

Transportation, Community, and System Preservation Program (TCSP)

PROGRAM FY 2011 GRANT APPLICATION

PART A. PROJECT INFORMATION

Project Title:	US 71 Corridor Transportation Alternatives Analysis
Project Location (Include City/County, State):	The corridor is generally along US 71 in Kansas City and Grandview in Jackson County and Belton and Raymore in Cass County, Missouri.
State Priority (to be completed by State DOT):	
GRANTEE CONTACT INFORMATION	
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CONGRESSIONAL INFORMATION	
Congress Member:	Congressman Emanuel Cleaver II
Congressional District No.:	Missouri 's 5 th Congressional District

TCSP Program Funds:	\$1,000,000.00			
Matching Funds/In-kind Services Value:	\$250,000.00			
Matching Funds/In-kind Services Source:	Jackson County, the Three Trails CID and potentially other local communities			
Total TCSP-Related Project Costs:	\$1,250,000.00			
TO BE COMPLETED BY THE FHWA DIVISION OFFICE				
State Administered?		Yes		No
Division Administered?		Yes		No
“Transfer” TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2011?		Yes		No
Date grant application approved by FHWA Division Office				

Part B. Project Abstract

(Maximum 4 sentences) Briefly describe the how the TCSP Program funds will be used to support the proposed project.

The TCSP funds will be used to conduct a transportation alternative analysis in the US 71 commuter corridor. The study will further develop the region’s long range public transit plan known as Smart Moves and will strive to create a more efficient transportation system. The analysis will investigate ways to connect employment and activity centers to housing in order to improve access to jobs and promote sustainable transit oriented development by private developers and cities. By further developing better transit options we can reduce the future investment in public infrastructure for transportation and reduce the environmental impacts due to transportation in the Kansas City region.

Part C. Project Narrative

- *Describe the project and the expected results, including project goals and timeframe. Describe how the project integrates transportation, community, and system preservation plans and practices that address one or more of the following:*
 - 1) *Improve the efficiency of the transportation system of the United States.*
 - 2) *Reduce the impacts of transportation on the environment.*
 - 3) *Reduce the need for costly future investments in public infrastructure.*
 - 4) *Provide efficient access to jobs, services, and centers of trade.*
 - 5) *Examine community development patterns and identify strategies to encourage private sector development that achieves the purposes identified in (1) through (4).*

- *If applicable, describe how the project meets all of the priority consideration criteria.*
- *Describe how the project meets the project selection criteria*
- *Discuss the project schedule, commitment of public and private funding, and any other TCSP or other Federal funding being used for the project.*

The Kansas City region is one of the least dense major cities in the United States. The cost of living in the region is below the national average, but the average household costs for transportation are almost twice the national average. To reduce transportation costs and improve the sustainability and economically competitiveness of the region, the area's leaders have been planning and implementing a regional transit plan called Smart Moves to provide transportation alternatives. The Smart Moves plan is the long range vision for transit in the Kansas City region. You can review the plan by linking to www.kcsmartmoves.org.

This application is for funds to advance the transit planning through an alternatives analysis on one of six commuter corridors noted in Smart Moves. The corridor runs south from downtown and is generally parallel to US 71. The funds are needed to better define the best transit option for commuters in this corridor. The corridor would serve the communities of Kansas City and Grandview in Jackson County, Missouri as well as Belton and Raymore in Cass County, Missouri. TCSP funds will enable the expeditions completion of the project that could not otherwise advance.

The Kansas City region recognizes its need to have a more efficient transportation system that lowers the cost of transportation. Lower transportation costs are best realized by a robust public transit system. Lower costs benefit the users of the transit system as well as the citizens that ultimately would pay for future expensive highway infrastructure construction and repairs. An improved transit system will also lower the environmental impact from transportation activities that are highway dependent now. A more efficient transportation system requires less fuel, less construction materials and produces less air and noise pollution. The planning study proposed to be completed with TCSP funds would help to move our region in this direction.

This US 71 Corridor Transportation Alternative Analysis study will advance our region's efforts to reach the transportation and community goals that were identified in the recently completed long range transportation plan titled, "Transportation Outlook". You can link to this study at www.marc.org/2040. The goals noted in Transportation Outlook 2040 include the following:

- ◆ ***Develop sustainable communities***
- ◆ ***Create transit oriented development***
- ◆ ***Reduce environmental impacts from transportation***
- ◆ ***Establish a more efficient transportation system***
- ◆ ***Lessen the financial impact of building and maintaining our transportation system***

These goals align very well with the goals of these FHWA funds and the priority consideration criteria.

The schedule for the US 71 Corridor Alternatives Analysis is outlined below.

◆ <i>From notice of award to issuing an RFP for professional services</i>	<i>1 month</i>
◆ <i>Selection of a professional planning team</i>	<i>2 months</i>
◆ <i>Contract negotiations and approvals</i>	<i>2 months</i>
◆ <i>Perform the Alternatives Analysis Study</i>	<i>18 months</i>

As you can see the project can start quickly and the funds used in less than 2 years.

The AA study will include a major public outreach component. We envision public meetings, social networking, a website and focus groups will be used to involve the citizens in the corridor. Their input will shape the future of transit in the US 71 corridor. These efforts will build on the previous public involvement that was accomplished through the Smart Moves studies, and the Transportation Outlook 2040 project.

In summary we believe that the Kansas City region must develop a more efficient transportation system. Our transportation costs are too high and chief components of those costs is the building and maintenance of the highway infrastructure and the operating costs of the users. By developing a better transit system our community can become more sustainable. The US 71 corridor in particular can become a green corridor that attracts private investment as the transportation system becomes more efficient.

Part D. Project Eligibility

- a. *Is the project located on a Federal-aid highway? (List the functional class(es) of the facility(ies) to be improved)*

The project is generally located along the US 71 corridor. US 71 is a Federal-aid highway.

- b. *If the project is not located on a Federal-aid highway, how do you consider the project eligible for assistance under Title 23 or Chapter 53 of Title 49, United States Code? (i.e., list program(s) and describe how the project meets the statutory eligibility criteria for that program.)*

The project is eligible under Title 49, Chapter 53, Section 5339.

- c. *Is the project a corridor preservation activity necessary to implement transit-oriented development plans, traffic calming measures, or other coordinated transportation, community, and system preservation practices?*

The project will promote transit-oriented development and will help to develop a coordinated transportation network and more sustainable communities. Perhaps sum up the project and tie the project to the eligibility criteria, livability, expeditious completion of the project and opportunities to leverage private investment at stations/stops, etc.