

Call for Proposals:
Kansas City Metropolitan Region
2013-14 Kansas & Missouri Surface Transportation Program &
Bridge Replacement & Rehabilitation Program Funds

Dates:

The opening date for this proposal solicitation is July 7, 2010. Applications must be submitted in full by 4:00 p.m. CST on Friday, August 20, 2010. **Applications submitted after this deadline will not be considered.**

Summary:

The Mid-America Regional Council (MARC) is accepting proposals for Federal Fiscal Years (FFY) 2013-14 Kansas & Missouri Surface Transportation Program (STP) and Bridge Replacement and Rehabilitation Program (BR) funds from local, regional and state government agencies for projects that support regional transportation goals as documented in the recently adopted long-range transportation plan, *Transportation Outlook 2040*. Most projects require a minimum 20% cost-share.

Contents by Section:

- I. Funding Opportunity Description
- II. Policy Framework
- III. Eligibility Information
- IV. Programming Process
- V. Award Administration Information
- VI. Evaluation Criteria
- VII. Resources
- VIII. Contacts

I. FUNDING OPPORTUNITY DESCRIPTION

A. Background

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any federal-aid highway functionally classified as an urban collector or higher as documented on the MARC website.

Projects eligible for STP funds include, but are not limited, to capital investments in:

- Bicycle/Pedestrian and Alternative Mode Projects
- Public Transportation Projects
- Bridge Replacement and Rehabilitation Projects
- Roadway Capacity Projects
- Transportation Operations and Management Projects

- Transportation Safety Projects

The Bridge Replacement and Rehabilitation (BR) Program provides funds to assist the states in their programs to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public road.

Projects eligible for Bridge funds include, but are not limited to:

- Construction of High Occupancy Vehicle (HOV) lane structures on a public bridge
- Culverts of minimum size that constitute a public bridge
- Reconstruction, replacement, rehabilitation, repair and restoration of deficient highway bridges
- Widening of bridges or viaducts to relieve congestion on a public bridge

B. Estimated Funding Levels

Since the 2013-14 funding years are outside the extent of the current federal transportation legislation, some uncertainty surrounding the level of funding available for programming by MARC remains. MARC recognizes these concerns and the potential for significant future program revisions, but must continue to program funds in later years in order to accommodate the often lengthy project development process. In response to these concerns, MARC will look to recent historical levels of funding to provide a reasonable estimate of the resources available for programming purposes. For this project solicitation, MARC anticipates the following two-year funding targets; however, these estimates may be subject to change:

- Kansas: Approximately \$24 million
- Missouri: Approximately \$34 million

C. Funding type

STP and Bridge are reimbursement programs. Funding recipients must have the capacity to cover project costs at the outset of project or program implementation. Expenses will be reimbursed by the administering state department of transportation or the Federal Transit Administration once the applicant has submitted a reimbursement request and supporting documentation.

II. POLICY FRAMEWORK

A. *Transportation Outlook 2040*

On June 29, 2010, the MARC Board of Directors adopted *Transportation Outlook 2040*, a new long-range transportation plan based on collaboration between local, regional and state leaders and citizens that describes how our region can accomplish a transportation vision of a “safe, regional, balanced multi-modal transportation system that integrates land use planning, supports equitable access to opportunities and protects the environment” and ensures our transportation investments contribute toward the broader vision of greater Kansas City as “a sustainable region that enhances the vitality of our society, economy and environment for current residents and future generations”.

In order to make the most progress toward our regional and transportation visions, the following broad policy goals identified in *Transportation Outlook 2040* will serve as a guide for regional transportation investments for this call for projects. Project proposals submitted for considerations will be evaluated based on how closely they align with the policy goals of the plan. In particular, MARC is encouraging potential applicants to consider submitting projects that address public transit and other alternative modes in addition to more traditional roadway construction projects.

- **Accessibility** – Maximize mobility and access to opportunity for all area residents
- **Climate Change & Energy Use** - Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources
- **Economic Vitality** - Support an innovative, competitive 21st-century economy
- **Environment** - Protect and restore our region's natural resources (land, water and air) through proactive environmental stewardship
- **Place Making** - Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas, and to strengthen the quality of the region
- **Public Health** - Facilitate healthy, active living
- **Safety & Security** - Improve safety and security for all transportation users
- **System Condition** - Ensure transportation system is maintained in good condition
- **System Performance** - Manage the system to achieve reliable and efficient performance

B. Regional Policy on Growth and Land Use

On April 27, 2010, the MARC Board of Directors adopted a *Policy Statement on Regional Growth and Land Use* intended to provide guidance for the region's population and growth forecast and to set a policy agenda to support the region's land-use strategy. This land-use strategy, developed as part of *Transportation Outlook 2040*, the region's long-range transportation plan, recognizes that the region will continue to experience growth consistent with historical trends, and also supports an increased level of development focused in existing and emerging activity centers and along key transportation corridors. It provides a vision for metropolitan growth that moves Greater Kansas City toward its goals of economic, social and environmental sustainability.

To foster the implementation of the land-use strategy, the MARC Board established a policy agenda based on widespread regional consensus. These policies reflect support for the vision of a sustainable region through strategic investments rather than disincentives and restrictions to growth. The policies will form the basis of initiatives MARC will support as we move forward to 2040. These policies may benefit from regional planning and coordination, but implementation efforts must fully respect and support local control over decision making in these areas.

- Preserve and protect the region's natural resources.
- Create local plans for new development and redevelopment that establish targets and clearly define priority areas.
- Give priority to funding transportation projects that serve activity centers along locally identified corridors.

- Adopt planning tools, such as form-based codes, that encourage development in activity centers and along key transportation corridors.
- Target public investment and the use of incentives to remove barriers that inhibit adaptation to market changes and attract more intense development to strategic corridors and activity centers.
- Use public policies and investments to focus development where it can be served most efficiently and affordably.
- Increase levels of transit service along priority corridors.
- Develop new and innovative incentive packages to achieve redevelopment implemented at the local level.

For clarification, the MARC Board is *not* endorsing regional policies related to incentives in greenfield areas, sewer services, or any form of tax-base sharing, which reflects widespread community sentiment on these issues. The Board further recognizes that progress on this vision will also depend on the ability of communities to provide basic services, public safety and quality education.

C. Land-Use Integration

Transportation Outlook 2040 recognizes the wide-ranging benefits of a well-coordinated and targeted land-use strategy and the importance these considerations have in shaping and realizing a sustainable future. Building on local plans and federal momentum, *Transportation Outlook 2040* outlines an “activity centers and corridors” land-use strategy to aid the integration of transportation systems, natural resource protection, and land uses, while directly supporting local priorities.

Greater Kansas City’s activity centers are diverse and feature different levels of walkability, age, land uses, population decline, and potential for redevelopment. A regional centers and corridors approach illustrates the impact of taking to a regional scale the kinds of activity centers area governments are planning and implementing. It assumes local and regional policies promote the development of commercial areas into mixed-use centers along transportation corridors with sufficient densities and amenities to make them more walkable, bikeable and easily served by transit; thus achieving integration of land-use and transportation systems. The full realization of these areas would result in less population decline in the urban core and greater preservation of open space.

III. ELIGIBILITY INFORMATION

A. Geography & Applicants

Jurisdictions and transportation agencies located within MARC’s Metropolitan Planning Organization (MPO) boundary may submit projects for consideration. This includes the entirety of Johnson, Leavenworth and Wyandotte counties in Kansas, and Cass, Clay, Jackson and Platte counties in Missouri.

B. Matching Funds

STP and Bridge are reimbursement programs with required matching funds of at least 20%. Funding recipients must have the capacity to cover project costs at the outset of project or program implementation. Expenses will be reimbursed by the administering state department of transportation or the Federal Transit Administration once the applicant has submitted a reimbursement request and supporting documentation.

C. Project Types

Flexibility and a broad range of eligible activities are hallmarks of STP funds. Projects eligible for STP funds include, but are not limited, to capital investments in:

- Bicycle/Pedestrian and Alternative Mode Projects
- Public Transportation Projects
- Bridge Replacement and Rehabilitation Projects
- Roadway Capacity Projects
- Transportation Operations and Management Projects
- Transportation Safety Projects (Education/Engineering)

Projects eligible for Bridge funds include, but are not limited to:

- Construction of High Occupancy Vehicle (HOV) lane structures on a public bridge
- Culverts of minimum size that constitute a public bridge
- Reconstruction, replacement, rehabilitation, repair and restoration of deficient highway bridges
- Widening of bridges or viaducts to relieve congestion on a public bridge

D. Excluded Uses

In order to demonstrate greater financial commitment by project applicants and to maximize the availability of these funds for project implementation activities, STP and Bridge funds may not be used for design or preliminary engineering activities. In Kansas, utility adjustments or right of way acquisition for any project are also not eligible uses of STP and Bridge funds.

E. Federal Functional Classification Network

Functional classification is the process by which the nation's network of streets and highways are ranked according to the type of service they provide. It determines how travel is "channelized" within the roadway network by defining the part that any road or street should play in serving the flow of trips through a highway network.

Functional classification is used in transportation planning, in roadway design and for the allocation of federal roadway improvement funds. It was introduced by the Federal Highway Administration in the late 1960s, which developed guidelines for local governments and planning organizations to use in maintaining the functional classification system in their own jurisdictions.

Eligibility for STP and Bridge funds is dependent upon consistency with the Federal Roadway Functional Classification system as documented on the MARC website. STP funds can be used within the Kansas City MPO boundary on all facilities functionally classified as urban collector or higher. Bridge funds may be used in Kansas on any public road not classified as local on the Federal Functional Classification network. In Missouri, Bridge funds may be used on any public road not classified as local or rural minor collectors on the Federal Functional Classification network.

F. Transportation Outlook 2040

Roadway capacity projects submitted for consideration under this call for proposals must be consistent with the financially constrained project listing of *Transportation Outlook 2040*.

G. Alignment with Regional Initiatives

MARC, working with regional municipalities, modal committees, and stakeholder groups, has undertaken various regional initiatives concerning transportation and other related issues. Examples of these regional initiatives include (but are not limited to) the following:

- Transportation Outlook 2040
- Congestion Management Process
- MetroGreen
- Operation Green Light
- Smart Moves
- Regional ITS Architecture

Applicants must specifically address how their proposals support regional initiatives.

H. U.S.D.O.T. Policy Statement on Bicycle and Pedestrian Accommodation

On March 11, 2010, the United States Department of Transportation issued a policy statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on

bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these non-motorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of non-motorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving non-motorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on

constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

More information regarding this Policy on Bicycle and Pedestrian Accommodation is available on the USDOT website. A link is provided in the Resources section of this document.

IV. PROGRAMMING PROCESS

A. Committee Roles

MARC programs STP and Bridge funds using two parallel competitive application processes governed by the MARC Kansas and Missouri STP/BR Priorities committees, two subcommittees of the Total Transportation Policy Committee. Funding recommendations made by the STP/BR Priorities committees are reviewed and approved by both TTPC and the MARC Board of Directors prior to their inclusion in the regional Transportation Improvement Program.

B. Schedule

Below is a table outlining the process MARC will undertake to solicit and review proposals, and to select projects for funding. The submission deadline will not change, but the dates of other steps in the process may be subject to change.

Call for proposals	July 7, 2010
Proposals due	August 20, 2010
Staff review of proposals	September – early October 2010
STP/BR Priorities Committee meeting(s) to develop and approve project funding list	October & November 2010
Total Transportation Policy Committee review of STP/BR Priorities Committees funding recommendations	November 23, 2010
Total Transportation Policy Committee approval of STP/BR Priorities Committees funding recommendations and release for public review and comment as part of quarterly TIP amendment	December 21, 2010
TTPC approves TIP amendment	January 18, 2010
MARC Board of Directors approves TIP amendment	January 25, 2011
MARC transmits project list to state and federal agencies for approval and funding	January 26, 2011

C. Pre-Application Workshop

On Tuesday, July 20, 2010, MARC staff will conduct a pre-application workshop and will be available to answer questions regarding the application procedures and form. This application workshop will be held in the MARC Board Room from 1:30 – 4:00 pm. Attendance at this workshop is not required for applicants to participate in this funding opportunity, but is strongly encouraged.

D. Application Database

- **Create an Account**

The submission database is located at www.marc.org/transportation/stp-br.

Click on "Register" and fill in the requested information to create a unique account. Multiple people from the same jurisdiction or agency can set up individual accounts.

- **Add a Project**

Log in to the database and click on "File a new application" to add a new project. A blank submission form will open. You can add information about a project during multiple sessions. The database will time out after 120 minutes of inactivity, so save often by clicking on "Save and Continue."

- **Revise a Project**

Each time you log in to the database, you will see a list of projects you have submitted or are working on. You can update information on an existing project or add a new one.

You can make changes to projects through 4 p.m. on August 20, 2010. All information submitted by this time and date will be considered final.

- **Delete a Project**

To delete a project, contact Marc Hansen, mhansen@marc.org, at 816/701-8317.

If you need assistance with the submission database, contact Marc Hansen, mhansen@marc.org, at 816/701-8317.

E. Application Presentations

As part of the project evaluation process, project sponsors may be requested by the respective STP/BR Priorities committee to provide a brief presentation to the committee. This presentation is intended to provide background information and an opportunity for committee members to ask questions regarding a project proposal. Information presented will not change the evaluation score generated through this call for proposals. Project sponsors may also request the opportunity to provide a presentation to the committee.

V. AWARD ADMINISTRATION INFORMATION

A. Award Notices

MARC will notify successful applicants in writing and by electronic mail. Successful applications will enter into a contract with KDOT, MoDOT, or FTA. **Applicants whose projects are selected for funding**

are cautioned not to proceed with work until they have received a notice of funding obligation *and* notice to proceed by KDOT, MoDOT, or FTA.

B. State LPA Processes

The local public agency manuals maintained by both the Kansas (KDOT) and Missouri (MoDOT) Departments of Transportation are intended to be used as a guide for cities and counties that sponsor projects utilizing federal transportation funds.

For projects administered by local officials, the states will furnish information concerning the necessary federal requirements and will act as coordinator. The necessary design, acquisition, environmental, historical and archaeological clearances and approvals, construction and maintenance of improvements will be the responsibility of the local agency. A DOT representative will be the primary contact, furnish the necessary guidelines and coordinate the necessary reviews and approvals. DOT personnel will also advise and assist the local agency in meeting the requirements of the program.

Projects are performed under the terms of an agreement with KDOT or MoDOT. Work on any part of the project cannot proceed until the local agency has been notified by KDOT or MoDOT and federal funding has been approved (obligated) by the Federal Highway Administration (FHWA). If funds are approved, they will be distributed through the local agency sponsoring the project. If a project is not completed, the local agency sponsoring the project will be required to repay to MoDOT, the sum of federal funds reimbursed to date. The local agency will be responsible for cost overruns.

The federal-aid transportation program operates on a reimbursement basis as work progresses. It is a federal reimbursement program in which the local agency is reimbursed minus its matching percentage after KDOT or MoDOT receives proper proof of payment by the local agency to the contractor for work performed.

Regardless of whether federal funds are available at the time of acquisition, local agencies are strongly encouraged to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), of the Code of Federal Regulations when acquiring realty rights, easement access, or other real property. When a local agency project uses federal funds on any portion of the project, all realty rights must be acquired in accordance with the Uniform Act. If the realty rights were acquired more than 5 years prior to the first request for federal funds, the local agency shall submit a statement certifying that no new realty rights are needed and the dates the existing realty rights were acquired. If the realty rights were acquired less than 5 years prior to the first request for federal funds, the acquisition must have occurred within the parameters of the Uniform Act in order for any portion of the project to received federal funds.

C. Transportation Improvement Program

Following approval of the funding recommendations developed by the STP/BR Committees, projects receiving funding are required to be incorporated into the regional Transportation Improvement

VII. RESOURCES

A. MARC Resources

Transportation Outlook 2040

<http://www.marc.org/2040/>

Population and Employment Forecast

<http://www.marc.org/forecast/2040forecast.asp>

Functional Classification System

http://www.marc.org/transportation/functional_class.htm

Congestion Management Process

<http://www.marc.org/transportation/congestionmanagementsystem.htm>

Regional ITS Architecture

<http://www.marc.org/transportation/ITS/index.htm>

B. Federal Resources

United States Department of Transportation

<http://www.dot.gov/>

Federal Highway Administration

<http://www.fhwa.dot.gov/>

Federal Transit Administration

<http://www.fta.dot.gov>

C. State Resources

Kansas Department of Transportation

<http://www.ksdot.org/>

KDOT LPA Process

<http://www.ksdot.org/burLocalProj/LPA/lpaindex.asp>

Regional Freight Network

<http://www.marc.org/transportation/freightoutlook/index.htm>

Operation Green Light

<http://www.marc.org/transportation/ogl/index.htm>

Creating Quality Places

<http://www.marc2.org/cqp/Transportation>

Improvement Program

<http://www.marc.org/transportation/tip/TIP10-14.htm>

MetroGreen®

<http://www.marc.org/metrogreen/>

Surface Transportation Program Fact Sheet

<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

Highway Bridge Program

<http://www.fhwa.dot.gov/safetealu/factsheets/bridge.htm>

Missouri Department of Transportation

<http://www.modot.mo.gov/>

MoDOT LPA Manual

http://epg.modot.org/index.php?title=Category%3A136_Local_Public_Agency_%28LPA%29_Policy

VIII. CONTACTS

For further information, contact:

Policy and Program Questions
Ron Achelpohl, P.E.
Assistant Director of Transportation
816-474-4240
rona@marc.org

Application Materials and Forms Questions
Marc Hansen
Transportation Planner
816-701-8317
mhansen@marc.org