

MODOT GRANT

Dr. Brown is requesting to write a MODOT grant with the Camdenon City Administrators to build sidewalks across campus. The grant is named MoDot 2014 Transportation Alternative Program Central District. Three projects must be identified by the City to place in the grant with \$500,000 allotted for each project. Camdenon has identified three sidewalk projects. Two of them are for our school campus.

The grant is a 20/80 match grant. The school would be responsible for a 20% match on the two sidewalks across the campus.

One project is to build a sidewalk from behind LCTC, turn on Laker Pride and build the sidewalk to the second entrance of the high school. The second sidewalk would be from the second entrance to the high school to the stop light at 54 Highway.

Larry Bennett and Jeff Hancock are the city administrators working with me to write the MODOT Grant.

The only questions that we have at this time are:

- Can Camdenon Schools be the custodians of the sidewalks?
- Is the school board in agreement for Dr. Brown to assist in writing the grant for Camdenon R-III Schools.
- Is the district willing to accept the guidelines outlined under the grant to match 20% of the total cost for the two projects (2 X \$500,000.00 = \$1,000,000.00).

Thank you for your support !

Dr. Paula Brown



Application 2014 Transportation Alternatives Program Central District

Before completing the application, please note the following:

- Please review the 2014 TAP Guide prior to completing the application.
- The application must be submitted electronically on or before 12:00 p.m. CST on Friday, October 31, 2014 to CDTP@modot.mo.gov. You will receive a confirmation email when the application is received.

PROJECT SPONSOR INFORMATION

1. Local Public Agency: _____
2. LPA Address: _____

3. LPA Email Address: _____
4. LPA Phone Number: _____
5. Person of Responsible Charge: _____
6. Has the Person of Responsible Charge from Local Public Agency Attended the MoDOT/FHWA LPA Certification Training? Yes / No (circle one)

Date of Training: _____

Location Attended: _____

BASIC PROJECT INFORMATION

7. Project Title: _____
8. Project Location: _____

Beginning/Ending Points: _____
9. If the project is an extension or component of a previously awarded project please reference the project number (ex. STP-9900(519)): _____

10. Attach a map no larger than 8 ½" x 11".
11. Attach photographs of the proposed location.

PROJECT DESCRIPTION

Please add additional pages as needed to completely describe the project.

12. Explain the scope of the work (direct relationship with surface transportation, whether the project addresses bicycle/pedestrian needs, whether the project eliminates barriers and provides ADA compliance, future maintenance costs and how the project sponsor plans to fund, etc.)
13. Check all categories that apply. A project may overlap groups.

Pedestrian and Bicycle Group

- Transportation facilities for pedestrians and bicycles
- Recreational Trails Program (RTP) Activities
- Safe Routes to School (SRTS) Activities
- Preservation of abandoned railway corridors, including conservation and use thereof for pedestrian and bicycle trails
- Safe routes for non-drivers, including infrastructure-related projects

Scenic and Natural Resources Group

- Scenic turnouts, overlooks and viewing areas
- Mitigation of water pollution due to highway runoff
- Wildlife management, including projects that reduce vehicle-caused wildlife mortality by maintaining habitat connectivity.

Community Improvement Group

- Control and removal of outdoor advertising
- Streetscapes and Vegetative management activities
- Historic preservation of historic transportation buildings, structures or facilities
- Archaeological planning and research
- Boulevards from Divided Highways

14. Discuss project readiness – steps taken by the project sponsor to allow the project to be completed.

15. Explain the status of right of way (does necessary right of way fall within public ownership or lease, does the project sponsor own the right of way, does the project sponsor have an option on the property executable within one year of this application).
16. Explain the status of utility adjustments and environmental concerns that would allow the project sponsor to complete the project according to the project schedule.
17. Discuss the project's ability to enhance the quality of life of the community (connectivity, tourism, safe routes to school, building on existing efforts, etc.).
18. Discuss any beneficial safety, environmental or traffic impacts.
19. Discuss the project's place in existing long-range transportation plans.
20. Discuss any public involvement and partnerships associated with this project.
21. Provide a list of previous LPA projects that your agency has completed. Include the federal project number, year of award, year of construction, and year of completion (if applicable).

PROJECT ESTIMATE

Not all budget categories may apply to all projects.

Category	Federal Share Request (80% or less)	Local Share (20% or more)	Total Project Estimate
Preliminary Engineering	\$0	\$0	\$ 0.00
Right of Way	\$0	\$0	\$ 0.00
Utility Relocation	\$0	\$0	\$ 0.00
Construction	\$0	\$0	\$ 0.00
Construction Inspection	\$0	\$0	\$ 0.00
Total Project Estimate	\$ 0.00	\$ 0.00	\$ 0.00

Total Federal Share Percent*	0%
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*Total Federal Share Percent = Green Box / Blue Box * 100

Please attach a detailed estimate of construction cost if available.

Person of Responsible Charge Signature

Date

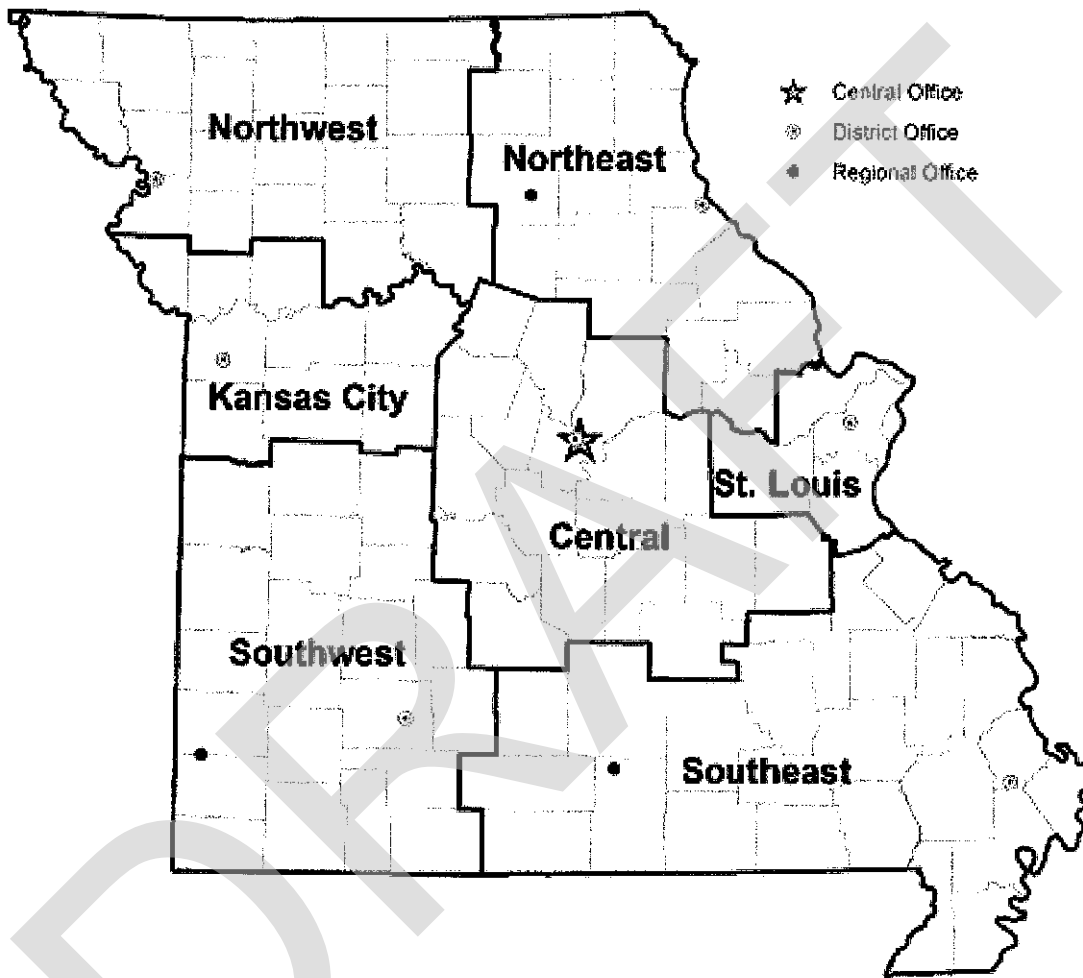
The application must be submitted electronically on or before 12:00 p.m. CST on Friday, October 31, 2014 to CDTP@modot.mo.gov. Please contact the district staff below if you have any questions.

Jenni Jones
573-526-6994
jennifer.j.jones@modot.mo.gov

Kelly Wilson
573-751-7399
kelly.wilson@modot.mo.gov



Missouri Department of
Transportation



Transportation
Alternatives
2014

Table of Contents
A Guide to Transportation Alternatives

	<u>Page</u>
I. Transportation Alternatives Activities	2
II. Project Eligibility Requirements	7
III. Important Information for Applicants	8
IV. Project Selection	9
V. Deadlines/Project Milestones	10

DRAFT

A Guide to Transportation Alternatives

Missouri Department of Transportation
August 2014

Transportation Alternatives Program (TAP) is authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and Scenic Byways, wrapping them into a single funding source.

The mission of the Transportation Alternatives Program is to improve our Nation's communities through leadership, innovation, and program delivery. The funds are available to develop a variety of project types located in both rural and urban communities to create safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate. The Transportation Alternatives Program consists of: Transportation Enhancement (TE) activities, Recreational Trails Program (RTP), Safe Routes to School (SRTS) activities, and Boulevards from Divided Highways.

This guide will help an applicant through the application process. It provides tips for meeting state and federal requirements, and explains how a project progresses from start to finish.

Transportation Alternatives Activities

There are 13 possible transportation alternatives activity categories, which have been grouped into three groups by common characteristics. The following list of alternatives activities includes examples of each type of project. This list of projects is not comprehensive, but it offers examples of how transportation alternatives funding can be used. Although the federal government provides guidance and ensures compliance, states are responsible for selecting their own alternatives projects. To discuss specific eligibility guidelines, contact Jenni Jones (573.526.6994) or Kelly Wilson (573.751.7399) or follow this link [Transportation Alternatives](#).



Pedestrian and Bicycle Facilities Category: This category provides funding for new or reconstructed sidewalks, walkways, curb ramps, bike-lane striping, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges, and underpasses.



City of St. James Hiking and Biking Path
City of St. James

The city of St. James' path consists of 10,520 feet of bicycle and pedestrian path, 5,055 feet of new curb and 75 curb ramps. This project allows bicyclists and pedestrians access to commonly used community facilities. Bicycle and pedestrian facilities must adhere to the Americans with Disabilities (ADA) standards.

Conversion of Abandoned Railway Corridors to Trails Category: This category provides funding for acquiring railroad rights of way; planning, designing and constructing multi-use trails; and developing rail-with-trail projects.



Urban Trail Corridor – Phase 7
City of St. Joseph

The St. Joseph Urban Trail is located on the historic Chicago and Rock Island Railroad corridor, connecting 9.2 miles of the St. Joseph Parkway System. This project converted the unutilized railway corridor to a bicycle and pedestrian facility that provides an east-west link to existing trails and sidewalks within the city of St. Joseph.

Safe Routes for Non-Drivers Activities Category: This category provides funding for construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs, such as access to transit.

Recreational Trails Program (RTP) Activities Category: This category provides funding for all eligible Recreational Trails Program (RTP) Activities such as but not limited to: restoration of existing recreational trails, development and rehab of trailside and trailhead facilities, construction of new recreational trails, and the acquisition of easements and property for recreational trails. Projects in this category can be applied for through MoDOT's call for projects (September 3, 2014 – November 14, 2014) or the Department of Natural Resources' (DNR's) call for projects (November 3, 2014). If funded through DNR the federal requirements (i.e. Davis Bacon) will be less stringent.



City of Greenville
Old Greenville's Recreational Trail Project

The Old Greenville's Recreational Trail project constructed 2.23 miles of asphalt trail connecting the city of Greenville with the Old Greenville campground.

Safe Routes to School (SRTS) Activities Category: This category provides funding for all eligible SRTS programs to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. Activities include but are not limited to student education; walking school bus program; and the installation of safety signage, flashing beacons, and sidewalks. Pedestrian and bicycle safety education is only eligible for non-infrastructure projects that benefit elementary and middle school children.

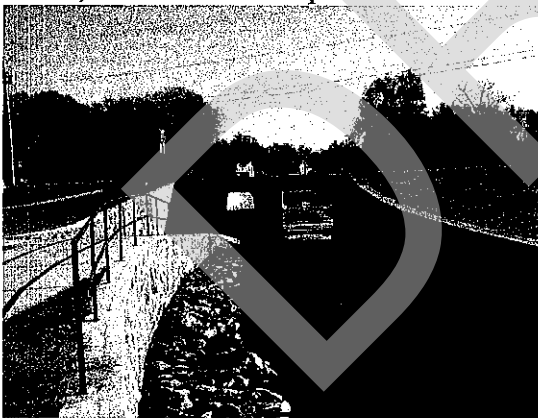


Cape Girardeau used SRTS Grant to install uniform safety signage and flashing beacons at eight different schools throughout the city.

Scenic and Natural Resources Group

Scenic Turnouts and Overlooks Category: This category provides funding for the construction of turnouts, overlooks, and viewing areas.

Stormwater Mitigation Category: This category provides funding to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities for runoff pollution studies, soil erosion controls, detention and sediment basins, and river clean-ups.



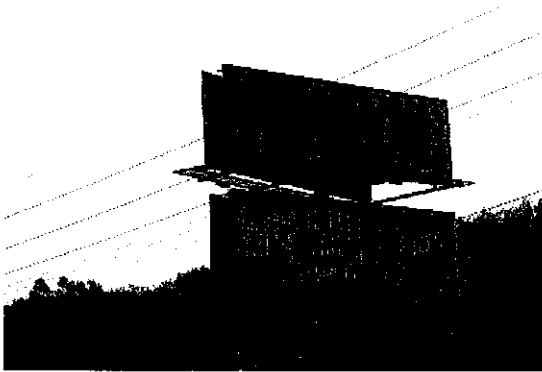
Upper Jordan Creek Greenway
City of Springfield

The Upper Jordan Creek Greenway Project develops land purchased by the city of Springfield for stormwater improvements. This project makes improvements to the water collection facility in order to help prevent erosion and pollution in the creek. It includes the naturalization of the current concreted channel and the upgrading of four box culverts. It also includes 5,000 feet of asphalt trail for bicycles and pedestrians. This project connects two parks, neighborhoods, schools, colleges and businesses. It also creates a link under Chestnut Expressway and to the downtown Jordan Valley Park area.

Wildlife Management Category: This category provides funding to address the reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial or aquatic habitats.

Community Improvement Group

Outdoor Advertising Management Category: This category provides funding for billboard inventories or removal of illegal and nonconforming billboards.



Billboard Baseline Inventory
Jefferson City

The project provides the equipment needed to create a billboard baseline inventory. The inventory will be updated periodically and will be used to control outdoor advertising.

Streetscapes and Vegetative Management Category: This category provides funding for activities including but not limited to: Streetscapes (especially benefiting pedestrians), Junkyard screening and removal, and Landscaping related to transportation projects such as: vegetation management practices in rights-of-way to improve roadway safety, prevent against and removal of invasive species, and provide erosion control; projects to manage vegetation to improve sightlines and other safety considerations; and establishing living snowfences.

Historic Preservation & Rehab of Historic Transportation Facilities Category: This category supports the restoration of railroad depots, ferry terminals, bus stations and lighthouses, and the rehabilitation of historic roads, rail trestles, tunnels and bridges.



Restoration of the Old Appleton Bridge
Village of Old Appleton

The Village of Old Appleton Pedestrian and Bicycle Bridge Project restored this bridge constructed in 1879 by H. W. Sebastian and Company of St. Louis. A record flood washed the bridge off its piers and over the milldam in 1982. This project restored and remounted the bridge on higher pilings and makes

Project Eligibility Requirements

To sponsor a Transportation Alternatives project, an applicant must follow the state and federal rules for using federal funds. The state and federal guidelines for these projects can be found in the Local Public Agency Manual at <http://www.modot.org/business/lpa/lpamanual.htm> and the Code of Federal Regulations, respectively. A Transportation Alternatives project must adhere to the following guidelines.

- Meet at least one of the 13 transportation alternatives activity categories.
- Have a direct relationship to an intermodal transportation system in terms of function, proximity or impact.
- Involve activities that are over-and-above normal transportation practice.
- Provide public access for at least 25 years. The property must be either owned by the project sponsor or involve a permanent lease.
- Have a project maintenance plan for at least 25 years. If project is along MoDOT right of way or roadway, the project sponsor will be required to execute a sidewalk or airspace agreement as applicable.
- Be governed by the Local Public Agency Manual.
- Be designed and inspected under the responsibility of a licensed Professional Engineer.
- Be located within the Central District's counties: Boone, Callaway, Camden, Cole, Cooper, Dent, Crawford, Gasconade, Howard, Laclede, Maries, Miller, Moniteau, Morgan, Osage, Phelps, Pulaski, and Washington.

Important Information for Applicant

Project sponsors should keep in mind the following information.

- Project sponsors must be a city, county or transportation related government agency to be eligible to administer a federal aid transportation project. All other entities including, but not limited to, school districts and not-for-profit agencies must partner with a city or county to apply for and/or administer a federal aid transportation project.
- Project sponsors must have a Person of Responsible Charge who administers the project and has completed the MoDOT / FHWA LPA Certification Training. Additional information can be accessed at http://www.modot.org/business/lpa/cert_train.htm
- Project sponsors may choose to use a consultant to complete the application. Consultants that complete the project application for **free** are not eligible for the design or inspection of the project. Consultants must be paid at a fair market value for all preliminary work to complete the application to be eligible for the next phase of the project. If a consultant completes the application, please provide proof of payment.
- This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- A large or expensive project may be split into phases. Each phase must be applied for and approved individually.
- Each project sponsor may submit up to three applications. The project sponsor **must** list an order of priority if submitting more than one application.
- The funds allocated to a project may be used for preliminary engineering, right of way, utility relocation, construction and construction engineering.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess the funding allocated to the project. Therefore, it is important to develop a good estimate for the project application.
- The project sponsor must provide a local match of at least **20 percent** of the total project cost. Work by local forces, in-kind match or donated credit will **not** be allowed.
- The maximum amount of federal funds that can be requested is **\$500,000**. Total project cost can exceed the federal maximum of \$500,000. The pro-rata share will be adjusted to the final project award.
- The minimum amount of federal funds that can be requested is **\$50,000**.
- The project scope **MUST** be completed, **NO EXCEPTIONS**, regardless of low estimates or cost increases. The project sponsor should ensure there are not significant concerns that could potentially delay the project (i.e. right of way clearance, environment clearance, utility adjustments, etc.). See the **Reasonable Progress** section for further guidance on completion deadlines.

Project Selection

To encourage public involvement in transportation planning, projects are selected through a Local Competitive process.

The funds are distributed to the Transportation Management Areas (TMA) and MoDOT districts based on relative population. TMAs are metropolitan planning organizations for areas with a population greater than 200,000. Each TMA has developed its own process for project selection. Currently, Missouri has three TMAs (EWGCOG – St. Louis area, MARC – Kansas City area, and OTO – Springfield area). Outside the TMAs, each MoDOT district will identify a local selection committee. The Central District’s local committee will be called the Central District Transportation Alternatives Team and include representatives from each Regional Planning Commission and Metropolitan Planning Organization.

Funding Distribution

Selection Process	% Population	2014-2016
St. Louis (EWGCOG)	34.68%	\$10.874 Million
Kansas City (MARC)	17.78%	\$5.575 Million
Springfield (OTO)	4.62%	\$1.449 Million
NW District	4.92%	\$1.543 Million
NE District	4.84%	\$1.517 Million
KC District	3.00%	\$0.941 Million
CD District	10.39%	\$3.258 Million
SW District	9.93%	\$3.113 Million
SE District	9.84%	\$3.085 Million
Total	100.00%	\$31.355 Million

The population data used in the distribution of funding is based on the Census 2000. It will not be updated based on census projections. The next revision to the population data will come from the 2010 census.

Applications will be reviewed and rated by the Central District Transportation Alternatives Team. Central District Transportation Alternatives Team utilizes the criteria listed below in the evaluation process to award projects:

- Project has a direct relationship with surface transportation.
- The project meets one or more of the eligible categories (pedestrian and bicycle, scenic and natural resources, and/or community improvement).
- The project sponsor demonstrates ability to fund and maintain the project.
- The application is clear and complete. Please provide a complete description of the project, using additional pages if necessary.
- The project sponsor’s past experience, if any, with these types of projects and the ability to deliver on schedule.
- The project’s priority within the region and the Central District.

Funding will be applied to the projects selected by the committee. In the event the project cost exceeds the available funding, the applicant will have the option to (1) fund the unfunded amount, or (2) remove the project from consideration.

Deadlines/Project Milestones

- September 3, 2014 – Call for projects
- November 14, 2014 – Applications due to CDTP@modot.mo.gov
- December 18, 2014 – Central District Transportation Alternatives Team finalizes recommendations.
- January 9, 2015 – Project selection announcement.
- January 21, 2015 – Mandatory workshop for awarded agencies.
- February 2, 2015 – Advertisement for consultant services submitted to MoDOT for posting on MoDOT LPA website (if applicable). Project sponsor may choose to use on-call consultants, refer to EPG 136.4.2.4.3 for more information.
- April 1, 2015 – Engineering Services Contract approved by FHWA / MoDOT and fund obligated. Authority to proceed with design issued.
- October 1, 2015 – Preliminary and Right of Way plans submitted to MoDOT.
- February 1, 2016 – All final plans, specifications, and estimate (PS&E) must be submitted to MoDOT for approval.
- Spring 2016 – Construction award.

Delays in project milestones above could jeopardize federal funding for awarded applications.