

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.

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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*

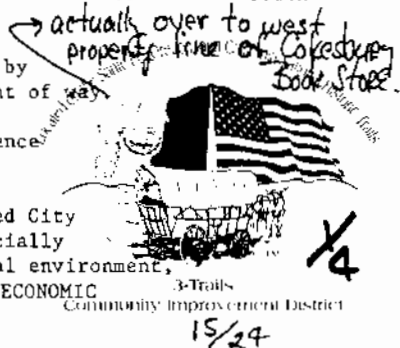
MODOT is player because of connection to the 435 interchange. Some time ago MODOT recommended roundabouts on west side of 435 as alternative to conventional signaled intersection. MODOT also recommended additional roundabouts on east side of 435 and at the Hillcrest Road intersection. (See attached drawing).

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  
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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.

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.

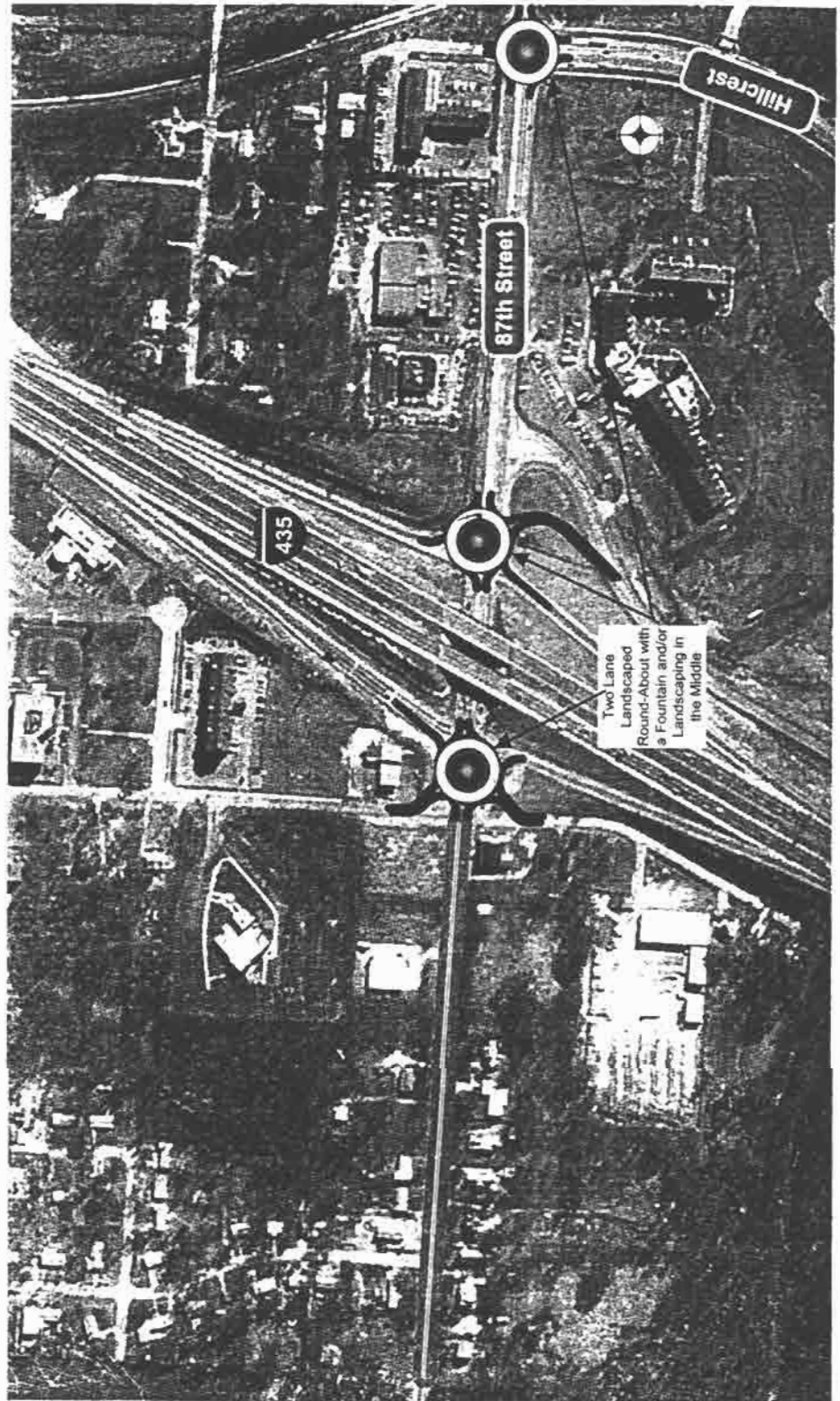
PS. One requirement demanded by the owner of 500 acres scheduled for industrial/warehouse distribution was that the roundabout must accomodate an 83' vehicle. (Tractor trailer pulling a 20' vehicle?). This criteria I'm sure means more to you than to me, but we must satisfy it to garner his support for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



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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	500,000	--	--	1,115,271
Downtown Streetscape - Broadway	--	--	500,000	--	--	500,000
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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**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.

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11/21/2003