



**REQUEST FOR QUALIFICATIONS
For Consultant Services**

**Bi-state Sustainable Reinvestment
Corridor**

**Requested by
The Mid-America Regional Council**

December 19, 2023

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The Mid-America Regional Council (MARC) is a public organization and is subject to the Missouri Open Records Act (Chapter 610, RSMo). All records obtained or retained by MARC are considered public records and are open to the public or media upon request unless those records are specifically protected from disclosure by law or exempted under the Missouri Sunshine Law. All contents of a response to a Request for Bids, Qualifications, Proposals or information issued by MARC are considered public records and subject to public release following decisions by MARC regarding the bid request. If a proposer has information that it considers proprietary, a bidder shall identify documents or portions of documents it considers to contain descriptions of scientific and technological innovations in which it has a proprietary interest, or other information that is protected from public disclosure by law, which is contained in a Proposal. After either a contract is executed pursuant to the Request for Bids, RFQ or RFP, or all submittals are rejected, if a request is made to inspect information submitted and if documents are identified as “Proprietary Information” as provided above under Missouri Sunshine Law, MARC will notify the proposer of the request for access, and it shall be the burden of the proposer to establish that those documents are exempt from disclosure under the law.”

REQUEST FOR QUALIFICATIONS (RFQ)

Bi-state Sustainable Reinvestment Corridor

The Mid-America Regional Council (MARC) serves as the association of city and county governments and the metropolitan planning organization for the bi-state Kansas City region. As a voluntary association, MARC strives to foster better understanding and cooperation on issues that extend beyond the jurisdiction of a single city, county or state.

MARC is seeking to retain consulting services of one or more qualified consultant teams or firms to provide professional and technical services for Phase 1 of the Bi-state Sustainable Reinvestment Corridor project. MARC intends to enter into contract for an assignment for a period of **one (1) year**, with the option to retain some services during Phases 2 and 3 of the project for up to an additional two (2) years (for a 3-year maximum).

1. VISION

In 2022, the Kansas City metropolitan area’s Congressional delegation worked with local leaders to capitalize on a once in a generation wave of federal funding and new programming. Instead of dispersing this funding broadly across the region, what emerged was the idea to concentrate an intentional effort to maximize the impact by redefining a bi-state corridor of strategic community-driven investments. By focusing federal funds on a single corridor, the intent is to “move the needle” in the many surrounding diverse neighborhoods, and in so doing optimize impact. While this grant specifically and the corridor of investment more broadly are predicated on graduating existing transit service to a more reliable, safe and convenient service with ancillary mobility enhancements, this approach challenges project partners to think big, inter-jurisdictionally and across multiple disciplines.

This Request for Qualifications (RFQ) strives to reimagine how to best deliver mixed-income communities, induce more regenerative forms of transit-oriented development, and realize equitable economic prosperity for all. This RFQ will identify the best consultant team with the knowledge, experience and capability to expand the capacity of local staff, engage local communities, confront long-established norms, and ultimately change the trajectory of the corridor and municipalities therein.

2. BACKGROUND

The Bi-State Sustainable Reinvestment Corridor (BSRC) will implement a transformational strategy to enhance multi-modal mobility, regenerate historically disadvantaged communities and reduce carbon emissions by focusing a wide range of federal and local investments on a key regional corridor that connects four cities in two states and two counties.

The project is located along an east-west corridor in the Kansas City, Missouri-Kansas urbanized area that connects three downtowns and multiple activity centers with employment, education, health care and tourism. The corridor is approximately 24 miles in length and serves approximately 84,980 jobs and 90,810 residents. The corridor is centered along Independence Ave. in Missouri and State Ave. in Kansas, and the project area includes the walk and bike shed thereof. The corridor includes portions

of Jackson County, Missouri, Wyandotte County, Kansas and the cities of Independence, Kansas City and Sugar Creek in Missouri and Kansas City in Kansas. Portions of the corridor have been previously studied for high-capacity transit investments.

Bi-State Sustainable Reinvestment Corridor



2022 RAISE Grant

MARC and its partners have secured planning funds through the Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for a three-phase planning project. The BSRC project will update, integrate, and refine existing transit and transportation plans for this corridor, develop new tools and land use strategies that advance the broader community and economic development goals within the defined study area, analyze and develop recommendations along each corridor segment, with special attention to the unique connectivity constraints along the segment of the corridor between Downtown KCK and Downtown KCMO that has been slowly eroding for generations. The project will ultimately complete project development and environmental documentation for the preferred zero-emission transportation elements and complete advanced conceptual engineering to 15-30% design for one or more high-capacity transit routes with supporting mobility services, mobility hubs, sidewalk and bikeway connections, and related improvements in preparation for major capital, programmatic, social and cultural investments to be funded with other sources.

This planning program is a key element in the Kansas City region’s strategy to:

- Accelerate implementation and demonstrate the potential of integrated investments in zero-emission transit, green infrastructure, broadband access, attainable housing, workforce development, childcare and other critical services to enhance neighborhood vibrancy, affordability, equity and connectivity as a model for other corridor-based programs.
- Create a strong community-defined and market-focused framework for private investment in under-achieving neighborhoods, business districts and activity centers.

- Protect and enhance the long-term integrity of key educational institutions and civic and cultural assets along the corridor.
- Achieve regional and local carbon reduction goals through better integration of land use and transportation that reduces vehicle miles traveled.
- Strengthen the physical, cultural and economic resilience of the neighborhoods along the corridor through strategic interventions and investments in the built, natural and social environments.

Objective and Vision

This initiative will identify opportunities, approaches and funding to demonstrate how sustainable communities might be developed in and around a high-capacity, zero-emission transit corridor. This program will support the region's Climate Action Plan and the regional transit vision of improved access to housing, health care, employment and education, and may be replicated in other corridors nationally and in the Kansas City region.

Program Goals

- Accelerate implementation of planned community-based investments.
- Position the corridor for early action on large-scale, strategic investments via a variety of new federal funding opportunities.
- Demonstrate the potential of integrated investments in zero-emission transit, green infrastructure, attainable housing, broadband access, workforce development, child-care and other basic services to enhance neighborhood vibrancy, affordability, equity and connectivity as a model for other corridor-based programs.

Comprehensive Coordinated Investments

- **Affordable housing:** Energy-efficient retrofits; new units and construction; transit-oriented development (TOD).
- **Broadband access:** Infrastructure for wired and wireless service; capacities; equipment.
- **Community development:** Capacity building, community benefit agreements; child-care access.
- **Economic development:** Workforce training; innovation hubs; small business incubators and support.
- **Green infrastructure:** Enhanced tree canopy; stormwater best management practices; electric vehicle (EV) charging; district power generation; residential solar panels.
- **Public schools and libraries:** Renewable energy and energy efficiency projects; mentorship and internship opportunities aligned with workforce development.
- **Safety and security enhancements:** Shot spotter; Community Improvement Districts; other community-based public safety strategies.
- **Traffic signal and roadway infrastructure:** Supporting transit, pedestrian and bicycle connectivity, ADA access, enhanced LED street lighting and Vision Zero safety improvements.
- **Zero-emission transportation:** Fast, frequent transit; electric buses; new mobility hubs; pedestrian and bicycle infrastructure.

Transformative Outcomes

When fully implemented the Bi-State Sustainable Reinvestment Corridor will result in transformative outcomes for communities in the corridor and region including:

- A revitalized east-west corridor in the Kansas City metropolitan region whose transit-oriented redevelopment both retains and supports existing residents and businesses, and creates a series of mixed-income, diverse, and thriving neighborhoods;
- A people-centric approach to community building and strategic reinvestment;
- More cohesive, connected and vibrant activity centers;
- A more equitable, economic development model that focuses on growing new small and supporting existing businesses;
- Enhanced access to opportunities, especially for disadvantaged but promising communities;
- Reduced emissions and increased climate resilience;
- Promoting and demonstrating green solutions and innovations; and
- Developing a trained workforce for the future.

Program History

This program builds on and supports numerous and extensive community planning initiatives already completed or underway for various elements and segments along the corridor. A partial list includes:

Mid-America Regional Council

- ConnectedKC 2050
<https://connectedkc.org/>
- KC Regional Climate Action Plan*
<https://kcmetroclimateplan.org/>
- Smart Moves 3.0*
<http://www.kcsmartmoves.org/>
- Regional Bikeway Plan
<https://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Special-studies-and-projects/Kansas-City-Regional-Bikeway-Plan>
- Kansas City Regional Wayfinding Guidebook*
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_KC-Regional-Wayfinding-Plan_lowres.aspx
- Plan for Affirmatively Furthering Fair Housing*
https://www.wycokck.org/files/assets/public/v/1/community-development/documents/entire-plan-combined_1.pdf
- Broadband and Digital Equity
<https://www.marc.org/economy/broadband-and-digital-equity>
- Housing
<https://www.marc.org/economy/housing>

City of Kansas City, Missouri

- The KC Spirit Playbook
<https://playbook.kcmo.gov/>
- ProspectUS
<https://www.prospectuskc.com/>

- ProspectUs Transit Oriented Development Project
<https://www.kcmo.gov/city-hall/departments/city-planning-development/prospectus-tod-grant>
- Invest Northeast*
(Mission & Introduction linked only) https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/Planning-sustainable-Places/2012-Grantees-and-Projects/Assets/Mattie-Rhodes/InvestNE_1MissionandIntro.aspx
- Independence Avenue Pedestrian Safety Improvements Study*
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/Independence-Ave-Ped-Safety-Study_ch-1-2.aspx
- Truman Road Complete Streets Plan*
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/Final_Truman_Rd_Complete_Streets_Plan.aspx
- Reconnect Westside*
https://www.marc.org/sites/default/files/2022-10/PSP_Projects_2013_Reconnect_Westside.pdf
- West Pennway Street Redesign Plan*
https://www.marc.org/sites/default/files/2022-06/PSP_Projects_2021_West_Pennway_Implementation_Plan.pdf
- Independence Avenue Overlay
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/KCMO_Independence-Ave_Ordinances.aspx
- Market Value Analysis
<https://www.kcmo.gov/city-hall/departments/city-planning-development/market-value-analysis-kansas-city-missouri>
- Additional plans and policies
<https://www.kcmo.gov/city-hall/departments/city-plans>

City of Independence, Missouri

- Fairmount District Plan*
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/Independence_Fairmount-District_final.aspx
- Truman Connected*
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Independence_TrumanConnected_final.aspx
- Englewood Art District*
<https://www.marc.org/document/psp-2013-projects-englewood-arts-district>
- Truman Road Green Gateway*
https://www.marc.org/sites/default/files/2022-06/PSP_Projects_2013_Truman_Green_Gateway.pdf
- Truman & Winner Road*
<https://www.marc.org/document/psp-2015-project-independence-winner-road>
- Independence Transportation for All*
2023 PSP study that is underway, anticipated completion May 2024
- U.S. 24 Highway Corridor Study
https://issuu.com/cityofindepmo/docs/us_24_highway_corridor_strategic_plan?fr=xKAE9_zUINQ

Unified Government of Wyandotte County and Kansas City, KS

- go Dotte
<https://dashboards.mysidewalk.com/godotte-68d5ebff55f3>
- Sidewalk and Trail Master Plan
https://www.wycokck.org/files/assets/public/planning-amp-urban-design/documents/sidewalk_trails_master-plan_2012.pdf
- Northeast Kansas City, KS Heritage Trail Plan*
https://www.wycokck.org/files/assets/public/planning-amp-urban-design/documents/master-plans/area-and-corridor-plans/2022.08.25_nekck-heritage-trail_final-plan.pdf
<https://www.northeastkck.org/ne-kck-heritage-trail>
- Armourdale Area Master Plan
<armourdale-strong-final-plan-english-y-spanish.pdf> (wycokck.org)
- Kaw River Bridge*
https://www.marc.org/sites/default/files/2022-09/PSP_Projects_2017_Kaw_River_Bridge_Study.pdf
- Countywide Mobility and TOD Strategy*
<https://www.marc.org/document/psp-projects-2021-go-dotte-strategic-mobility-plan>
- State Avenue Corridor Redevelopment

Kansas City Area Transportation Authority

- Independence Avenue BRT Study
https://www.kcata.org/transit-initiatives/independence_ave_brt
- Woodland Plaza, Planning Equitable Mobility*
https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_KCATA_WoodlandPlaza_final.aspx

Additional Resources

- Housing Data Hub
<https://experience.arcgis.com/experience/ff430550582544d587b764bd4601810e/page/Demographics/>

*Plan developed with project partners and/or as a MARC Planning Sustainable Places (PSP) Project

3. PHASE 1: CORRIDOR PLANNING

The proposed planning project will be conducted in three overlapping phases. The first phase initiates public involvement, conducts an extensive existing conditions assessment, develops a land use policy that is responsive to the neighborhood context and provides the tools necessary for implementation, designs an implementation strategy for the various segments and responsible municipalities and agencies, and refines the corridor alignment and integration of transportation improvements with related infrastructure and other human and ecosystem services (e.g., childcare, workforce training, attainable housing) in the form of a Corridor Action Plan. Phase 1 objectives and outcomes are further described below.

Phase 1 Objectives

- Continue and expand BSRC community outreach and engagement as part of project-level planning on all BSRC elements. The project team is committed to developing and implementing public involvement actions that will provide early, continuous and meaningful engagement of the community affected by the project with particular emphasis on environmental justice and disadvantaged communities within the corridor.
- Develop additional specifics on scopes of each project element, geographic limits, work categories, order of magnitude cost estimates by work type, estimates of community and agency costs, workforce training opportunities, and quantifiable and qualitative benefits.
- Evaluate potential partnership opportunities with public sector agencies at the local, state and federal levels (e.g., HUD and USDOT) and the private sector around environmental improvements and transit-oriented development opportunities.
- Develop a conceptual implementation and funding strategy for the zero-emission transportation components and coordinate with the related work by the KCATA, City and County partners.
- Develop an outline of the broader project schedule and preliminary phasing and funding plans.

Phase 1 Outcomes

- Community Engagement Initiated and Sustained
- Conceptual Feasibility Study:
 - Preliminary scope
 - Conceptual cost estimates (infrastructure)
 - Conceptual operational requirements & costs
- Initiate preliminary National Environmental Policy Act (NEPA) work
- Funding alternatives report
- Partnership Opportunities report
- Initiate Small Starts Rating development for transit elements, as appropriate
- Develop a Project Development Plan as detailed below.

The Corridor Action Plan (i.e., Project Development Plan), shall document the Phase 1 process, summarize the findings of reports developed during Phase 1, and outline implementation recommendations. The recommendations shall incorporate zero-emission and sustainability planning elements and be inclusive of the following:

- Built and natural environment:
 - Climate change resiliency
 - Community assets (e.g., community centers, parks, religious institutions, libraries, museums, hospitals and health care centers, and schools, daycare centers, broadband internet facilities and services)
 - Diversity of Attainable Housing options
 - Land use plans, zoning changes, design guidelines and standards, and other tools to set the foundation for TOD
 - Mobility hubs
 - Public safety elements
 - Workforce training opportunities and programs

- Socio-economic environment:
 - Childcare
 - Environmental Justice areas
 - Historically-underserved communities
 - Workforce development (i.e., implementation of the Workforce for the Future Training Program)
- Zero-emission transportation improvements along each corridor segment, with special attention to the segment between Downtown KCK and Downtown KCMO given existing barriers (i.e., rail lines, major rivers, and interstate highways):
 - Autonomous vehicles
 - Bicycle infrastructure
 - Pedestrian infrastructure (e.g., sidewalks, crosswalks)
 - Private-use and shared-use EVs
 - Related roadway improvements
 - Transit alternatives
 - Vision Zero and Complete Streets strategies

The Corridor Action Plan shall identify roles and responsibilities for various agencies overseeing the implementation of this planning initiative. A critical part of the Corridor Action Plan will be to identify potential funding alternatives for all of the identified community development initiatives in addition to the zero-emissions component of the project in coordination with related work by the KCATA, City and County partners, as well as partnership opportunities with public sector agencies at the local, state and federal levels (e.g., HUD and USDOT) and the private sector around environmental improvements and potential transit-oriented development.

4. PHASES 2 AND 3

Consultant services for Phases 2 and 3 of the project will be obtained through a separate procurement process to take place at a later time. The second phase will complete conceptual and environmental planning for the high-capacity transit and related TOD, mobility hub, sidewalk, bikeway, stormwater and other infrastructure improvements and related mobility enhancements. The third phase will complete project development for mobility investments, including the high-capacity transit route(s) and other zero-emission transportation improvements to 15% to 30% design. Firms or teams selected for Phase 1 will also be eligible to compete for future procurements for Phase 2 and 3.

Please refer to the *Bi-state Sustainable Reinvestment Corridor 2022 RAISE Grant Planning Project Narrative* in the list of RFQ attachments for further project details.

5. ANTICIPATED BUDGET

The budget for Phase 1 of the project is approximately \$1,000,000. This budget may be adjusted depending on the final scope of work developed by the selected consultant team.

6. SUBMITTALS

To be eligible for consideration, consultants must submit **1 (one)** electronic copy of the response to the RFQ (15MB max) via email to Selina Zapata Bur at sbur@marc.org no later than **5:00 PM** Central Time, **January 26, 2024**. Late submittals will not be considered and will not be opened.

When emailing your submission, it is your responsibility to ensure that the proposal has been received and not blocked by a spam filter or rejected due to file size. To confirm receipt of the file, contact Selina Zapata Bur at sbur@marc.org prior to **5:00 PM** Central Time, **January 26, 2024**.

Submittals are not to exceed **10 (ten)** single-sided pages to the following specifications:

- Times New Roman font
- 12pt font, single-spaced

Not included in the 10-page maximum

1. **Cover letter:** to include name and address of the contracting firm, together with the name, telephone and fax number, and e-mail address of the primary contact person for purposes of this proposal; not-to-exceed one (1) single-sided page;
2. **Résumés:** four (4) single-sided pages total for resumes;
3. **References:** minimum of three (3) references for each participating firm if on a consultant team not to exceed one (1) single-sided page;
4. Demonstrated prior experience with similar multijurisdictional projects and timeliness on similar projects; not-to-exceed two (2) single-sided pages
5. **Specific qualifications** of employees intended to be assigned to the project and the amount of time they would dedicate to this project as a percentage of their total workload; two (2) single-sided pages total; and
6. **Subconsultants, including Disadvantaged Business Enterprises:** A listing of all proposed subconsultants, if any, including registered Disadvantaged Business Enterprise firms (DBE); not-to-exceed one (1) single-sided page. This Project is funded in part by USDOT. Therefore, the Project has a **22%** Disadvantage Business Enterprise (DBE) goal. Please state what percentage of the project will be completed by DBE.
7. **Affirmative Action Checklist:** If applicable, proposers must complete and enclose with their proposal company's Affirmative Action Plan (see Attachment B Affirmative Action Checklist). Required for all contractors, primary or sub, who have 50 or more employees. If you have 49 or less employees, then please note this requirement doesn't apply to your firm.
8. **Certification Regarding Debarment:** Each proposer is required to certify by signing the "Certification Regarding Debarment, Suspension, and Other Ineligibility and Voluntary Exclusion" (Attachment C). "Certification Regarding Debarment, Suspension, and Other Ineligibility and Voluntary Exclusion" is a certification that the proposer is not on the U.S. Comptroller General's Consolidated Lists of Persons or Firms Currently Debarred for Violations of Various Contracts Incorporating Labor Standards Provisions. Required of primary only.
9. **Certification Regarding Lobbying:** See Attachment D. Required for primary only.

The following items must be addressed in all proposals:

- Proposed project approach and understanding;
- Demonstrated success in developing zero-emission transportation strategies;
- Demonstrated experience in developing and deploying effective, successful and creative community engagement and partnerships (e.g., elected officials, agency staff, arts organizations, businesses and business associations, neighborhood groups and leaders, social equity stakeholders, etc.);
- Demonstrated experience in public involvement strategies that successfully engage very diverse communities, including areas heavily populated by the traditionally hard to reach communities, including but not limited to minorities, elderly, youth, Spanish and non-English speakers, and urban disadvantaged individuals; and including the use of strong graphics, branding, messaging, and rendering capabilities to assist in the illustration of the community's vision of its future;
- Demonstrated experience in the development and facilitation of community and neighborhood master planning processes and the successful adoption and implementation of those planning documents;
- Demonstrated experience in a diversity of urban, inner-urban, suburban, and rural areas is highly preferred. The team must have senior staff members that have prepared adopted master plans that address the redevelopment of areas that have experienced significant disinvestment and blight, industrial land remediation, aging housing and infrastructure, open space preservation, traditional neighborhood development, historic preservation, and various growth management strategies. These plans must demonstrate how the principals of equity, inclusion, and access to opportunity have “moved the needle” for the most vulnerable, and must have resulted in catalytic redevelopment and reinvestment, increased economic activity, and sustained positive improvement of community prosperity.
- Demonstrated experience developing multi-disciplinary strategies that have resulted in more resilient communities. Moving beyond sustainability, experience that demonstrates a regenerative approach to city and regional planning and urban design is preferred;
- Demonstrated clear vision of urban design principles and strategies that shapes the social, built, and natural environments through development that creates lasting, long-term value, has a restorative relationship with nature and enhances the heritage of the community;
- Demonstrated strong understanding of market analysis and grassroots economic development strategies that focus on infill development, entrepreneurship, workforce development and the empowerment of isolated, disadvantaged communities;
- Demonstrated strong understanding of the concepts of “Social Determinants of Health” and “Health in All Policies” and the ways in which planning, zoning and development can be used to positively impact public health for diverse communities;
- Demonstrated understanding of, and experience in, transportation planning and engineering, including travel forecasting, data management, traffic impact analyses;
- Demonstrated understanding and expertise in land use and TOD planning;
- Demonstrated expertise in regenerative planning practices;
- Demonstrated understanding of, and experience in, planning for community-based investments in transportation, attainable housing, broadband access, “green” stormwater infrastructure, equitable economic development, public facilities, workforce development, access to childcare, and safety and security enhancements;

- Demonstrated expertise in NEPA environmental clearance, planning in areas with floodplain and stormwater concerns, climate resilience planning, and coordination with environmental agencies;
- Demonstrated understanding of the federal project development process;
- Demonstrated ability to develop a wide range of infrastructure funding and finance solutions and perform cost-benefit analyses as it relates to federal programs such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program;

Additional information regarding the Bi-state Sustainable Reinvestment Corridor is detailed in the *Bi-state Sustainable Reinvestment Corridor 2022 RAISE Grant Planning Project Narrative*, included in Attachment E.

A Pre-Submittal Workshop will be held on January 10, 2024. All questions must be relayed in writing via email to Selina Zapata Bur at sbur@marc.org no later than **5:00 PM** Central Time, **January 4, 2024**.

7. EVALUATION CRITERIA

Submittals will be evaluated using the following criteria:

- Proposed project approach (20%)
- Demonstrated understanding, expertise, and success in areas noted in the list of items to be included above (20%)
- Key personnel expertise, availability, and capability (25%)
- Past performance/references (minimum of three (3) verifiable references) (10%)
- Familiarity with local communities along the corridor and/or similar communities (25%)

8. SCHEDULE

The anticipated procurement schedule for the project is as follows:

- RFQ released December 19, 2023
- Questions relayed to sbur@marc.org no later than 5:00 PM Central, January 4, 2024
- Pre-Submittal Workshop to occur January 10, 2024
- Q&A posted January 12, 2024
- Submittals due no later than 5:00 PM Central, January 26, 2024
- Short-List Interviews to occur February 6, 2024
- Notice to Proceed provided after MARC Board Approval

ATTACHMENT A
SUMMARY OF ATTACHMENTS

1. Complete the AFFIRMATIVE ACTION CHECKLIST Attachment B.
2. Complete the CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY, AND VOLUNTARY EXCLUSION Attachment C.
3. Complete the CERTIFICATION REGARDING LOBBYING Attachment D.
4. Bi-state Sustainable Reinvestment Corridor RAISE Grant Narrative, Attachment E, for reference.

ATTACHMENT B

AFFIRMATIVE ACTION CHECKLIST

Federal regulations require that any firm of 50 or more employees soliciting an assisted federally funded contract must have an affirmative action program. If applicable, please provide a brief response to the following items that would typically be covered in any such program. You may provide a copy of your program and reference appropriate pages.

1. Date plan was adopted
2. Name of Affirmative Action Officer
3. Statement of commitment to affirmative action by the chief executive officer
4. Designation of an affirmative action officer, of assignment of specific responsibilities and to whom the officer reports.
5. Outreach recruitment
6. Job analysis and restructuring to meet affirmative action goals
7. Validation and revision of examinations, educational requirements, and any other screening requirements.
8. Upgrading and training programs
9. Internal complaint procedure
10. Initiating and insuring supervisory compliance with affirmative action program
11. Survey and analysis of entire staff by department and job classification and progress report system
12. Recruitment and promotion plans (including goals and time tables)

ATTACHMENT C

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This Certification is required by the regulation implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98 Section 98.510, Participants' responsibilities. The Regulations are published as Part II of the June 1985, Federal Register (pages 33, 036-33, 043)

Read instructions for Certification below prior to completing this certification.

1. The prospective proposer certifies, by submission of this proposal that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this transaction by any Federal department or agency.
2. Where the prospective proposer is unable to certify to any of the statements in this certification, such prospective proposer shall attach an explanation to this proposal.

Date Signed – Authorized Representative

Title of Authorized Representative

Instructions for Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion:

1. By signing and submitting this agreement, the proposer is providing the certification as set below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

ATTACHMENT D

CERTIFICATION REGARDING LOBBYING

The undersigned certifies, to the best of his or her knowledge and belief, that:

. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersign, to any person influencing or attempting to influence an officer or employee of a federal agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

. If any funds other than Federal appropriated funds have been paid or will be paid to any person for attempting to influence an officer or employee of any federal agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal or Federally assisted contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form – LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

. The undersigned shall require that the language of this certification be included in the award documents of all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 32, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

(Name of Entity)

(Name and Title of Authorized Official)

(Signature of above Official) (Date)

ATTACHMENT E

**BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR
2022 RAISE GRANT PLANNING PROJECT NARRATIVE**

BISTATE SUSTAINABLE REINVESTMENT CORRIDOR

2022 RAISE GRANT PLANNING PROJECT NARRATIVE

Mid-America Regional Council
Unique Entity ID (UEI): PKFBD7MR9Q41

BISTATE SUSTAINABLE REINVESTMENT CORRIDOR



Contact Information:

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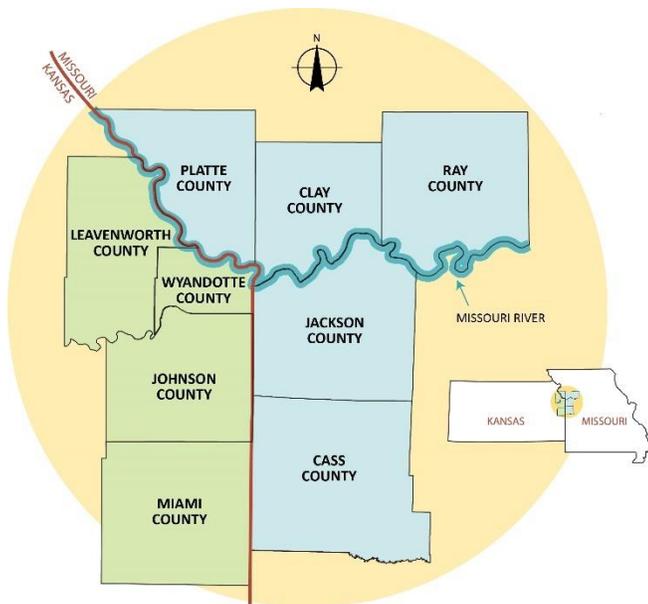
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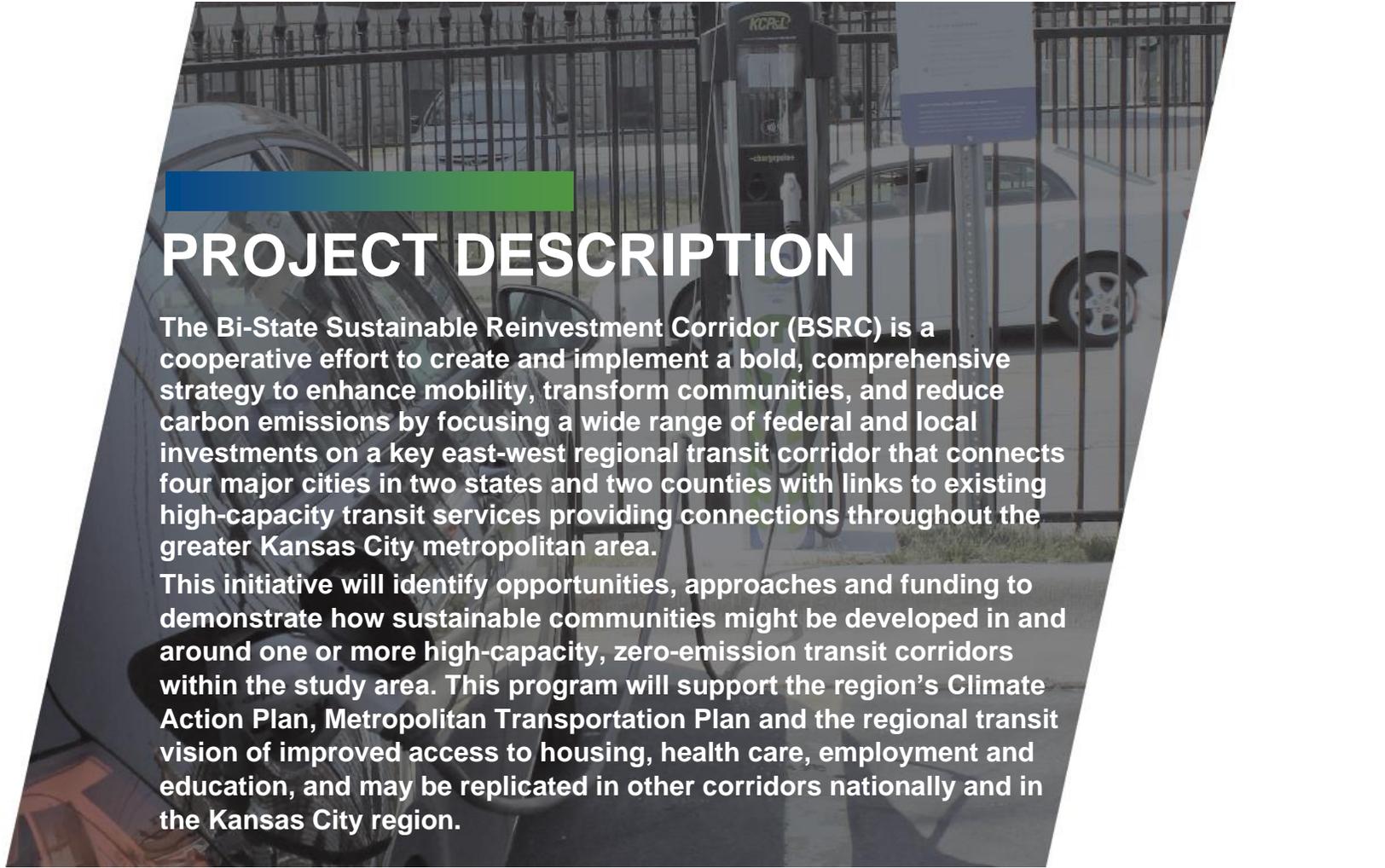
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PROJECT DESCRIPTION

The Bi-State Sustainable Reinvestment Corridor (BSRC) is a cooperative effort to create and implement a bold, comprehensive strategy to enhance mobility, transform communities, and reduce carbon emissions by focusing a wide range of federal and local investments on a key east-west regional transit corridor that connects four major cities in two states and two counties with links to existing high-capacity transit services providing connections throughout the greater Kansas City metropolitan area.

This initiative will identify opportunities, approaches and funding to demonstrate how sustainable communities might be developed in and around one or more high-capacity, zero-emission transit corridors within the study area. This program will support the region's Climate Action Plan, Metropolitan Transportation Plan and the regional transit vision of improved access to housing, health care, employment and education, and may be replicated in other corridors nationally and in the Kansas City region.

PROJECT SCOPE

The Mid-America Regional Council and its partners are seeking planning funds through the Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for a three-phase project to integrate, refine and update existing transportation and related plans for this corridor, complete project development and environmental documentation for its zero-emission transportation elements and complete advanced conceptual engineering to 15-30% design for one or more high-capacity transit routes with supporting mobility services, mobility hubs, sidewalk and bikeway connections, and related improvements in preparation for major capital investments to be funded with other sources.

PROJECT TEAM

The Bi-State Sustainable Reinvestment Corridor is a cooperative effort of the Mid-America Regional Council (MARC); Kansas City Area Transportation Authority (KCATA); City of Independence Missouri; City of Kansas City, Missouri; City of Sugar Creek, Missouri; Jackson County, Missouri; and the Unified Government of Wyandotte County and Kansas City, Kansas.

Mid-America Regional Council

MARC is council of governments and metropolitan planning organization for the Kansas City MO-KS urban area and will serve as the lead applicant for this grant and lead agency for overall project coordination, community engagement and Phase 1 of the corridor planning for this project. MARC has a strong history of successful leadership of

similar projects including TIGER grants awarded in 2010 for the Kansas City Transit Corridors & Green Impact Zone Project and 2014 for the KC Workforce Connex Project.

Kansas City Area Transportation Authority

KCATA is a bi-state agency charged with serving the transportation and development needs of the Kansas City region. KCATA is the designated recipient for Federal Transit Administration funds for the Kansas City MO-KS urban area and has a proven record of delivering similar projects through TIGER, BUILD, FTA Small Starts and other federal programs. KCATA will lead Phases 2 and 3 for project development, environmental documentation and preliminary engineering.

State and Local Government Partners

City and county government partners will actively participate in the project through financial contributions, policy and technical support and leadership in community engagement within their jurisdictions.

Senior management and local staff for the Kansas and Missouri departments of transportation, will be engaged throughout the project to ensure continuous coordination of this effort with state-sponsored plans and projects within the corridor.

Other Partners

Business, civic and neighborhood leaders and organizations will be engaged, active participants in project planning and development for the corridor through robust community engagement and public participation processes.

Planning, public engagement and engineering consulting firms will be engaged for their expertise to support MARC, KCATA and other partners in developing documents, plans, data visualization and engagement tools and other products for the planning project. Local artists and arts organizations will also be engaged to enrich project planning and community engagement.

PROJECT GOALS

This planning project is a key element in the Kansas City region's strategy to:

- Accelerate implementation and demonstrate the potential of integrated investments in zero-emission transit, green infrastructure, affordable housing, workforce development, childcare access and other basic services to enhance neighborhood vibrancy, affordability, equity and connectivity as a model for other corridor-based programs.
- Create a strong community-backed and market-focused framework for private investment in promising but under-achieving neighborhoods, business districts and activity centers.
- Ensure the long-term integrity of key educational institutions and civic and cultural assets along the corridor.

When fully implemented the Bi-State Sustainable Reinvestment Corridor will result in transformative outcomes for the corridor and region including:

- Enhanced access to opportunities for a disadvantaged but promising communities along and adjacent to the corridor.
- Reduced emissions and increased climate resilience.
- Promoting and demonstrating green solutions and innovations.
- Developing trained workforce for the future.

- Catalyzing private investment to create a dynamic urban opportunity corridor.

CHALLENGES

- **Safety** –reduce risks for vulnerable users such as pedestrians and bicyclists
- **Environmental Sustainability** –reduce transportation emissions, protect water quality and improve resilience to climate change.
- **Quality of Life** –address lack of available transportation choices to access jobs, education, healthcare and other opportunities, strengthen neighborhood livability and public safety and security
- **Mobility and Community Connectivity** – excessive transit travel times, insufficient pedestrian and bicycle infrastructure, uncoordinated traffic signals, lack of broadband access
- **Economic Competitiveness and Opportunity** – weak transit and non-motorized connectivity between underserved neighborhoods and activity centers,
- **State of Good Repair** – poor condition and connectivity of sidewalk and bicycle facilities, aging transit centers and stops, aging traffic signal equipment

PROPOSED SOLUTIONS

Advance integrated planning to accelerate implementation of planned community-based investments in:

- **Zero-emission transportation:** Fast, frequent transit; electric buses; new mobility hubs; pedestrian and bicycle infrastructure.
- **Affordable housing:** Energy-efficient retrofits; new units and construction; transit-oriented development.
- **Broadband access:** Infrastructure for wired and wireless service; capacities; equipment.
- **Green infrastructure:** Enhanced tree canopy; stormwater best management practices; electric vehicle charging; district power generation; residential solar panels.
- **Economic development:** Workforce training; childcare access; small business support.
- **Public schools and libraries:** Renewable energy and energy efficiency projects
- **Safety and security enhancements:** Shot spotter; license plate readers; Community Improvement Districts; other public safety technology.
- **Traffic signal and roadway infrastructure:** Supporting transit, pedestrian and bicycle connectivity, ADA access, enhanced LED street lighting and Vision Zero safety improvements.

PROJECT HISTORY

This proposal builds on and supports numerous and extensive community planning initiatives already completed or underway for various elements and segments along the corridor.

Regional

[Connected KC 2050 Metropolitan Transportation Plan](#)

[Kansas City Regional Climate Action Plan](#)

[Smart Moves 3.0 regional transit vision](#)

[Independence Ave. BRT Study](#)

Regional Bikeway Plan

Regional Wayfinding System Plan

Affirmatively Furthering Fair Housing Plan

Independence

24 Highway Fairmount Business District Plan

Truman Connect

Kansas City, Missouri

KC Spirit Playbook

Invest Northeast Plan

Independence Avenue Zoning Overlay

Independence Avenue Safety Improvements

Truman Road Complete Streets Redevelopment Plan

Woodland Plaza: Planning Equitable Transportation Investments in a Redeveloping Community

Unified Government

goDotte Strategic Mobility Plan

Going Green with Groundwork + UG: Developing a NE KCK Heritage Trail and GI Project

REGIONAL CONTEXT

Public Transportation

Zero-Fare Transit: Since 2020, KCATA, Independence, Unified Government and Johnson County, Kansas and the Kansas City Streetcar have implemented one of the largest zero-fare transit partnerships in the Nation. Currently all fixed-route transit services and ADA complementary paratransit services in the Kansas City region have suspended fare collection to support essential workers, promote public health and safety, stimulate the local economy and incentivize ridership. Regional studies have indicated that continuing zero-fare programs could increase ridership on the existing system by as much as 30 percent and provide significant economic benefits to the region.

High-Capacity Corridors: The corridor includes proposed fast and frequent transit services generally along or parallel to State Avenue in Kansas and Independence Avenue in Missouri with connections to existing KC Streetcar; Troost and Prospect MAX bus-rapid transit services; local bus routes; and demand-response and micro transit services consistent with the regional Smart Moves transit vision and Connected KC 2050 metropolitan transportation plan. The project will refine and develop implementation plans for high-capacity transit services and connecting services in the corridor to connect underserved communities with major activity centers including Village West, the historic Quindaro neighborhood and downtown Kansas City, Kansas; downtown Kansas City, Missouri; and the historic Independence Square in Independence, Missouri.

Electric Buses: KCATA has acquired and is testing two zero emission battery-electric buses. KCATA's Board has adopted a policy on expanding the zero emission fleet (and associated infrastructure) and the intent is to initially focus electric vehicles on this Bi-State Sustainable Reinvestment Corridor. The City of Kansas City, Missouri has also adopted an electric vehicle policy which has the potential to increase the number of

other zero emission vehicles in the corridor. This planning project will develop and refine implementation strategies for zero-emission transit vehicles and facilities in the corridor.

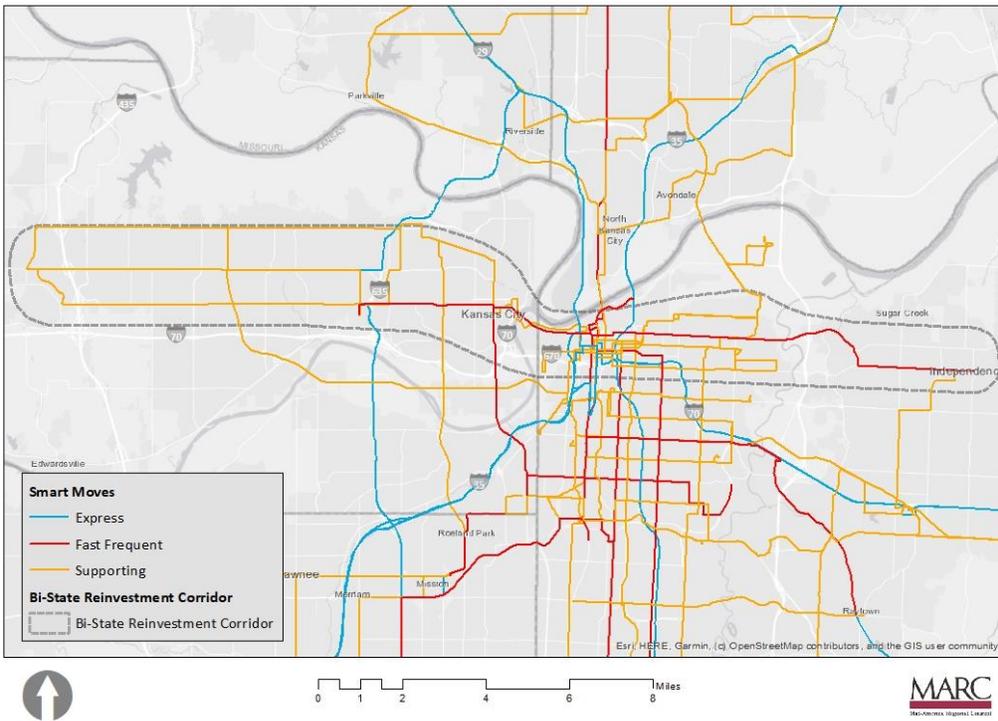
Mobility Hubs: Mobility hubs are a key component of the region’s transit development strategy. Existing mobility hubs within the corridor include Village West Pkwy., 47th & State Ave., and 7th & Minnesota Ave. in Wyandotte County, Kansas; East Village Transit Center (12th & Charlotte) in Kansas City, Missouri; and Independence Square (Truman & Noland Road). Additional mobility hubs are envisioned in the corridor at Kansas City, Kansas Community College and Kansas City University of Medicine and Biosciences and in the area of Independence Ave and Winner Roads in KCMO. Mobility hubs provide opportunities to access a variety of mobility options and will be considered priority locations for siting electric vehicle charging stations for both public and government fleets. This planning project will develop strategies to implement and upgrade mobility hubs in the corridor.

Safe and attractive multimodal transportation is a critical element that ties the numerous infrastructure and community improvements envisioned on the corridor together. It not only enables residents, employees, customers, and visitors to travel from one portion of the corridor to another, but also provides a highly visible and impactful element that helps to link the diverse communities and neighborhoods along corridor together.

The Bistate Sustainable Reinvestment Corridor vision includes upgrading existing fixed-route transit service on the corridor to “Fast & Frequent” standards as envisioned in SmartMoves 3.0, the region’s long-term transit vision. This planning activity will analyze how to integrate improved transit both on and connected to the corridor with the other related activities with the end goal of a comprehensive community improvement.

Currently, frequent bus service only operates on a segment of the corridor within Kansas City, Missouri. This is provided by the 24 Independence route between Independence & White and downtown KCMO, and ranks as one of the highest ridership routes in the RideKC system. However, the portion of the route extending to Independence Transit Center, as well as the 101 State Avenue route operating in Kansas City, Kansas, are productive in terms of ridership but currently lack funding to operate frequently (15-minute headways or better).

Bi-State Sustainable Reinvestment Corridor - Smart Moves



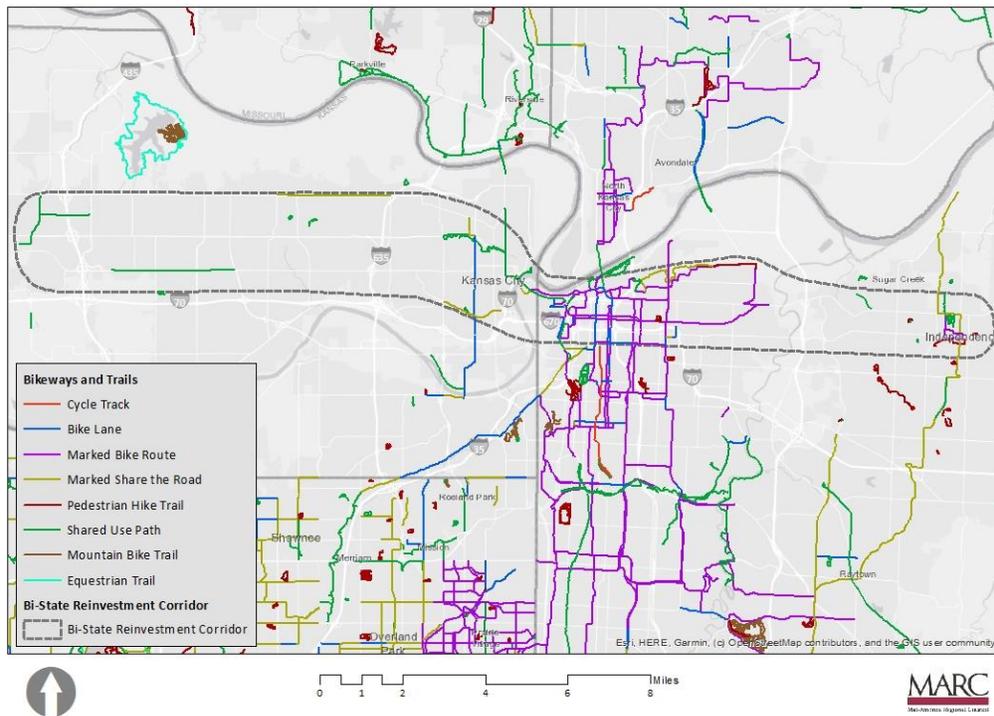
Active Transportation

Sidewalks, Bikeways and Trails: This project will advance other plans for active transportation in the corridor including the *Regional Pedestrian Policy Plan*; *Regional Bikeway Bikeway* plan which identifies potential on-road and off-road facilities throughout the study area; the *Regional Wayfinding Plan*, which provides a system that helps users find logical and safe connections between key destinations and commercial districts in the region; and *MetroGreen* which identifies additional recreational and riparian trails throughout the study area.

Access and safety improvements to bicycle and pedestrian infrastructure is a critical component of the Bistate Sustainable Corridor program. Transit and active transportation services and infrastructure should be planned and implemented concurrently to maximize the connectivity benefits of each mode. Bicycle routes, quality sidewalks, and safe street crossings effectively expand the reach of transit, providing a critical “first/last mile” connection to allow people to complete trips without needing a car. Meanwhile, the presence of reliable transit allows people who travel by biking or walking to travel longer distances to access needs that may not existing in close proximity to their homes.

The vast majority of the corridor is lacking in infrastructure for people to bicycle in a safe and comfortable environment. Only two segments of the corridor have a dedicated facility for cyclists: a three-mile stretch of State Avenue approximately between S. 94th Street and College Parkway, and a three-block stretch of Grand Boulevard in Downtown Kansas City, MO. Bicycle routes connecting the corridor to surrounding neighborhoods are also lacking. The most significant of these is 10th Street in Kansas City, Kansas, an important north-south connection to the corridor.

Bi-State Sustainable Reinvestment Corridor - Bikeways and Trails



Roadway

Traffic Signal Upgrades: MARC coordinates traffic signal operations at over 700 intersections in 30 jurisdictions throughout the region through the Operation Green Light program. This planning project will develop strategies to upgrade and coordinate traffic signals in the corridor to improve traffic safety and transit operations and improve pedestrian access and crossings. The improvements will be planned to be consistent with KCMO plans to implement Vision Zero pedestrian safety improvements in the corridor.

Planned Projects: This planning project will be coordinated with planned and programmed improvements in the corridor by partner agencies including:

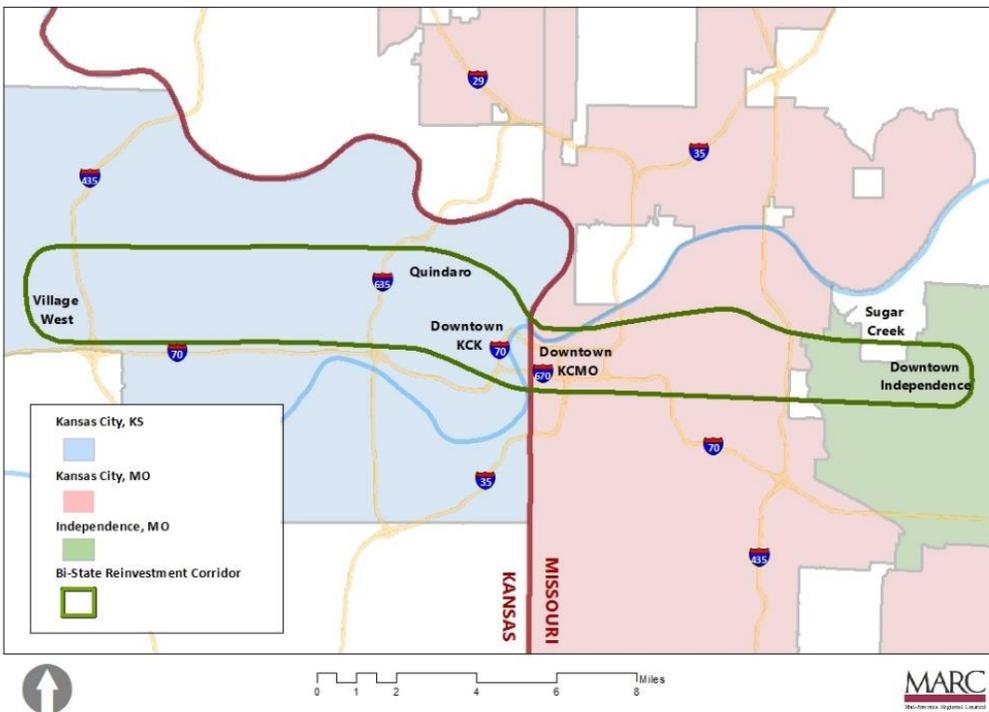
- **Independence:** Truman and Winner intersection safety improvements; Truman Connect multi-modal transit spine.
- **Kansas City, Missouri:** Independence Ave. Cycletrack; 11th/12th Street Bikeways; Lexington Gladstone Bikeways; Independence & Van Brundt Blvd. Vision Zero intervention.
- **KCATA:** Regional Transit Corridor Improvements-Missouri; Regional Transit Corridor Improvements-State Ave; ADA Bus Stops and Pedestrian Improvements.
- **MoDOT:** Pedestrian improvements to comply with ADA transition plans on Route 12 and US-24 and turn lanes, upgraded pedestrian facilities, signals and drainage features.
- **Unified Government:** Comprehensive Safe Routes to School Outreach and Education program.

PROJECT LOCATION

The project is located along an east-west corridor in the Kansas City Missouri-Kansas urbanized area that connects three downtowns and multiple activity centers for employment, education, health care and tourism with numerous areas of persistent poverty and historically disadvantaged communities. The corridor is approximately 24 miles in length and serves approximately 84,980 jobs and 90,810 residents.

PROJECT LOCATION MAP

Bi-State Reinvestment Corridor



CORRIDOR DEMOGRAPHICS

The project corridor had a total population of 144,225 and total employment of 64,502 in 2020. The corridor is more racially diverse than the Kansas City metropolitan area as a whole, with White, Non-Hispanic persons representing 35.8% of total population; Hispanic persons representing 29.9%; Black, Non-Hispanic persons representing 25.4%; Asian, Non-Hispanic persons representing 4.8%; Multi-Racial, Non-Hispanic persons representing 2.9% and Other Race, Non-Hispanic persons representing 1.8%.

Of 54,335 total households, 22.3% are in poverty, 12.7% do not have access to a vehicle and less than 50% are owner-occupied units.

MAJOR ACTIVITY CENTERS

Running from west to east, the corridor connects three downtowns and multiple regional activity centers including:

Downtown Kansas City, Kansas

Kansas City is the third largest city in Kansas with a total population 156,607 in 2020. Its downtown area is the commercial hub and heart of the city. Downtown is home to many significant businesses and government organizations, and the neighborhoods are teeming with local eateries, nightlife and historical sites.

Downtown Kansas City, Missouri

Kansas City is the largest city in Missouri with a total population 508,090 in 2020. Downtown Kansas City, Missouri is a major regional employment center, home to corporate headquarters and numerous large employers for federal, state and local government, financial services, architectural and engineering and other industries. It has also experienced significant residential population growth in the last decade with nearly 32,000 residents in 2020.

Along the Independence Ave. Corridor in KCMO, there are regional destinations including the Kansas City University of Medicine and Biosciences, Kansas City Social Security office, and Samuel U. Rodgers Health Center.

Downtown Independence, Missouri

Independence is the fifth largest city in Missouri with a total population 123,011 in 2020. Anchored by the Truman Courthouse and revitalized by locally owned businesses, the historic Independence Square is a district filled with shopping, dining and entertainment opportunities.

Village West

A major retail, tourism and events destination. Home to the NASCAR Kansas Speedway; Major League Soccer Children's Mercy Park; American Association of Professional Baseball Legends Field; Legends Mall; Nebraska Furniture Mart; Hollywood Casino and other attractions. It is also a regional hub for employment in the retail and hospitality sectors.

KCK Community College

Kansas City, Kansas Community College serves nearly six thousand full and part time students and offers associates degrees, technical certificates, adult education, community and continuing education in over 100 programs ranging from accounting to welding technology.

Sugar Creek, Missouri

Sugar Creek, population 3,271 in 2020, was founded in 1920 and is a full service community home to important regional amenities including LaBenite Park, William Henry Arrison Park and segments of potential retracement trails for the Santa Fe, Oregon and California National Historic Trails system.

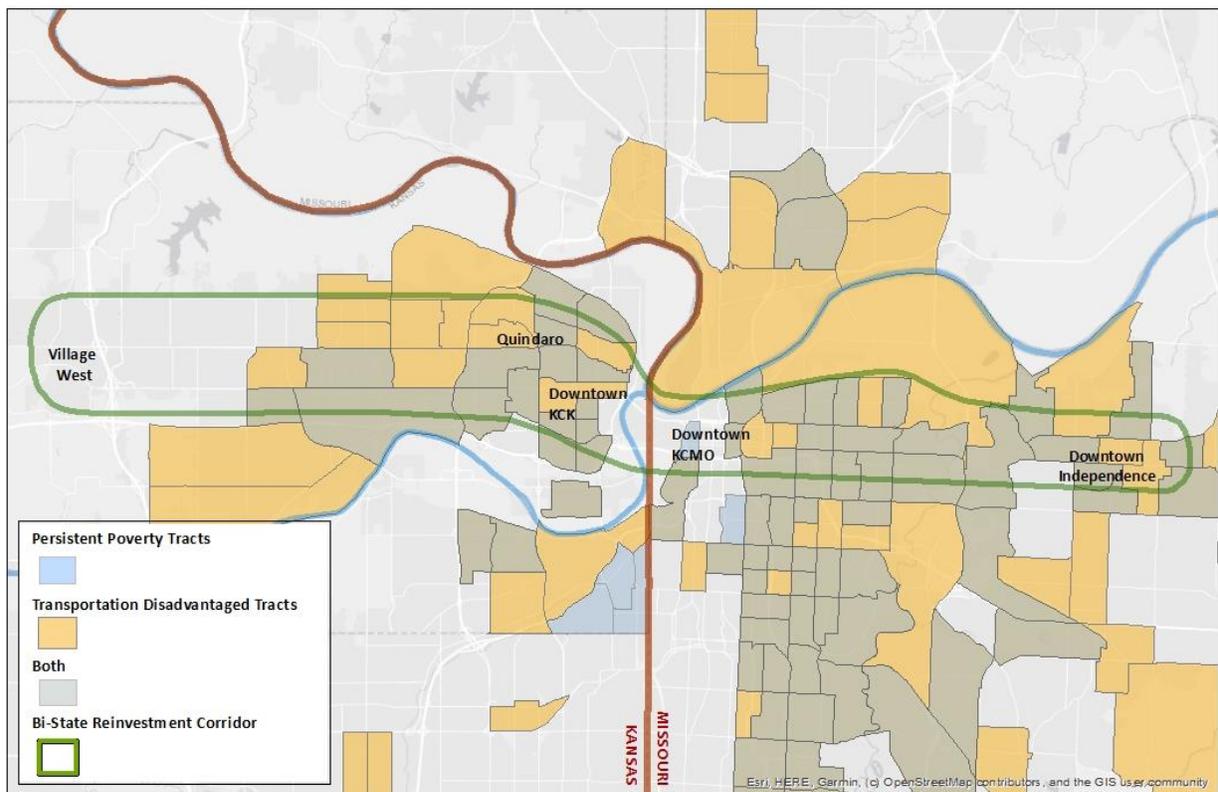
Harry S. Truman Library and Presidential Museum

Located in Independence, Missouri, the Truman Library is one of only 15 Presidential Libraries operated by National Archives and Records Administration. Recently reopened, it welcomed about 92,000 visitors in 2019 prior to major renovations and the COVID-19 pandemic.

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

As shown below, more than 68 percent of the 24 square mile corridor planning area also includes Census tracts that have been designated as Areas of Persistent Poverty and/or Historically Disadvantaged Communities.

Bi-State Reinvestment Corridor - Persistent Poverty - Transportation Disadvantaged Tracts



0 1 2 4 6 8 Miles

MARC
Missouri American Regional Council

Areas of Persistent Poverty (Census Tracts)

20209040200, 20209040700, 20209040900, 20209041100, 20209041200,
20209041300, 20209041500, 20209041600, 20209042001, 20209042002,
20209042400, 20209043904, 20209043905, 20209044101, 29095000300,

29095000600, 29095000800, 29095000900, 29095001000, 29095001100, 29095001800, 29095001900, 29095002000, 29095002100, 29095002200, 29095002300, 29095015300, 29095015900, 29095016000, 29095016100, 29095011001, 29095011002, 29095011100, 29095011200, 29095011501, 29095011502, 29095011701, 29095011702, and 29095015600

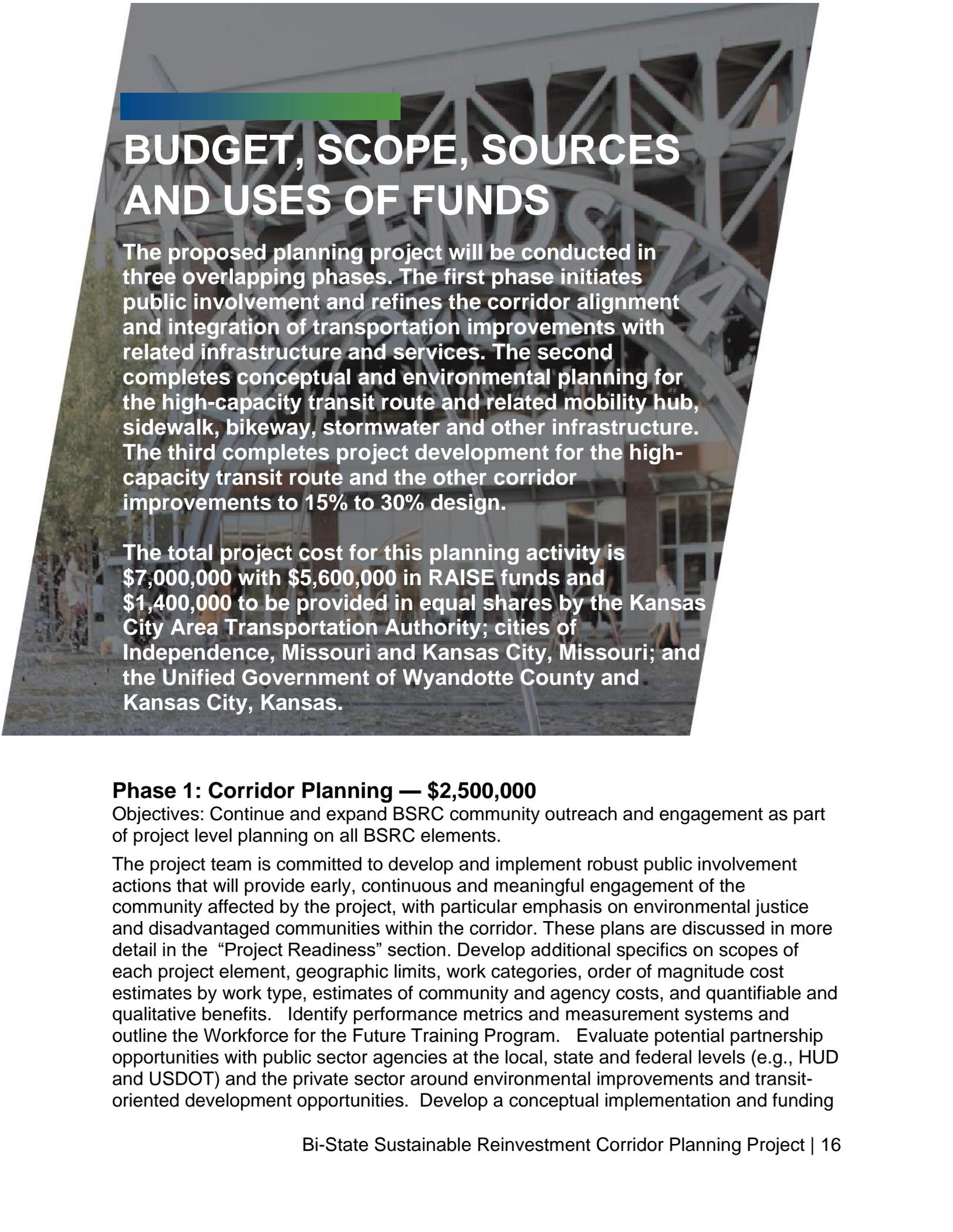
Transportation Disadvantaged Tracts

20209041400, 20209042900, 20209040100, 20209044104, 20209043905, 20209043904, 20209042002, 20209043903, 20209044302, 20209044101, 20209041100, 20209040900, 20209042400, 20209040700, 20209041200, 20209041300, 20209041500, 20209041600, 20209042100, 20209044303, 20209044400, 20209040200, 20209040500, and 20209040600

Opportunity Zones

The corridor is also located in these designated Opportunity Zones:

29095011000, 29095011600, 29095011200, 29095015600, 29095000900, 29095001000, 29095001800, 29095001900, 29095015400, 29095015500, 20209041500, 20209042900 and 20209980000.



BUDGET, SCOPE, SOURCES AND USES OF FUNDS

The proposed planning project will be conducted in three overlapping phases. The first phase initiates public involvement and refines the corridor alignment and integration of transportation improvements with related infrastructure and services. The second completes conceptual and environmental planning for the high-capacity transit route and related mobility hub, sidewalk, bikeway, stormwater and other infrastructure. The third completes project development for the high-capacity transit route and the other corridor improvements to 15% to 30% design.

The total project cost for this planning activity is \$7,000,000 with \$5,600,000 in RAISE funds and \$1,400,000 to be provided in equal shares by the Kansas City Area Transportation Authority; cities of Independence, Missouri and Kansas City, Missouri; and the Unified Government of Wyandotte County and Kansas City, Kansas.

Phase 1: Corridor Planning — \$2,500,000

Objectives: Continue and expand BSRC community outreach and engagement as part of project level planning on all BSRC elements.

The project team is committed to develop and implement robust public involvement actions that will provide early, continuous and meaningful engagement of the community affected by the project, with particular emphasis on environmental justice and disadvantaged communities within the corridor. These plans are discussed in more detail in the “Project Readiness” section. Develop additional specifics on scopes of each project element, geographic limits, work categories, order of magnitude cost estimates by work type, estimates of community and agency costs, and quantifiable and qualitative benefits. Identify performance metrics and measurement systems and outline the Workforce for the Future Training Program. Evaluate potential partnership opportunities with public sector agencies at the local, state and federal levels (e.g., HUD and USDOT) and the private sector around environmental improvements and transit-oriented development opportunities. Develop a conceptual implementation and funding

strategy for the zero emissions component and coordinate with the related work by the KCATA, City and County partners Develop outline project schedule and preliminary phasing and funding plans.

Phase 1 Outcomes:

- Procure consulting services
- Community Engagement Initiated
- Conceptual Feasibility Study:
 - Preliminary scope
 - Conceptual cost estimates (infrastructure)
 - Conceptual operational requirements & costs
- Initiate preliminary National Environmental Policy Act (NEPA) work
- Funding alternatives report
- Partnership Opportunities report
- Initiate Small Starts Rating development for transit elements, appropriate
- Develop a Project Development Plan for various elements

Phase 2: Advanced Conceptual Planning— \$2,750,000

Objectives: Continue community outreach and engagement and develop project detail to approximately 10% engineering with accurate location information, costing, updated benefits analysis, project phasing and preliminary schedules. Complete environmental analyses and obtain necessary environmental approvals and environmental mitigation. Develop partnership agreements on the project and workforce training program.

Phase 2 Outcomes:

- Continue Community Engagement
- Complete NEPA studies and documentation
- Obtain NEPA clearance from FTA (CE or FONSI anticipated)
- Develop details associated with capital components of the program and initiate cost benefit and other evaluation as appropriate. Complete documentation for each of Capital Improvement Programs (e.g., potential Small Starts Rating request if that program is identified as a funding source).
- Identify operating and maintenance costs and develop operating and maintenance plans with allocations among the partners for the identified improvements.

Phase 3: Project Development — \$1,750,000

Objectives: Initiate conceptual engineering sufficient to obtain more accurate program specific costs estimates, finalize cost/benefit data, and complete the implementation strategy for the Transit and Transportation Elements including the Workforce Training program. Complete initial community and area outreach and engagement. Develop capital project and program management plans.

Phase 3 Outcomes:

- Complete Community Engagement
- Complete design and cost estimates to approximate 15-30% level.
- Develop supporting planning and justification reports that may be needed by potential funding public and private partners (e.g., FTA Entry Into Engineering

Request (PMP, Sub-Plans, Scope, Cost, Schedule, Risk) or related submission depending on funding program direction).

Each phase will use 80% Federal RAISE funds and 20% non-federal matching funds to be provided in equal shares by the Kansas City Area Transportation Authority; cities of Independence, Missouri and Kansas City, Missouri; and the Unified Government of Wyandotte County and Kansas City, Kansas. Commitment letters for these non-federal funds are provided separately from the project narrative.



MERIT CRITERIA

(A) SAFETY

The Bi-State Sustainable Reinvestment Corridor Planning Project will develop recommendations to enhance safe movement within the corridor by evaluating and advancing safety countermeasures and alternatives for zero-emission transportation consistent with regional and local transportation safety goals.

In the five-year period from 2017 to 2021, there were 104 fatality crashes and 116 traffic fatalities in the corridor along with 7,561 injury crashes. These included 24 pedestrian fatalities and 424 pedestrian injury crashes, with 2 bike fatalities and 68 bike injury crashes.

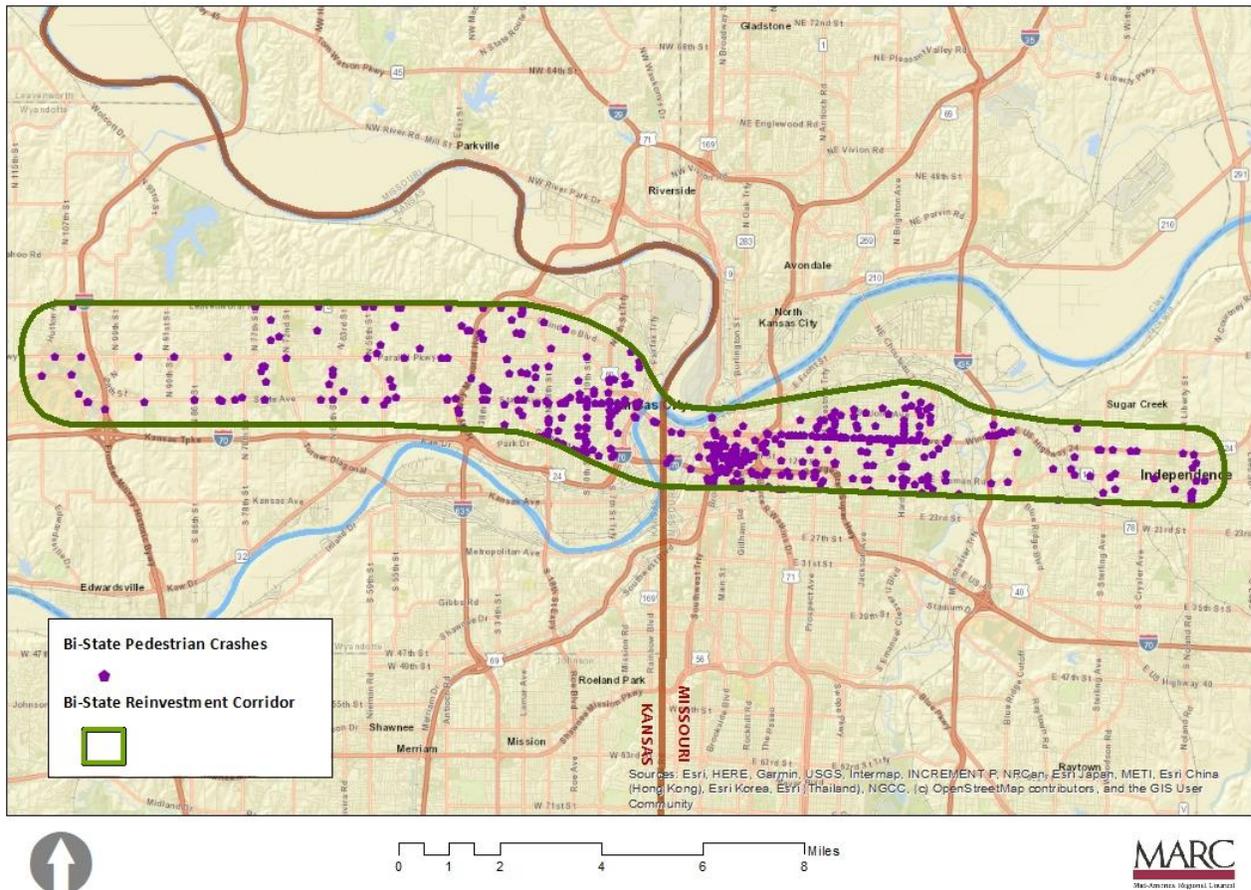
As shown below, pedestrian crashes in the corridor are concentrated in downtown Kansas City, Missouri, along Independence Avenue in Kansas City, Missouri and along State Avenue in Kansas City, Kansas.

Significant opportunities to enhance safety for all travelers in the corridor include expanding alternatives to automobiles including bicycle lanes, sidewalks and bus rapid transit; improved signal timing and intersection improvements; and enhanced speed enforcement technologies.

Improvements developed through this project will support regional and local safety goals identified in the MARC *Kansas City Regional Transportation Safety Blueprint*,

KCATA Public Transportation Agency Safety Plan, Kansas City, Missouri Vision Zero initiative and other local safety planning efforts.

Bi-State Reinvestment Corridor - Pedestrian Crashes 2017-2021



(B) ENVIRONMENTAL SUSTAINABILITY

The Bi-State Sustainable Reinvestment Corridor will advance key local and regional strategies for environmental sustainability by focusing on zero-emission alternatives to automobile trips including enhanced public transportation, walkability and bicycle infrastructure as well as green infrastructure and vehicle electrification. By focusing the benefits of these investment in historically underserved communities of people of color and low-income households, the project will also promote social equity and environmental justice by proactively engaging corridor residents and community leaders in developing study goals, objectives, performance measures, strategies and alternatives throughout each phase of the project.

Connected KC 2050, Kansas City’s metropolitan transportation plan includes an overarching goal to “prioritize and support investments that reduce pollution and greenhouse gas emissions and preserve and restore ecosystem health” with a focus on:

- Fleet electrification,
- Stormwater management and watershed restoration, and
- Tree planting programs.

All of these will be advanced in the corridor plan.

Climate protection

The *Kansas City Regional Climate Action Plan* provides a roadmap for the region to reach zero greenhouse gas emissions by 2050 and includes goals to:

- Reduce vehicle miles travelled per capita.
- Shift the regional fleet to low- and no-emission vehicles.
- Shift trips to affordable, equitable and safe mobility options.

The proposed project will advance each of these goals at the corridor level.

Air quality

The Kansas City region has successfully worked to attain compliance with all National Ambient Air Quality Standards after a history as a non-attainment area for ground level ozone. The regional *Clean Air Action Plan* also emphasizes strategies to manage and mitigate air pollution, including:

- Expand the network of mobility hubs that serve as the spine of the fixed route transit network.
- Increase regional bike facility mileage near mobility hubs.
- Increase transit ridership.
- Increase the use of electric vehicles.
- Expand the number of traffic signals coordinated through the regional Operation Green Light program.

All of these strategies will be addressed and advanced in the Bi-State Sustainable Reinvestment Corridor plan.

Green infrastructure

Green infrastructure provides demonstrable benefits. Trees and green infrastructure cool the city, save energy, clean rainwater, improve air quality, make streets more walkable, improve habitat, and sequester carbon. Environmental restoration and conservation strategies also hold powerful potential to revitalize neighborhoods, improve public health, and spur economic development.

Primary green infrastructure elements to be advanced by this plan include:

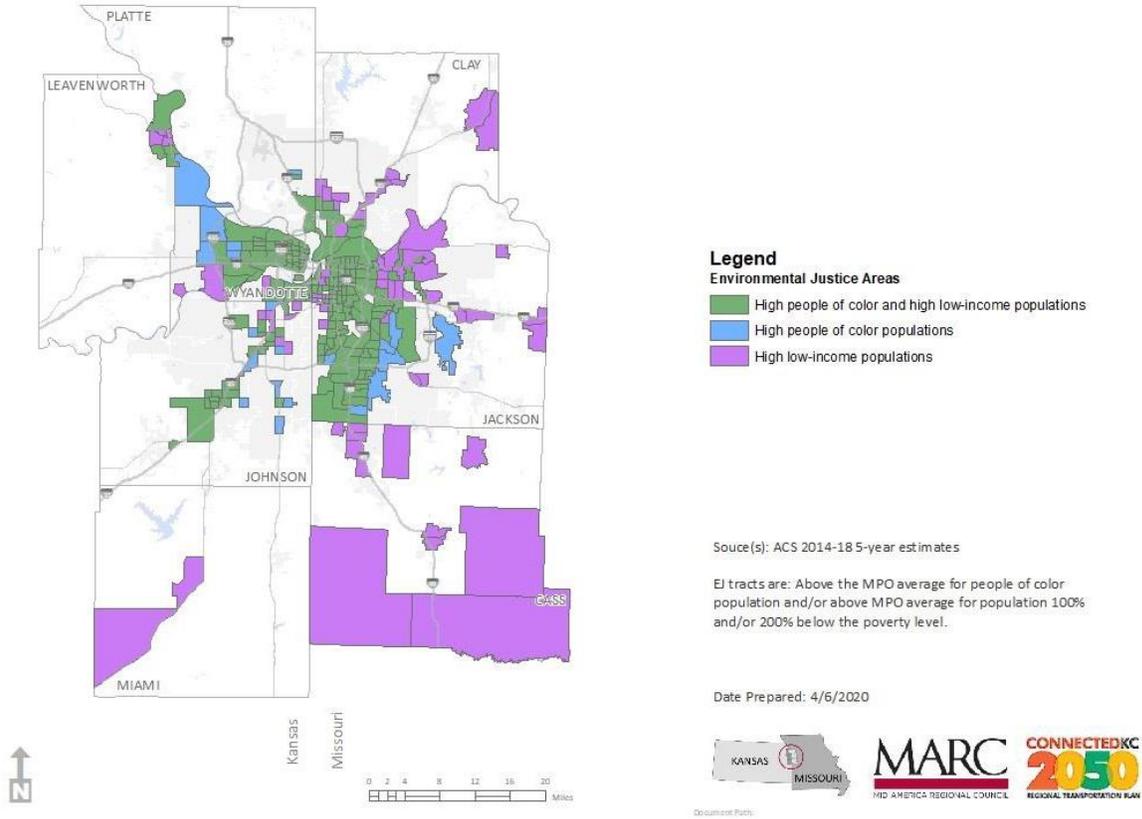
- Complete streets, consistent with MARC's adopted regional complete streets policy, designed to meet the needs of pedestrians of all ages and abilities, while at the same time, allowing a safe amount of space for all modes of roadway transportation.
- Street trees, which are a beautiful and functional complement to complete streets. Water filtration, improved air quality, and urban heat island moderation are just some of the ways street trees can enhance environmental value. In addition, street trees encourage green forms of transportation by providing shade to pedestrians and cyclists.

Environmental justice

As shown below, the Bi-State Sustainable Reinvestment Corridor connects a high concentration of the region's environmental justice communities. These are areas within the region with higher densities of people of color, low-income households or both. The improvements proposed in this plan will be developed in partnership with community residents, businesses and leaders to build on the existing strengths of these communities; address community needs and support their equitable growth and

prosperity; and identify and monitor specific indicators of improvement to ensure the proposed strategies are having impact on identified needs.

Kansas City Region Environmental Justice Areas



(C) QUALITY OF LIFE

This project will enhance quality of life for area residents and visitors by expanding available transportation choices for communities along the corridor, increasing access to jobs, education, healthcare and other opportunities along the corridor and via transit connections to other regional destinations and by providing important co-benefits for neighborhood livability through investments in green infrastructure and public safety and security. Community engagement efforts will seek input from vulnerable populations most likely to experience poor outcomes resulting from negative social determinants, including elements of the built environment to make sure appropriate quantitative and qualitative data sources are identified to define, and measure the project impact on quality of life for ALL residents.

Transportation Choices

Expanding transportation choices is an overarching goal of the Kansas City region’s metropolitan transportation plan, climate action plan and clean air action plan. This project will develop affordable alternatives for transit, walking, biking and other mobility options to access one or more high-capacity, zero-emission transit corridors within the study area. The project will take a complete-streets approach to the development of these elements.

Green Infrastructure Co-Benefits

Appropriate green infrastructure elements including complete streets, street trees, rain gardens and other stormwater management best practices provide important co-benefits for the communities where they are deployed. These may range from neighborhood beautification and aesthetic enhancements, to traffic calming, shade and cooling during hot weather, to mental health benefits of nature-based solutions. The project will refer to the region's Green Infrastructure Playbook for best practices to be deployed with resulting capital investments.

(D) IMPROVED MOBILITY AND COMMUNITY CONNECTIVITY

The primary focus of the Bi-State Sustainable Reinvestment Corridor program is to improve mobility and connectivity between regional and local activity centers and promising but challenged communities that have been historically underserved by transportation and infrastructure investments. The plans to be developed for this project will prioritize strategies to reduce transit travel times within the study area and increase connectivity through coordination of mobility hubs, fixed-route transit and demand-responsive mobility services. In addition to enhanced transportation connectivity, the project will also consider strategies and opportunities to coordinate improved broadband access for underserved areas with future transportation infrastructure investments within the study area.

Reduced Transit Travel Times

The planning study will evaluate strategies and provide recommended solutions to reduce transit travel time both on the corridor and for first and last mile connections to the corridors high-capacity services.

Improved Connections To Other Transit Services

The project corridor intersects numerous existing transit routes including 106 Quindaro-Amazon, 104 Argentine, 107 7th St. Parallel; 201 North Oak; 229 Boardwalk-KCI; KC Streetcar; Main MAX; Troost MAX & 25 Troost; Prospect MAX & 71 Prospect. Corridor planning will identify and consider options to improve connectivity between new transit services and these and other routes including new or upgraded transit centers, schedule adjustments and other strategies.

Improved Sidewalk Connectivity To Transit

Pedestrian access to transit will be a primary focus of this planning work. The project will identify opportunities to:

- Close gaps in existing sidewalk access to transit stops.
- Repair and upgrade deficient sidewalks to meet ADA requirements.
- Extend new sidewalks where needed and feasible.

Support For Broadband Infrastructure

Many of the neighborhoods along the corridor are underserved by high-speed internet access, which creates barriers for access to education, telemedicine and remote work opportunities. Where feasible, the project will identify opportunities to support expanded fiber-optic trunk lines and middle-mile connections along the corridor as well as co-location of publicly accessible wireless broadband services at transit centers and other public facilities.

(E) ECONOMIC COMPETITIVENESS AND OPPORTUNITY

This project will support regional goals for shared prosperity and economic competitiveness as articulated in the *KC Rising* regional economic strategy. *KC Rising* is a partnership of business and civic organizations to “achieve a shared vision of regional prosperity for all by aligning and accelerating community efforts for greatest impact”. All of the partner organizations for this grant application are also active participants in *KC Rising*.

This application aligns with and will advance KC Rising’s Pillars of:

- **Connectivity** — Effective, accessible transportation and internet options open doors to economic mobility. The BSRC planning project will identify and advance accessible, zero-emission transportation options throughout the study area and will identify opportunities to coordinate expansion of broadband access with transportation infrastructure investments in underserved areas along the corridor.
- **Neighborhoods** — Healthy, safe, and attainable housing options allow people to build better futures. The BSRC planning project will identify and advance opportunities to advance transit-oriented development coordinated with affordable housing. This will be coordinated with the community and with potential public and private development partners and opportunities to support these improvements identified.
- **Inclusion** — Economies thrive through increased participation when everyone has equitable opportunities to advance. The BSRC planning project will enhance economic inclusion by developing zero-emission transportation connections between underserved neighborhoods and activity and employments centers in the study area.
- **Education** — Learners of all ages need equitable access to continuous, innovative, quality education to meet evolving workforce needs. The BSRC planning project will enhance access to education by developing zero-emission transportation connections to educational institutions in the study area and by developing programs to support zero-emission transportation and green infrastructure workforce development in the corridor and the region at large.

Workforce Development

The transition to zero-emission transportation services and facilities will require new skills and training for the transportation workforce. These are jobs that play a role in the effort to develop and implement innovative technologies that transform fuel and vehicle types to help attain the region's climate change goals. The broader goals of this changing technology are to reduce greenhouse gas emissions, and improve the health of the planet, and locally to improve the health of those living and working near the Bi-State corridor, while also providing new career pathways for workers and contributing to regional economic growth.

The project team will partner with area community colleges, workforce development organizations, equipment manufacturers and labor unions to identify and assess workforce development needs and strategies that will support both zero-emission transportation and employment growth in the study corridor including new training programs and identification of opportunities and priorities to align wrap-around supports, job and academic readiness, transportation and childcare. The resultant product from

this planning work will include a strategy and “Workforce for the Future” implementation program.

(F) STATE OF GOOD REPAIR

Each of the project partners for BSRC will continue their commitment to managing and operating their transit systems in a state of good repair. This commitment requires reinvestment in capital assets, continual maintenance of vehicle fleets and facilities, and employing best practice asset management strategies—all of which KCATA, KCMO, Independence and UG excel.

KCATA, KCMO, Independence and UG are following FTA requirements relating to Transit Asset Management. In 2016, KCATA adopted and implemented its Regional Transit Asset Management Plan (RTAM). The RTAM for KCATA and its regional partners ties together the ongoing maintenance of capital assets and the replacement and repair of the same assets. It presents plans to bring assets up to a State of Good Repair. It explains how each asset class is maintained throughout its life and how an asset’s condition is continually evaluated and maintained throughout its life. Each agency is using this plan to guide their respective agencies in maintaining fleet, facilities and other capital assets needed to efficiently, effectively, and safely operate transit services for residents in the Kansas City metro. These policies and practices will continue to be employed for the BSRC to ensure all capital elements are maintained in a State of Good Repair.

As the owner of the federally funded KC Streetcar system assets, KCMO is responsible for implementing a Transit Asset Management Plan to ensure the system’s continued state of good repair. The City’s Transit Asset Management (TAM) Plan (adopted October 2017) has been updated to fulfill applicable requirements of 49CFR 625.25 to report on the annual condition of assets. To execute the TAM Plan, the City maintains an asset inventory and assesses state of good repair using the FTA-prescribed condition index and decision-support tools. The TAM Plan will continue to be updated, as necessary, to incorporate additional assets associated with system expansion and amend investment prioritizations to reflect changing system demands.

MARC has incorporated the performance measures and targets from partner agency TAM Plans into regional performance targets for transit state of good repair, consistent with regional asset management goals of the metropolitan transportation plan.

Methodology will be developed to assess disparity data overlaid with regional performance targets to help ensure that state of good repair incorporates a lens of racial equity in developing and evaluating strategies and alternatives for this corridor plan.

This commitment to state of good repair will extend to all plans and deliverables accomplished through the proposed project.

(G) PARTNERSHIP AND COLLABORATION

The Bi-State Sustainable Reinvestment Corridor represents a unique partnership of regional and local leaders in two states, two counties and four municipalities. It is a cooperative effort of the Mid-America Regional Council (MARC), the region’s metropolitan planning organization; Kansas City Area Transportation Authority (KCATA) the regional public transportation authority; the City of Independence Missouri; City of

Kansas City, Missouri; City of Sugar Creek, Missouri; Jackson County, Missouri; and the Unified Government of Wyandotte County and Kansas City, Kansas.

As stated earlier, through its integrated planning approach, the project will also provide unique opportunities for collaboration across sectors and disciplines to develop wholistic strategies to build on existing strengths and address chronic challenges facing communities, neighborhoods, residents and businesses along the corridor related to transportation, affordable housing, broadband access, green infrastructure, economic development and public safety and security.

Private sector partnerships are important in developing housing and transit-oriented development strategies and the alignment of potential public sector investment to facilitate private sector investments will be reviewed closely during this study. The development arms of each of the partners and the KCATA's separate RideKC Development Corporation will be integral for this aspect of the planning work.

Community engagement and decision-making processes and structures for the project will be developed and implemented to ensure that equity considerations for underserved, overburdened, or disadvantaged communities are meaningfully integrated into planning, development, and implementation of the resulting transportation investments.

(H) INNOVATION

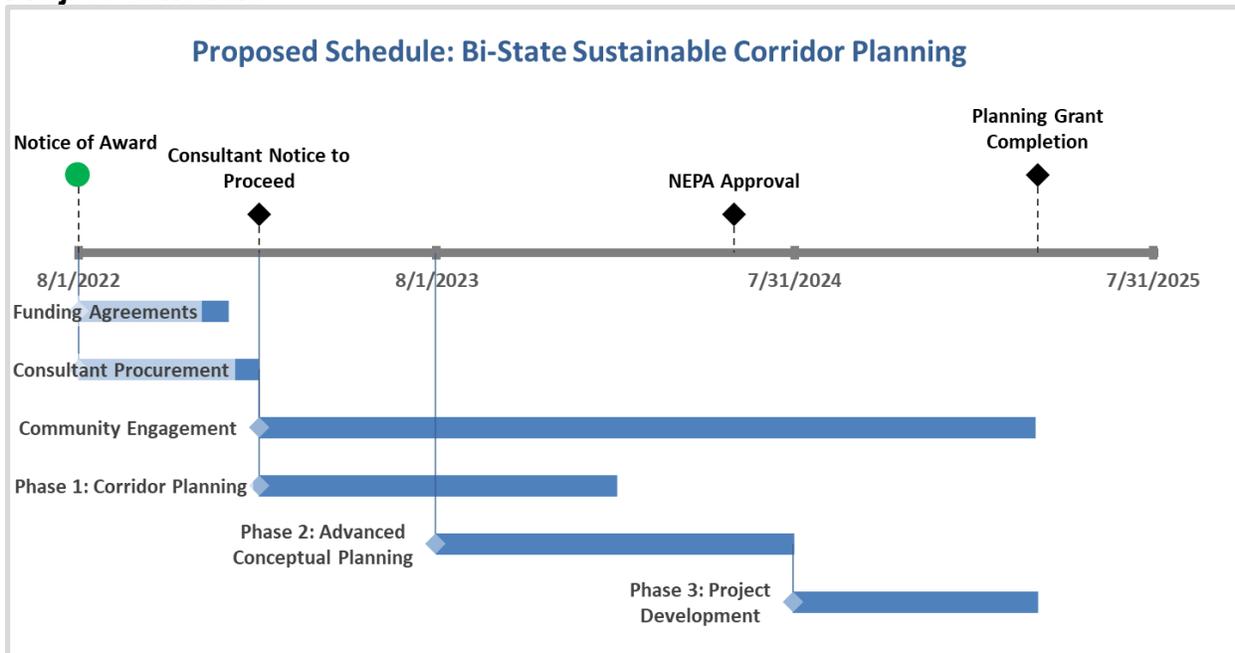
The Kansas City area has a strong history of transportation innovation ranging from effective low-cost bus rapid transit solutions with the Main Street, Troost and Prospect MAX programs, implementation of regional zero-fare transit, the app-based RideKC Freedom-on-Demand demand response transit service, multi-jurisdictional traffic signal coordination through the Operation Green Light program, virtual public involvement, and many others.

This project will provide an innovative, integrated planning process to coordinate zero emission transportation investments with other supportive infrastructure and services for affordable housing, broadband access, economic development, green infrastructure, public safety and workforce development in an approach that can be replicated on other corridors and in other locations.

Innovative technologies to promote safety, equity and climate resilience as well as improved project delivery practices will also be identified and considered in developing and evaluating transportation strategies and alternatives for the corridor.

PROJECT READINESS

Project Schedule



Required Approvals

This project is ready to enter the Pre-Project Development planning stage and is not yet ready for the environmental approval and permitting process. After the 12-month long corridor planning process, the project team has outlined a 12-month long advanced conceptual planning and environmental review timeline that would include documentation for NEPA compliance for the Locally Preferred Alternative, followed by a 9-month project development timeline to prepare design plans to approximately 15-30% complete. That process will also ensure that the selected project is reflected in state, metropolitan, and local planning documents as needed.

Project Risks and Mitigation Strategies

While a full assessment of project risks and mitigation strategies has not yet been completed, an assessment of these risks is among the screening criteria for the preliminary alternatives that will be developed in the study. The study will explore a variety of transit modes on multiple alignments and therefore will have a wide range of risks that are not yet fully defined.

For example, alternatives that include improvements outside of existing rights-of-way can be expected to have greater risks associated with real estate acquisition costs or environmental uncertainties, as compared to alternatives such as Bus Rapid Transit or enhanced local bus service that could occur on existing roadways or within existing rights-of-way. Defining these risks, and feasible mitigation strategies, in a generalized manner will be an important consideration as alternatives are refined.

Public Involvement Plan

The project team is committed to develop and implement a robust public involvement plan that will provide meaningful engagement of the community affected by the project, with particular emphasis on environmental justice communities or disadvantaged communities within the corridor. This will include meaningful participation of DBE firms and partnerships with community organizations in all phases of community engagement and project planning.

When focusing participation efforts towards communities with concentrations of low-income and minority populations, we will work to gain insight about how best to communicate and engage residents in these areas from community organizations and leaders within these communities.

Past transportation decisions have had negative impacts on low income and minority neighborhoods including some within this corridor. The perception that feedback will not be considered in future decision-making or that decisions have already been made is common. In order to build trust, we must be clear about project objectives, what kind of feedback can influence the project, demonstrate that feedback and concerns are being documented and communicated to decision-makers, and how feedback ultimately shaped final plans and studies.

We will develop detailed community engagement plans for this project that will use a variety of techniques to encourage early and continuous public participation throughout the development of this project. These may include, but are not limited to:

- Stakeholder interviews
- Surveys and real-time polling

- Focus groups
- In-person meetings and open houses
- Virtual public meetings and open houses
- Social media and project websites, with relevant, accessible visualization techniques
- Speakers bureau presentations, and
- Other strategies as recommended through consultation with residents and community organizations

Public participation is based on the belief that people whose lives are affected by planning and investment decisions have a right to be involved in the decision-making process and influence choices that are made. Directly engaging people in this process will promote successful problem solving, yield diverse voices and new ideas, and give the public a sense of ownership of the developed solutions.



BENEFIT COST ANALYSIS

While a full analysis is not required for a planning project submittal, understanding the future costs and benefits of the proposed investments is an important step in formulating the planning project.

The desired benefits of future zero-emission transportation investments will be defined through inclusive and extensive public and stakeholder engagement. Benefits during the study process will be defined in both quantitative and qualitative terms, such as the level of improvement to transportation connectivity or accessibility for low-income populations and people of color. The degree to which each alternative provides synergy with other community initiatives such as Connected KC 2050, the goDotte Mobility Plan, the KC Spirit Playbook and other projects, will also be an important factor. The expected costs, in general terms, of each of the alternatives will also be evaluated during the screening.

The project team understands that advancing the Locally Preferred Alternative to a future capital project will require a comprehensive and quantitative analysis of costs and benefits. The Bi-State Sustainable Reinvestment Corridor Planning Project will develop a complete benefit cost analysis, based on quantitative and qualitative factors derived from the community's goals and the technical feasibility of proposed investments as established in the project.