KANSAS CITY REGIONAL TIGER PROJECT
PMOC PROGRESS REPORT
2014 Fiscal Quarter 1
October 1 – December 31, 2013

January 16, 2014

PROJECT TYPE:
Multimodal (bicycle, pedestrian, roadway, transit)

LOCATION:
Kansas City metropolitan area
Kansas Congressional District 3
Missouri Congressional Districts 5 & 6

AREA:
Urban

AWARD AMOUNT:
$50,000,000

RECIPIENTS:
Mid-America Regional Council
Johnson County Transit
Kansas City Area Transportation Authority

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EXECUTIVE SUMMARY

A. Project description.

TIGER (Transportation Investment Generating Economic Recovery) is a discretionary grant program of the U.S. Department of Transportation funded by the American Recovery and Reinvestment Act. In 2010, the Kansas City region was awarded, on a competitive basis, $50 million in TIGER funding to make transportation infrastructure improvements along several regional transit corridors and in the Green Impact Zone in Kansas City, Mo.

Grant Structure - Given the multijurisdictional nature of the project and diverse set of planned investments, the $50 million project was divided into three separate grants through the Federal Transit Administration.

- **RECIPIENT:** Mid-America Regional Council (MARC)  
  **AMOUNT:** $600,000  
  **PROJECT ELEMENTS:** Program administration and project coordination

- **RECIPIENT:** Johnson County Transit (JCT)  
  **AMOUNT:** $10,714,000  
  **PROJECT ELEMENTS:** Transit investments in Metcalf Avenue/Shawnee Mission Corridor

**Metcalf Avenue/Shawnee Mission Parkway Corridor**
- 18 transit stations.
- Two park-and-ride facilities.
- Pedestrian access improvements on Metcalf Avenue from 87th to College Boulevard.
- Pedestrian access and road reconstruction improvements at Broadmoor and Martway.
- Implementation of a transit signal priority system at approximately 25 signals along the corridor.
- Design and construction of a transit center adjacent to the city of Mission’s downtown, to support existing transit service and future local bus service.

- **RECIPIENT:** Kansas City Area Transportation Authority (KCATA)  
  **AMOUNT:** $38,686,000  
  **PROJECT ELEMENTS:** Green Impact Zone infrastructure, transit investments in U.S. 24 and U.S. 40 corridors in eastern Jackson County; North Oak corridor north of the Missouri River; State Avenue corridor in Kansas City, KS.

**Green Impact Zone**
- The project location of the Green Impact Zone is in the center of the City of Kansas City bordered by 39th street to the north, 51st street to the south, Troost to the west and Prospect from 39th to Cleaver II and Benton Boulevard from Cleaver II to 51st street on the east. There is
also one extension outside this zone to go down Blue Parkway to connect the fiber interconnection to 4721 Coal Mine Road. This project is to improve transportation by allowing people and products to move more readily in the green impact zone. This will be done by providing better access to bus facilities through improvement to sidewalks, bus amenities, and street conditions. The movement of goods and products will be enhanced through the improvements to the traffic signals and interconnection of the traffic signals with a fiber optic connection. The project will work on these assets in various neighborhoods in the Green Impact Zone.

Missouri Transit Corridors

- The North Oak Corridor in the Cities of North Kansas City, Gladstone and Kansas City, MO along Burlington Ave. and the North Oak Trafficway. The Independence Ave. corridor in Kansas City and Independence, MO, along Independence Ave., and Winner Road and at the Independence Transit Center. The Linwood/31st/40 Highway Corridor in Kansas City, Missouri along Linwood Boulevard and 31st Street and at the Blue Ridge Crossing Transit Facility.

State Avenue Transit Corridor

- The State Ave. Corridor from the transit center at 10th and Main in Kansas City, Missouri, west into Wyandotte County, KS, along Minnesota Ave., State Ave. and Village West Parkway. This project will improve bus stops along the corridor and build 2 Transit Center locations at 7th & Minnesota and 47th & State Ave.

B. Project Status and Schedule.

MARC Grant:

- Continued program coordination, as well as program evaluation and documentation.
- On schedule as defined with respect to Section III: Schedule of executed USDOT/FTA/MARC MOU and approved USDOT schedule waiver of final completion by March 1, 2014.

JCT Grant:

- All construction activities are complete.

Transit Signal Priority Project

- This construction contract is complete. The final change order and pay estimate was completed in October 2012.

Main Transit Project

- Construction activities are complete.
- The final change order was approved on January 6th.
- Final documentation is ongoing.
- Final completion is expected in late January.

Mission Transit Center
• Construction activities are complete.
• The final change order was approved December 2nd.
• Final documentation is ongoing.
• Final completion is expected in mid-January.

KCATA Grant:
• On schedule
• See Attachment A (KCATA TIGER Project Management Design and Const Procurements)

Green Impact Zone
• The Green Impact Zone has 19 funded projects. Of the 19 funded projects, there are 11 sidewalk repair projects, 3 pavement projects, 1 pedestrian bridge project, 3 traffic signal projects, and 1 Bus Stops Amenities package. Five (A5 thru A9) of the 9 sidewalk projects are complete with construction. Sidewalk projects A5- A9 are closed out.
• All of the projects are complete with construction.
• The current expenditures are $23,582,506.80. The Total Forecasted Cost for the GIZ is $26,646,280.38.
• All of the projects are on schedule to be closed out by March 1, 2014.

Missouri Transit Corridors
• The Missouri Corridors has 3 different corridors- Eastside- Independence Corridor (3 projects), Eastside- KCMO Corridor (3 projects), and North Oak Corridor (1 project in 3 different cities- Gladstone, North Kansas City, and Kansas City). The Eastside- Independence has one project (Independence Transit Center Heaters) complete. The heater project is complete and closed out. Eastside- KCMO Urban Core Bus Stops and Boulevard along with Blue Ridge Crossing are complete with construction and closed out.
• Construction for the North Oak Corridor project is complete.
• The total current expenditures are $1,265,845.00 and the project is at budget. The Total Forecasted Cost for Missouri Corridors is $1,376,378.00.
• All of these projects are on schedule to be closed out by February 1, 2014.

State Avenue Transit Corridor
• The State Avenue Corridor is divided in to 3 parts- the corridor, the 7th Street Transit Center, and the 47th Street TOD. The corridor refers to the bus stops along the corridor and is complete.
• All projects are complete with construction.
• The current expenditures to date are $6,721,325.00. The total contract amount for projects in construction is $9,870,771.24. The Total Forecasted Cost for this project is $10,474,258.00.
• All of these projects are scheduled to be closed out by April 1, 2014.

C. Cost

MARC Grant:
• AMOUNT: $600,000  
  Expended $600,000.00 (as of December 31, 2013), 100.0% of the total $600,000.  
  Committed (expended or authorized) $613,728.87, 102.3% of the total $600,000.  
    o The additional $13,728.87 reflects our final invoice to Proffer Productions, which was entered in our accounting system but hadn't been cleared as of December 31, 2013. Since then the check has been cleared. Next month's report will reflect the correct "Committed" amount.

  • See Attachment B (MARC USDOT FTA TIGER 12-31-13)

  Burn Rate
  • We plan on expending 100% of planned expenditures by March 1, 2014.

JCT Grant:
• AMOUNT: $10,714,000  
  Expended $10,546,190 (as of December 2, 2013), 98.4% of the total $10,714,000.  
  Committed (expended or authorized) $10,703,207 amounting to 99.9% of the total $10,714,000.  
  • See Attachment C (JCT Working Budget 12-2-13)  
  • See Attachment D (JCT Estimate vs. Actual 12-2-13)

  Burn Rate
  • We plan on expending 100% of planned expenditures by March 1, 2014.

KCATA Grant:
• AMOUNT: $38,686,000  
  Expended $33,621,232.37 (as of September 30, 2013), 86.9% of the total $38,686,000.  
  Total Approved Expenditures not yet reimbursed are $36,371,437.22 (as of January 15, 2014).  
  Committed (expended or authorized) $38,363,160.99, 99.2% of the total $38,686,000.  
  • See Attachment E (KCATA TIGER Budget Summary)

  Burn Rate
  • See Attachment F (KCATA ARRA Grant Burn Rate Template Update)

1.0 PROGRESS AND DELIVERABLES

A. Highlight activities and deliverables that occurred during reporting period.

MARC Grant:

  TASK 1: PROGRAM ADMINISTRATION

  Program Coordination
• Continued to coordinate overall project activity, schedule coordination, and public communication.
• November 18, 2013 – Submitted October Monthly Progress Report to FTA contacts.
• December 12, 2013 – Attended FTA/PMOC Quarterly Project Review Meeting at the Kansas City, Mo. City Hall.

Program Documentation & Evaluation
• Continued program documentation & evaluation efforts. MARC staff continued developing and collected “after” condition photos for Performance Measures Report No. 2.

TASK 2: PROJECT COORDINATION

Website Development
• Continued coordination with TIGER Team partners to compile data to update TIGER website and interactive TIGER Tracker mapping tool (http://www.marc.org/TIGER/tracker.asp).

Data Collection
• Continued coordination with TIGER Team partners to collect data for monthly reporting, performance evaluation, and maintenance of TIGER Tracker master database.

Public Outreach and Communications
• November 26, 2013 – Presented TIGER Finale video at the MARC Board of Directors meeting. Video was also presented at MARC’s transportation modal committees throughout the month of December.
• December 23, 2013 – Released video TIGER Final Episode: Impact of TIGER on the Kansas City region. The nine-minute video showcases progress made over three years and highlights the impact TIGER project has had on the Kansas City Metropolitan area’s local economy, urban core and lives of area citizens.

JCT Grant:

Transit Signal Priority
• No contractor activity. This contract is complete.

Main Transit Project
• The contractor completed the remaining work including all punch list items.

Transit Center
• The contractor completed the remaining work including all punch list items.
KCATA Grant:
- Held GIZ Progress Meetings and Coordination Meetings with KCMO monthly.
- Weekly Construction site visits, pre-bid and pre-construction meetings for each project.

Green Impact Zone
- Processed payment to the City of KCMO for the GIZ projects.

Missouri Transit Corridors
- In process of closing out.

State Avenue Transit Corridor
- In process of closing out.

B. Define activities and deliverables anticipated for next reporting period, including meetings, reviews, submittals and contracting activities.

MARC Grant:
- Continue coordinating overall project activity, developing and submitting monthly and quarterly progress reports to FTA, schedule coordination, public communication, and collecting data and information from TIGER team partners.
- Continue updating TIGER Tracker master database and TIGER Tracker interactive mapping tool.
- Continue posting TIGER stories and videos to internet media, and sharing with TIGER Team partners, project stakeholders, and general public at MARC modal committee meetings.
- Continue developing Performance Measures Report No. 2.

JCT Grant:
- All agreements in place except Roeland Park. The Roeland Park agreement should be in place by the end of January 2014.

Transit Signal Priority
- Contract is complete.

Main Transit Project
- The contractor is to provide final documentation.
- The City is to provide a final pay upon receipt of final documentation.

Transit Center
- The City is to provide final pay upon receipt of final documentation.

KCATA Grant:
- Complete closeout by April 1, 2014.
2.0 ACTION ITEMS/OUTSTANDING ISSUES

A. Provide ongoing tracking list of action items, updates, and disposition.

   MARC Grant:
   • None

   JCT Grant:
   • Transit Signal Priority – Contract is complete
   • Main Transit Project – None
   • Mission Transit Center – None

   KCATA Grant:
   • Closing out grant.

B. Discuss in detail significant issues that may have adverse impact on scope, budget, schedule, quality, safety or compliance with Federal requirements. Address any key changes to personnel.

   MARC Grant – None
   JCT Grant – None
   KCATA Grant – None

3.0 PROJECT SCHEDULE

A. Provide integrated master schedule showing original baseline schedule dates and current status of activities; provide narrative for all schedule variances and recovery plan if required.

   MARC Grant – N/A
   JCT Grant – N/A
   KCATA Grant – All projects closed out by next quarter.

B. Note current percentage of completion vs. plan percentage of major project items (design, procurement, construction, etc.).

   MARC Grant – N/A
   JCT Grant – See Attachment D (JCT TIGER Estimate vs. Actual 12-2-13)
   KCATA Grant – The project is on schedule and within budget.

C. Discuss any delays or impacts to milestones and completion dates, including recovery plan.

   MARC Grant:
• On schedule and on budget. Final completion scheduled for March 1, 2014 to support grant documentation, administration, and performance monitoring requirements per our existing agreement with USDOT.

JCT Grant:

Transit Signal Priority
• Contract is complete.

Main Transit Project Milestones
• Martway and Broadmoor – The work associated with the contract milestone is complete.
• Rosana Square Park and Ride – The work associated with the contract milestone is complete.
• Farmers Market – The work associated with the contract milestone is complete.
• Station Stops – The contractor did not meet the June 7th contract deadline for completions of shelters until June 24th. Seventeen days of liquidated damages were assessed.
• Multiuse Trail – The contractor did not meet the August 5th contract deadline for completion of the trail work. Eleven days of liquidated damages were assessed.
• Overall Completion – The work associated with the final completion is complete.

Transit Center Milestones
• All contracted work is complete.

KCATA Grant:
• No issues to date with anticipated project deliverables and overall construction schedule.

4.0 PROJECT COST

A. Provide cost spreadsheet showing current forecasted cost, expenditures to date, original budget, approved change orders, pending change orders, latest approved budget; use sufficient line items to track significant project elements, such as design, right-of-way acquisition, procurement, construction, etc.

MARC Grant:
• See Attachment B (MARC USDOT FTA TIGER 12-31-13)

JCT Grant:
• See Attachment C (JCT TIGER Working Budget 12-2-13)
• See Attachment D (JCT TIGER Estimate vs. Actual 12-2-13)

KCATA Grant:
• See Attachment E (KCATA TIGER Budget Summary)
B. Explain variance between current forecasted cost and latest approved budget, including discussion of scope changes, bid evaluations, and any non-Federal funds required to complete project.

MARC Grant – No variances to report.
JCT Grant – No variances to report.
KCATA Grant – No variance.

5.0 PROJECT FUNDING STATUS

MARC Grant – This project is 100% ARRA funded, no state or local funds are budgeted.
JCT Grant – This project is 100% ARRA funded, no state or local funds budgeted.
KCATA Grant – This project is 100% ARRA funded, no state or local funds are budgeted.

6.0 PROJECT QUALITY

A. Summarize QA/QC activities during reporting period.

MARC Grant:
• N/A

JCT Grant:
• QA/QC activities include monthly project reporting, invoicing, review of payrolls and certifications, DBE payment affidavits, subcontractor payment certifications, processing of pay estimates, consultant payments for inspection and testing and on-site visual inspections.

KCATA Grant:
• KCATA has reviewed all design plans. Each design consultant has reviewed each submittal as well. The designs or then approval by the local governing agencies and the state where the project is located. KCATA Procurement reviews all contract documents to make sure all federal requirements are met.
• For the Green Impact Zone, KCMO inspectors are performing construction inspections, materials testing, and on site interviews.

B. Note any quality issues encountered, reasons for non-compliance or deficiencies, and corrective actions taken or anticipated.

MARC Grant – No quality issues encountered or anticipated.
JCT Grant – No quality issues encountered or anticipated.
KCATA Grant – No quality issues encountered or anticipated.

7.0 ENVIRONMENTAL MITIGATION
MARC Grant – N/A
JCT Grant – No actions or measures were identified or taken in this quarter.
KCATA Grant – No actions or measures were identified in the environmental documentation of the project.

8.0 DBE COMPLIANCE

MARC Grant:
• N/A

JCT Grant:
• The Design contract has met 4.39% of the total 4.4% DBE participation.
• The Transit Signal Priority project has exceeded the required 7% DBE participation.
• The Main Transit Project has exceeded the required 7% DBE participation.
• The Transit Center project has exceeded the required 7% DBE participation.
• These contracts allow for a total DBE participation in excess of 6%.

KCATA Grant:
• On target to meet or exceed DBE goal.

9.0 ATTACHMENTS

MARC Grant:
• B (MARC USDOT FTA TIGER 12-31-13)

JCT Grant:
• C (JCT TIGER Working Budget 12-2-13)
• D (JCT TIGER Estimate vs. Actual 12-2-13)

KCATA Grant:
• A (KCATA TIGER Project Management Design and Const Procurements)
• E (KCATA TIGER Budget Summary)
• F (KCATA ARRA Grant Burn Rate Template Update)