements	2,000,000	2,000,000	2,000,000	2,000,000	--	8,000,000
Upper Blue River (Dodson)	1,250,000	--	--	--	--	1,250,000
Brush Creek Enhancements	1,000,000	1,000,000	1,000,000	1,000,000	--	4,000,000
Downtown Signal Coordination	1,000,000	550,000	1,000,000	450,000	--	3,000,000
67th Street - Section 2 - 1.2 Miles E of BRW	1,000,000	--	--	--	6,000,000	7,000,000
Hickman Mills Drive	1,000,000	--	--	--	--	1,000,000
Riverfront Heritage Trail	950,000	--	--	--	--	950,000
Red Bridge Road - Section 2	450,000	1,350,000	3,800,000	--	--	5,600,000
Kansas City Zoo	400,000	400,000	400,000	400,000	400,000	2,000,000
Severn Levees Flood Control	250,000	250,000	250,000	500,000	--	1,250,000
Turkey Creek	85,000	1,850,000	1,250,000	5,462,574	7,237,426	15,885,000
Longview Rd Improvements Sections 2,3	--	1,500,000	--	--	--	1,500,000
Bescon Hill Infrastructure	--	1,000,000	500,000	--	--	1,500,000
Northland Aquatic Center	--	500,000	1,507,000	4,666,650	--	6,173,650
Barry Road - Section 2	--	--	1,200,000	--	--	1,200,000
Longview Road - Section 1 - Orchard to Hickman	--	--	--	--	592,894	592,894
Town of Kansas Interpretive Center	--	--	--	--	--	--
<b>Sub-total</b>	<b>\$ 11,985,000</b>	<b>\$ 10,400,000</b>	<b>\$ 12,907,000</b>	<b>\$ 14,479,224</b>	<b>\$ 14,230,320</b>	<b>\$ 64,001,544</b>
<b>Other</b>						
Independence Corridor	\$ 2,000,000	\$ --	\$ --	\$ --	\$ --	\$ 2,000,000
N Brighton-Vivion to Pleasant Valley	1,500,000	5,500,000	--	5,000,000	--	12,000,000
City Market Improvements	1,213,302	91,698	--	--	--	1,305,000
Lee's Summit Road Study	550,000	--	--	--	--	550,000
Black Archives/Full Employment Council	--	2,000,000	--	--	--	2,000,000
Brookside Interceptor/CSO Improvements	--	795,531	2,404,469	1,000,000	--	4,200,000
22nd-23rd Corridor - Section 2	--	2,000,000	2,000,000	--	3,970,000	5,970,000
Brooklyn Avenue Improvements	--	1,400,000	1,000,000	500,000	--	1,900,000
Town Fork Creek	--	--	1,000,000	--	--	1,000,000
St. John Corridor	--	615,271	615,271	--	--	1,230,542
Downtown Streetscape - Broadway	--	500,000	500,000	--	--	1,000,000
Troost Property Acq. & Clearance	--	--	--	600,000	--	600,000
135th Street Improvements	--	--	--	450,000	--	450,000
Chouteau Hwy and Gardner Drainage	--	--	--	--	1,000,000	1,000,000
Holmes Road	--	--	--	--	3,850,000	3,850,000
<b>Sub-total</b>	<b>\$ 5,263,302</b>	<b>\$ 6,387,229</b>	<b>\$ 7,919,740</b>	<b>\$ 7,550,000</b>	<b>\$ 8,820,000</b>	<b>\$ 37,940,271</b>
<b>Sub-total City-wide</b>	<b>\$ 74,358,192</b>	<b>\$ 70,897,841</b>	<b>\$ 69,213,134</b>	<b>\$ 68,612,285</b>	<b>\$ 70,028,314</b>	<b>\$ 354,109,766</b>

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18/24

**EXHIBIT G**  
**DEC 03**

**Austin Living Trust**

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**From:** BILLIB@mail.modot.state.mo.us  
**Sent:** Friday, November 21, 2003 2:39 PM  
**To:** estate-planning@austinlivingtrust.com  
**Subject:** Bannister Road

We are currently looking to complete the planting at Bannister road this spring. After discussions with our construction department I think we can be on track to mimic the planting at 87th street. There will be a few changes to the types of plant materials but we are anticipating the majority of the design to reflect the existing themes. With this accelerated approach to Bannister we will also see the installation of more sculptures on the east side of the northbound exit ramp. Those will include two running buffalo with two native Americans looking toward the buffalo. The other sculptures will hopefully begin to be installed around the first of December. The slide repair will take place over the winter so sometime in early June the project should be complete that is if everything goes according to Hoyle. We already have the funding in place so the contractor that is currently installing the sculptures will probably also install the shrubs on Bannister. Consistency will be insured with this approach.

19/  
24

11/21/2003



December 1, 2003

EXHIBIT H  
DEC 03

Katheryn Shields, County Executive  
JACKSON COUNTY, MISSOURI  
Jackson County Courthouse  
415 East 12 Street  
Kansas City, Missouri 64106

Re: Jim Bridger Bridge

Dear Ms. Shields:

3-Trails Community Improvement District wishes to join our good neighbors, Linden Hills Homes Association, in urging Jackson County to support naming the new Lydia bridge at Bannister, Jim Bridger Bridge.

Our District takes its name from the Santa Fe, Oregon, and California National Historic Trails which cross over the CID. The District is working in conjunction with Metro Green, the City of Kansas City, Missouri, and a variety of public/private stakeholders to construct a trail/greenway on the historic alignment of the 3-Trails Corridor from Sugar Creek to the Missouri/Kansas stateline. The CID believes the implementation of the Metro Green Trails System throughout our community is in the economic strategic interest of the District, especially since one of the primary corridors passes through the CID.

Indian Creek Trail will pass under the new Lydia bridge. It will eventually connect into the 3-Trails Corridor and the Metro Green system as the program is implemented providing critical linkages throughout the area.

History is a critical part of the CID mandate to promote economic revitalization and development within the District and the surrounding community. In an era of excess cookie cutter blandness it is very important to safeguard and preserve a sense of special place by invoking wherever possible the historical legacy that helped make our community what it is today.

Jim Bridger was an important player in the trails history. It is most appropriate that the new bridge bear his name since it crosses the creek where he once hunted and trapped. We have a duty to make every effort to insure that our unique trails legacy will not be forgotten by future generations.

We congratulate Linden Hills in a most worthy endeavor and urge Jackson County to join with us in keeping Mr. Bridger's name alive by naming designating the new bridge as - JIM BRIDGER BRIDGE.

Thank you for your consideration of our request.

Yours very truly,

Lou Austin, Chairman

cc: Linden Hills Homes Association  
Board of Directors

1/4

20/24





Linden Hill  
Homes Association

P.O. Box 24777  
Kansas City, MO 64151

11/24/2003

Hi Lou:

Thank you for all your encouragement  
& support on the bridge ~~renaming~~ "The  
Tim Bridge Bridge!"

I have not only been working  
with Ann Ottate on the 99th  
Holmes Trail Center but I believe she  
has now written her own letters to  
Katherine Shidler on the bridge naming.  
Our homes assn. is grateful  
to you & others and support your  
efforts at Pawrista Walk!  
Good luck!

Sincerely  
Chub (Chuck) Lewis

11/24

2/3



Linden Hill  
Homes Association

P.O. Box 24777  
Kansas City, MO 64121

November 22, 2003

Katheryn Shields, County Executive  
Jackson County Courthouse  
415 E. 12<sup>th</sup> St.  
Kansas City, Missouri 64106

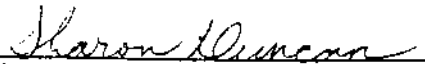
Dear Ms. Shields:


Thank you for your support in the construction of the bridge over Indian Creek at 95<sup>th</sup> St. (Bannister & Lydia).

This bridge is not only a dramatic upgrade of infrastructure, but also will save lives from the previous unsafe, flood prone situation.

Our Homes Association & neighborhood community, being the nearest association to the project, cannot express our gratitude adequately!

Sincerely,

  
Sharon Duncan, Vice President  
Linden Hill Homes Association

  
Charles Loomis, President  
Linden Hill Homes Association

22/24

3/4



Linden Hill  
Homes Association

P.O. Box 24777  
Kansas City, MO 64106

December 1, 2003

Katheryn Shields, County Executive  
Jackson County Courthouse  
415 E. 12<sup>th</sup> St.  
Kansas City, Missouri 64106

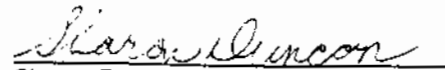
Dear Ms. Shields:

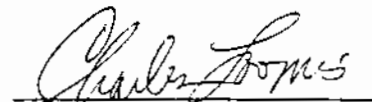
Our Homes Association strongly urges you to name the new Lydia Bridge "The Jim Bridger Bridge."

As history records, Jim Bridger was not only a well-known Santa Fe Trail Scout, but also a resident along Indian Creek. When our area was plotted and built by Charles Bleakley 38 years ago, he named our western most Commons area (park) "Jim Bridger Commons". It is still named that today! Mr. Bleakley is still alive and recently affirmed to us his understanding of history that "Jim Bridger hunted and trapped along Indian Creek."

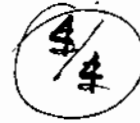
Thank you for your consideration in keeping Jim Bridger a part of South Kansas City history.

Sincerely,

  
Sharon Duncan, Vice President  
Linden Hill Homes Association

  
Charles Loomis, President  
Linden Hill Homes Association

23/24



# A roundabout route to traffic safety

## Circular roadways are gaining favor

BY STEVE ROCK  
The Kansas City Star

They are identified as the wave of the future, safer and more efficient ways to move traffic through intersections than stop signs or signals.

They are circular patterns called roundabouts, and experts are convinced that Kansas Citians will see a lot more of them in the future.

"Certainly within 10 years, and possibly within five, they're going to become almost as commonplace as traffic signals," said David Church, bureau chief of traffic engineering for the Kansas Department of Transportation.

The hard part will be getting Kansas Citians to like them.

Roundabouts, fewer than 10 of which exist in the metropolitan area, do not always get the warmest of greetings. Ask Olathe resident Kathy Koopman about the two

### Driving on a roundabout



■ As drivers approach a roundabout, they slow down and yield to traffic already circulating. This keeps vehicles from clogging the circle, and it allows vehicles to enter when there is an opening.

■ When a gap in traffic appears to the left, drivers enter the roundabout by turning right and following the circle until reaching their exits.

■ Splitter Islands and lane stripes help keep traffic moving in the right direction.

The Kansas City Star

roundabouts she can see from her driveway, and she doubles over in exasperated laughter.

"Oh," she said, rolling her eyes, "what's wrong with stoplights?"

Oftentimes, experts say, stoplights simply are not as effective as roundabouts.

They see roundabouts as just short of an engineering marvel, and the trend has been unmistakable in

recent years. According to the Virginia-based Insurance Institute for Highway Safety, as recently as early 1990, there were no modern roundabouts in the United States — as opposed to traffic circles which, while similar, lack many of the traffic controls that roundabouts employ.

See ROUNDABOUTS, A-7

Continued from A-1

Now there are more than 500.

"There's no question that this is a design change that's here to stay," said Richard Retting, senior transportation engineer for the institute.

Here is how typical roundabouts work:

A four-way intersection incorporates a circular pattern. An island in the middle of the intersection, often landscaped with trees or shrubbery, is surrounded by one or more lanes of road. Traffic moves in a counterclockwise direction on the circular road.

There are four entry points into the road, and entering traffic yields to circulating traffic. There are no stop signs. Drivers enter the circle to the right and drive around until they get to their desired "exit." There are no left turns, per se, meaning drivers wishing to turn left enter to the right and drive three-quarters of a circle before exiting.

"The beauty of roundabouts is they don't require a lot of thought," Retting said. "The first time you've driven through one, you know everything you need to know."

Tell that to Mary Milman, an Overland Park resident who lives just north of a roundabout that was completed in October 2002 by the Overland Park Convention Center at 110th Street and Lamar Avenue.

EXHIBIT I  
DEC 03

"I don't like it," said Milman, 50. During a recent afternoon, most drivers navigated the roundabout smoothly and confidently, but a few entered the intersection apprehensively, seemingly unsure whether they should yield or push through. Others clearly did not know which lane they were supposed to be in, sometimes straddling the center line and clogging both lanes of the circular drive.

"Nobody knows how to drive through it," said Milman, who uses the roundabout at least twice a day. "Who goes first? When is it my turn?"

"It's terrible."

Experts disagree. They point to safety statistics as the No. 1 reason that roundabouts are often dramatic improvements over traditional intersections. According to a study conducted in part by Retting and the insurance institute, crashes decreased 39 percent in intersections after the construction of roundabouts. More significantly, injury-producing crashes decreased 76 percent.

Why? Primarily because roundabouts are designed in such a way that cars have to slow down, generally to the 15- or 20-mph range. Accidents at slower speeds are less severe. In addition, the circular pattern, essentially eliminates the "T-bone" type of accident.

"There are still accidents in roundabouts," said Michael Wahlstedt, a traffic engineer for TransSystems Corp. in Kansas City. "But they're fender-benders and side-swipes instead of collisions with fatalities."

24/04

studies also show that there are fewer traffic delays at roundabouts, cutting down on pollution. That is the case in Olathe, according to traffic division manager Alonzo Linnan.

All three of the Olathe roundabouts are located in succession at four-way intersections on Sheridan Road. Before the roundabouts were installed, when there were stop signs, drivers had an average delay of about two minutes from when they reached the intersection until they got out.

Now, Linnan said, the average delay is about 15 seconds.

"I love 'em," said Olathe resident Otto Piliatzke, who can see one of the roundabouts from his front door. "They're efficient, and they keep traffic flowing."

They also are cost-effective, experts say, and they eliminate about \$5,000 a year in maintenance and electricity costs.

But don't expect to see them at all intersections. Not yet anyway.

Traffic officials say roundabouts are ideal for four-way intersections where traffic is modest.

"You wouldn't put one on Metcalf Avenue," Wahlstedt said. "Drivers around here aren't ready for that yet."

Modern roundabouts, while commonplace in many European countries and Australia, still are relative novelties in many parts of the United States. Experts think the first roundabout — not to be confused with traffic circles, which first appeared in this country in 1905 but give priority to entering vehicles rather than circulating vehicles — was not built in the United States until March 1990.

Some states still don't have any. Maryland, widely acknowledged as the country's leader, has about 45.

According to the Kansas Department of Transportation, there are at least 24 roundabouts in the state. In addition to the Olathe roundabouts, there are two in Overland Park and one in Lenexa. Another 33 are in various stages of planning and probably will be built within the next few years.

There are far fewer roundabouts in Missouri, where the movement has not taken hold. Statewide, there are just four roundabouts that fall under the jurisdiction of the Missouri Department of Transportation, including one at the intersection of Missouri 45 and National Drive near the National Golf Club in Parkville. There is at least one in Liberty.

Meyer Circle, at the intersection of Ward Parkway and Meyer Boulevard, is not a true roundabout, traffic officials said, because traffic does not yield from all directions and cars in the circle do not always have the right of way.

Construction of a new roundabout in eastern Jackson County, scheduled to begin in July 2004 at the intersection of Missouri 7 and Colbern Road, already has faced some criticism. Nearby resident Rob Lund wrote at least two letters to the Missouri Department of Transportation, arguing that the agency "is just going to cram this down our throats."

Lund said he is worried that one of the roundabout's selling points — continuous motion — will hinder his ability to enter Colbern Road during the early morning rush hour. Lund said stoplights provide a break in traffic in front of his nearby subdivision so he can enter traffic.

"Unless there's a traffic light, getting on Colbern is virtually impossible," he said.

Missouri Transportation Department officials hope that experience will prove otherwise, and Lund will come to appreciate the roundabout once it is built.

That is exactly what Eugene Russell expects will happen.

Russell, a professor emeritus of civil engineering at Kansas State University, has done extensive research on roundabouts, including one study that tabulated opinions of residents who lived near roundabouts before they were constructed and follow-up surveys a few months later. The surveys showed the percentage of drivers who favored roundabouts doubled from 31 percent before construction to 63 percent after.

"A lot of people who are against roundabouts don't even know what a roundabout is," Russell said.

You might call it a learning curve.

To reach Steve Rock, call (816) 234-4338, or send e-mail to srock@kstar.com.