



Transportation Alternatives (TA) Program Application & Guidance

2015

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Topeka, KS 66603-3745

Mike King, Secretary
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Sam Brownback, Governor

September 1, 2015

Dear Potential Applicants,

The Kansas Department of Transportation (KDOT) is pleased to announce they are accepting applications for the Transportation Alternatives (TA) Program. This federally funded program will provide reimbursements to eligible Project Sponsors to provide infrastructure and noninfrastructure improvements.

This call for projects will be for 2016 funding and all projects selected for funding will be required to meet a minimum of 20% local cash match.

You can find a copy of the application and supporting documents on our website at <http://www.ksdot.org/bureaus/burtransplan/TransAlt.asp>.

Please read through the application and its supporting guidance thoroughly. We have reworked and elaborated on previous years' guidance in an effort to answer many of the most common questions that arise, as well as give you exact details as to how your project will be scored. The guidance will assist you in determining which type of program will best suit your needs.

If, after reviewing the entire application packet you have further questions, please feel free to contact me by phone at (785) 296-7448 or by email at mspadafore@ksdot.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Spadafore". The signature is stylized with loops and a long horizontal stroke at the end.

Mike Spadafore
Statewide Bicycle and Pedestrian Coordinator

Legislative History

The Transportation Alternatives Program was authorized by the most recent Federal transportation funding act, Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012. The Transportation Alternatives Program redefines the former Transportation Enhancements activities and consolidates these eligibilities with the former Safe Routes to School program. Some projects that were previously funded through the discretionary National Scenic Byways program are now eligible for the Transportation Alternatives Program as are projects eligible under the Recreational Trails Program. The Transportation Enhancements program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws TEA-21 and SAFETEA-LU.

Reimbursable Nature of the Program

The Transportation Alternatives Program is a part of the Federal-aid Highway Program. Although the program is a “grant” program under Federal regulation, it is not an “up-front” grant program and funds are available only on a reimbursement basis. This means project sponsors must incur the cost of the project prior to being repaid. Only after a project has been approved by the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) division office can costs become eligible for reimbursement. **Costs incurred before project sponsor receives a Notice to Proceed letter from KDOT are not eligible for reimbursement.** Requests for reimbursement will be made to Kansas and must be accompanied by sufficient documentation to show that the project costs have already been paid.

KDOT reserves the right to reduce or adjust grant requests.

Treatment of Projects Requirement

MAP-21 requires that projects funded by the Transportation Alternatives Program must be carried out under the same rules and procedures as a highway project on a Federal-aid highway. These rules will be available to successful applicants through the Federal-Aid Project Development Guide as well as through Kansas Instructional Memorandums.

Eligible Activities

The following categories of activities are eligible for funding under the Statewide Transportation Alternatives (TA) Program:

- Transportation Alternatives as defined by 23 U.S.C. 101(a)(29)
- Projects formerly eligible through the Safe Routes to School program under Section 1404(f) of the SAFETEA-LU

Transportation Alternatives

Eligible projects must meet one or more of these eligibilities and must relate to surface transportation:

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
2. 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.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - a. Inventory, control, or removal of outdoor advertising.
 - b. Historic preservation and rehabilitation of historic transportation facilities.
 - c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - d. Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
 - e. Streetscaping and corridor landscaping.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - a. Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
 - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Phase 1 Safe Routes to School Projects

The planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

1. Sidewalk improvements
2. Traffic calming and speed reduction improvements
3. Pedestrian and bicycle crossing improvements
4. On-street bicycle facilities
5. Off-street bicycle and pedestrian facilities
6. Secure bicycle parking facilities

7. Traffic diversion improvements in the vicinity of schools. (section 1404(f)(1)(a))

Phase 2 Safe Routes to School Projects

Activities to encourage walking and bicycling to school should be incorporated into Phase 2 applications and must be associated with K-8 schools, including:

1. Public awareness campaigns and outreach to media and community leaders
2. Traffic education and enforcement in the vicinity of K-8 schools
3. Student sessions on bicycle and pedestrian safety, health, and environment
4. Funding for training, volunteers, and managers of safe routes to school programs. (section 1404(f)(2)(a))

Eligible Applicants and Project Sponsors

MAP-21 authorizes the following entities to apply for TA Program funding:

- Local governments
- Regional Transportation Authorities
- Transit agencies
- Natural resource or public lands agencies
- School Districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails that the State determines to be eligible

A non-eligible project sponsor (such as a non-profit organization) may partner with an eligible Project Sponsor, but only eligible Project Sponsors may submit an application, and only an eligible Project Sponsor may submit requests for reimbursement for the program. All procurement needed for the project must follow state procurement procedures. There is no guarantee that any one particular non-profit organization will be chosen in the procurement process, and no funds will be paid directly to anyone other than the Project Sponsor.

Eligible Costs

Only certain costs are eligible for reimbursement through the Transportation Alternatives Program. An obligation of funds occurs when a project is approved and a project agreement is executed between the Federal government (FHWA division office) and KDOT. This is called FHWA Authorization. This does not generally occur until a project has cleared a number of steps in the project development process including the execution of a project agreement between the project sponsor and KDOT. Although considerable time, money, and resources may have already been spent developing a project, any design and feasibility studies conducted prior to receipt of a Notice to Proceed from KDOT are not eligible for reimbursement.

After obligation and FHWA Authorization, many project-specific costs are eligible. Upon award, each project will be assigned a dedicated contact person within KDOT who will work with the project sponsor through each step of the project development process.

Environmental Review & Clearance

KDOT will conduct the environmental review process, as necessary, for all projects and also award clearance for all approved projects. Other clearances for your project may be required, depending on project category.

Local Match

Transportation Alternatives Program funds may pay for up to 80 percent of eligible project costs or up to the approved grant maximum, whichever is less. A local match is required to pay for 20 percent or more of the remaining project costs. This match requirement also applies to all Safe Routes to School projects. Federal funds cannot be used as matching funds, unless expressly permitted by law. State funds are eligible for use as match.

Federal Requirements, Standards, or Guidelines

Since the Statewide Transportation Alternatives Program is a part of the Federal-aid highway program, awarded projects are subject to certain Federal laws and regulations including:

1. Involvement of the public, including adjacent property owners, in project development.
2. Compliance with the Uniform Relocation Property Assistance and Real Property Acquisition Policies Act (the Uniform Act) for the acquisition of easements or the purchase of land in fee simple. This includes fair treatment practices and may include the completion of an appraisal on parcels to be acquired. This requirement applies whether or not federal funds will be used for the acquisition costs.
3. National Environmental Policy Act (NEPA). This requires verification the project is not harmful to the environment in the following areas:
 - Noise - impacts of noise during and after construction
 - Air Quality – impacts to air quality
 - Cultural Resources - disturbances to areas of archaeological or historical significance. Properties proposed for rehabilitation or preservation must be eligible for or on the list of the National Register of Historic Places. (Section 106 of the National Historic Preservation Act)
 - Water Quality - impacts to water quality
 - Wetlands - impacts to wetlands
 - Floodplains - impacts to regulatory floodways or to a 110-year floodplain
 - Farmland Protection - impacts to surrounding farmland
 - Hazardous Waste Sites - location of and impacts to hazardous waste sites
4. Americans with Disabilities Act (ADA). Projects must conform to the Americans with Disabilities Act, which allows for reasonable access to the project for persons with disabilities.
5. Disadvantaged Business Enterprises (DBE). Verification must be received that efforts have been made to solicit bids from disadvantaged business enterprises. DBE goals are set by

KDOT's Bureau of Contract Compliance. Any DBE vendor must be on the KDOT-approved list. To check a vendor's status, please contact Contract Compliance at 785-296-7940.

6. Other federal special provisions, as required.

7. Davis-Bacon Wage Requirements. Projects will be required to comply with Davis-Bacon wage requirements, which state that contractors will conform to federal minimum wage requirements.

8. Competitive bidding requirements. Construction projects are required to be let through KDOT unless otherwise approved.

9. Permits or Other Approvals. It is the project owner/sponsor's responsibility to obtain all permits, inspections, or other approvals that may be required as a result of the activities proposed as part of the project.

MPO Support

Any projects located within a Metropolitan Planning Organization (MPO) must obtain support from the corresponding MPO. If this situation applies to your project, please contact the appropriate MPO for deadline information.

Flint Hills Metropolitan Planning Organization (FHMPO)
Stephanie Watts, Transportation Planner
stephanie@flinthillsregion.org
PO Box 514
Ogden, KS 66517-0514
855-785-3472

Metropolitan Topeka Planning Organization (MTPO)
Carlton Scroggins, Transportation Planner
cscroggins@Topeka.org
City of Topeka – Planning Department
620 SE Madison, 3rd Floor
Topeka, KS 66607
785-368-3728

Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO)
Jessica Mortinger, Transportation Planner
jmortinger@lawrenceks.org
PO Box 708, 6 E. 6th Street
Lawrence, KS 66044
785-832-3165

St. Joseph Area Transportation Study Organization (SJATSO)
John W. Schmidt, AICP, PTP
jschmidt@ci.st-joseph.mo.us
1100 Frederick Avenue, Room 201
St. Joseph, Missouri, 64501
816-236-1489

The Mid-America Regional Council (MARC) and the Wichita Area Metropolitan Planning Organization (WAMPO) will facilitate an independent competitive selection process for projects eligible under the Transportation Alternatives (TA) Program. All interested applicants within these two MPO regions should work with their respective MPO directly and not KDOT.

Deadline

Application submittals for this funding round must be postmarked by **Friday, November 20, 2015**, and include an original and four (4) hardcopies of the completed application and all attachments (**5 total sets**). Email submissions are not allowed.

Contact

For more information on the TA Program, interested applicants should contact:

Mike Spadafore, LEED-AP
Statewide Bicycle & Pedestrian Coordinator
Kansas Department of Transportation
Comprehensive Transportation Planning Unit
700 SW Harrison, 2nd Floor
Topeka, KS 66603
(785) 296-7448
mspadafore@ksdot.org

Frequently Asked Questions (FAQ)

Here are some of the more common questions, and their answers, we receive about the Kansas Transportation Alternatives Program:

For what year are these funds available?

Funds for this Call for Projects will be available as 2016 TA funds and must be used by no later than 2 years and six months (total of 30 months) after the date the award is made, or risk forfeiture of any remaining funds in the project.

What is the required match?

Funding is based on a reimbursement program at the rate of 80/20. Project sponsors must submit documentation of full payment for all expenses. They will then be reimbursed for 80% of those expenses that are eligible. Local matches must be a cash match (sometimes called a hard match). Program Sponsors are still allowed to accept in-kind contributions, but they no longer allow in-kind as part of the 20% match.

Will increasing our match increase our score?

No. Projects are ranked competitively.

My project is inside a Metropolitan Planning Organization's boundary. Do I need to clear the project with them before applying?

Yes. Projects in an MPO's boundary must submit a letter of concurrence from the MPO stating that the project is in alignment with the region's Metropolitan Transportation Plan.

Can regions that receive suballocated funds also apply for the statewide application?

No. WAMPO and MARC both receive their own portion of TA funds, which they program independently of this call for projects. Project Sponsors in those two regions are not eligible for the statewide call for projects.

Will KDOT cap the project agreement?

Yes. All project agreements will be capped. This means that there will be a limit placed on the amount of funds that can be reimbursed for each project. Project Sponsors are responsible for any cost overruns past the awarded amount.

Will KDOT be responsible for the required inspections for infrastructure projects?

No. Project Sponsors are responsible for having all required inspections done and passed.

May a State or MPO suballocate or set-aside funds for small businesses, youth corps, or categories of applicants?

No. MAP-21 does not authorize a State or MPO to suballocate or set-aside funds for small businesses, youth corps, or categories of applicants prior to project selection. The State (or MPO, as applicable) must select projects submitted by eligible entities and chosen through a competitive process. The competitive process may include criteria giving priority to projects that meet desired goals.

What are non-participating costs?

Non-participating costs are costs that will not or cannot be reimbursed with Federal funds. These costs are still part of the total cost of the project and must be accounted for in the project budget and project authorization. Non-participating costs could occur because of ineligibility or because the grant recipient determined that the specified items will not be reimbursed with Federal funding.



Transportation Alternatives (TA) Program
 APPLICATION FORM (4 pages) – FALL 2015

General Information

Project Title and Location:
 Project Description (required):

Eligible Project Sponsor:

Contact Person's Name:

Title:

Email:

Daytime Phone:

Street Address:

City:

County:

State:

Zip:

Signature of Contact Person: _____

Name of Project Manager (if different from Contact Person):

If a Project Sponsor submits multiple applications for this round of TA funding, they must rank all their projects in order of importance (1 of x, 2 of x, etc.), where 1 is the project of greatest importance. If only one project is submitted, please list it as 1 of 1.

Project Sponsor ranking of this particular project: _____ of _____

If more than one agency or organization is involved in the project, please state the agency's name, contact person, title, mailing address, email, and telephone number of the second agency on a separate piece of paper and attach it to this application.

Project Category (please choose only one)

Bicycle and Pedestrian

Facilities for pedestrians and bicycles including safe routes for non-drivers (not Safe Routes to School program)

Conversion and use of abandoned railway corridors

Safe Routes to School (SRTS) Phase 1 – Non-infrastructure (5Es)

Safe Routes to School (SRTS) Phase 2 – Infrastructure (construction of sidewalk/trails/signals addressing established need for grades K-8) – a completed *SRTS Phase 1 Plan* is a prerequisite

Historic and Archaeological

Historic preservation and rehabilitation of historic transportation facilities

Archaeological activities relating to impacts from another eligible activity

Scenic and Environmental

Vegetation management practices in transportation rights-of-way, streetscaping, or corridor landscaping

Highway-related storm water management

Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

Construction of turnouts, overlooks, and viewing areas

Inventory, control, or removal of outdoor advertising

Total Project Cost	\$	
TA funds requested (80% maximum)	\$	%
Applicant cash match (20% minimum)	\$	%

Are you certified by KDOT/FHWA to let your own project?

If you are not, but are interested in doing so, please contact the Bureau of Local Projects and ask about the possibility of receiving a one-time project certification.

1. Are any other state funds involved with this project?
If YES, please explain the source, amount, and conditions.

2. Are any other federal funds involved in this project?
If YES, please explain the source, amount, and conditions. *(Please note here if you have previously acquired TA or TE funds for this project from the state or from your region's MPO, if applicable).*

3. Is this project located within a designated scenic or historic byway corridor?
If YES, which one?

4. Is this project on the National Register of Historic Places or some other similar register of historic buildings in your area?
If YES, which one?

5. If your project is within a Metropolitan Planning Organization (MPO) area, is this project listed in their Metropolitan Transportation Plan (MTP)?

6. Has the project been endorsed by the appropriate byway board, historic board, or MPO (if applicable)
If YES, please attach a copy of the official endorsement.

7. Has any part of this project been started already?
If, YES, please explain.

8. If this project can this project be completed in phases, do you want us to score you based on the overall project, or just on Phase 1?
If you chose for us to score you on Phase 1 only, please ensure that the phases of your project are clearly delineated in your cost breakdown in Section D of your documentation.

9. If this project can be completed in phases, does each phase include a reasonable scope of work for each phase?

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative, write the corresponding letter (A through H) shown below.

A	A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Transportation Alternatives (TA) projects must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If this is a regional project, assess the value of the project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
B	If applicable, a DETAILED MAP & PHOTO identifying the location of the project.
C	If applicable, a SKETCH-PLAN of the project, including cross sections for bicycle and pedestrian facilities.
D	An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Please list out costs that are identified as federally participating and non-participating. Also, please note for which work phase you are requesting funds (PE = SRTS only, CONST = construction, and CE = Construction Engineering). If you are proposing us to score your project solely on Phase 1, please make sure to break down your costs by phase as well.
E	A TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Kansas Department of Transportation.
F	An OFFICIAL ENDORSEMENT(S) of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion (10 years for SRTS projects).

G	If applicable, a LETTER OF SUPPORT of the project from the scenic or historic byway board, historical society, or Metropolitan Planning Organization. The letter should also address how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan, historic plan, or Metropolitan Transportation Plan.
H	A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that all construction must comply with AASHTO design standards and any signage must be MUTCD compliant.

I also understand that, although this information is sufficient to secure a commitment of funds, an executed agreement between the applicant and the Kansas Department of Transportation (KDOT) is required prior to the authorization of funds.

Signature: _____ Date: _____

Name (printed): _____

Title: _____

Representing: _____

Please submit **five (5) paper copies as well as one (1) PDF file** of the completed application and all supporting documentation.

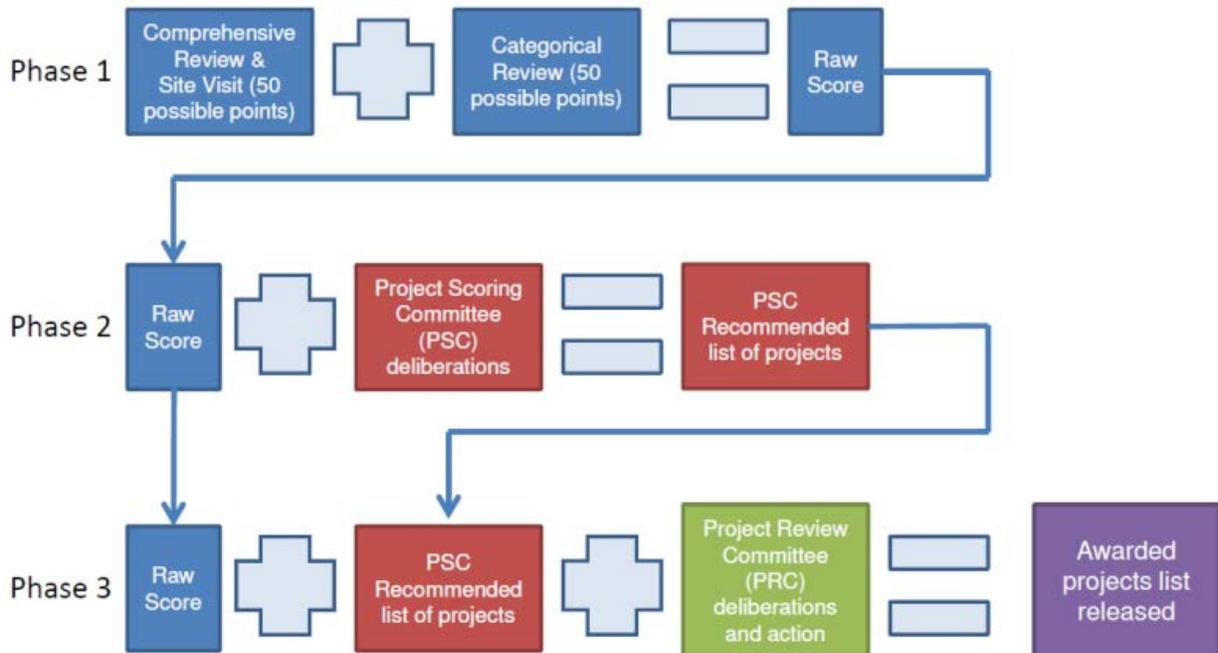
Both your paper and your electronic applications must be postmarked by 5:00pm on Friday, November 20, 2015 and sent to:

Mike Spadafore (mspadafore@ksdot.org)
 Kansas Department of Transportation
 Comprehensive Transportation Planning Unit
 Eisenhower State Office Building
 700 SW Harrison, 2nd Floor
 Topeka, KS 66603-3754

Project Scoring Process

Once submitted, all applications will go through a multi-phase review:

Transportation Alternatives (TA) Application Review Process – Fall, 2105



Comprehensive Review (50 points possible)

Projects will first be screened for accuracy and completion by KDOT's Comprehensive Transportation Planning Unit. Applications will then be arranged by Project Category and distributed to the Project Scoring Committee (PSC) for review and initial evaluation. The committee will be made up of representatives from KDOT's Bureaus of Transportation Planning and Local Projects, a Federal Highway Administration (FHWA) representative, and professionals who specialize in the fields of project categories.

The Project Scoring Committee (PSC) will use the evaluation described below to assign each project a score of -30 points to 50 points. They will be searching for this information in the application materials you submitted, including proposed budget, illustrations, and text narrative – no external research will be done, so please be complete and specific in your application materials.

Points will be awarded on both technical aspects as well as category-specific criteria to determine the need and quality of the project and its potential to strengthen the state's transportation system for users of all ages and abilities. This assessment evaluates

projects based upon perceived strengths and weaknesses, accuracy of estimate and schedule, appropriateness of scope, potential obstacles, experience with the Project Sponsor, and Project Sponsor's financial status with KDOT.

Comprehensive Review points possible

Category	Low Score	High Score
Project Delivery and Maintenance	-10	0
Multiple Components	0	10
Estimated Budget	-5	5
Project Potential	-15	20
Site Visit Score	0	15
Total	-30	50

The PSC will begin the evaluation by reviewing the Project Delivery and Maintenance record of the Project Sponsor on previous projects. (Project Sponsors with satisfactory or no previous experience will not receive any points, but points can be deducted for a history of problems with delivery or maintenance.)

Project Delivery and Maintenance. Sponsor's past performance on the delivery and maintenance of KDOT projects. The total point value is 0 to -10 (select all that apply).

0	Satisfactory past project performance, or no project delivery experience
-5	Major problems or unsatisfactory performance with delivery
-5	Major problems or unsatisfactory performance with maintenance

Multiple Components. The proposed project provides benefits to users of multiple transportation modes and/or incorporates elements of more than one eligible Transportation Alternatives activity. The maximum total point value is 10 points (select best fit).

10	Provides benefits to users of multiple transportation modes AND incorporates elements of more than one eligible Transportation Alternatives activity
5	Provides benefits to users of multiple transportation modes
0	Project does not have multiple enhancement components

Estimated Budget. Projects are also scored based upon the quality of their Estimated Budget with accurate and detailed estimates scoring higher. The maximum total point value is 5 (KDOT Bureau of Local Projects rep will select best fit).

5	Cost estimates are accurate and have sufficient detail
3	Cost estimates are moderately high or low and have sufficient detail
-5	Cost estimates are not accurate and/or have insufficient detail, and/or contain ineligible costs

Project Potential. Extent of project's strengths or weaknesses, show of public support, and if the proposed project is an enhancement to the region's transportation system. The maximum total point value is 20 (select best fit for each and combine scores).

<i>Project Strengths/Weaknesses</i>	
5	Project has no known political or physical obstacles
0	Project has minor obstacles
-10	Project has major obstacles

<i>Demonstration of public awareness</i>	
5	Sponsor has used various methods to inform public of project (e.g. news articles, website, support letters, part of local or regional plan) and virtually no known public opposition
3	Sponsor has made some effort to inform public and minimal opposition
0	Minimal awareness and/or some well documented opposition
-5	No awareness and/or demonstration of strong opposition from citizens, agencies or groups

<i>Enhancement to the Transportation System</i>	
10	Proposed project is an enhancement to the existing transportation system AND has been identified in an approved long range planning document
5	Proposed project has been identified in an approved long range planning document
0	Proposed project is a stand-alone project
-5	Proposed project negatively affects the existing transportation system

Site Visit. Site Visits will take place for all submitted applications. These will be short, in person visits with members of the PSC to visit the physical sites and ask any clarification questions of Project Sponsors. Project Sponsors should assign no more than two people from your organization to guide the Site Visit team. The Site Visit scores from each Visitor will be combined and averaged for each project. The total point value is 0 to 15.

Category Review (50 points possible)

The next part of the evaluation is conducted by the professionals specializing in each project category: Bicycle and Pedestrian; Historic and Archaeological; Safe Routes to School; and Scenic and Environmental. Each Project could receive up to a possible 50 points based on the professional review of applications.

Historic & Archaeological transportation projects are evaluated based upon project usage, historical importance as it relates to transportation, and characteristics. For example, a project with usage of over 20,000 people at a National Landmark which is representative of a significant period in Kansas' transportation history would score quite well.

Project Usage. Estimated user base within a logical distance from the project. This is the approximate number of people who may have a direct benefit from the proposed project on an annual basis (e.g. the number of visitors to the site or facility, or the number of people moving past a site). Please elaborate on how you determined this number in your application narrative. The maximum total point value is 15 (select best fit).

15	>20,000
10	5,000 to 20,000
5	<5,000

Historical Importance. Extent that the project preserves a historically or archaeologically significant site. The maximum total point value is 15 (select best fit).

15	Site is a National Landmark
10	Site is on National Register
5	Site is eligible for inclusion on National Register

Characteristics. Number of historic transportation characteristics the project possesses. The transportation component of the project must be explicit and well defined; a preservation professional reviewing the application will make final determination on these items and whether or not the application qualifies for any of the points. The maximum total point value is 20 (please answer the first item; if answer earns 5 points, we will select all that apply from the next three items for a possible 20 points. If answer for first item earns 0 points, no further points are available under this section, and section score will be 0 points).

5	The site is directly associated with transportation history
0	The site is not directly associated with transportation history

If your answer to the first question under *Characteristics* earned you 5 points, we will select all that apply from the below three additional questions. (select all that apply and combine scores).

5	The site involves the use of materials or techniques that are historically or archaeologically unique
5	The site was designed, constructed or occupied by a person of historic significance
5	The site is one of only a few remaining examples of a once common structure/site in Kansas

Scenic & Environmental transportation projects are evaluated on estimated user base near project and the project characteristics.

Estimated user base within a logical distance from the project. Please choose only one of the following standards. The maximum total point value is 15 (select best fit).

- The Residents and Workers standard is a factor of census and employment data for individuals within a one-mile area surrounding the project
- The Vehicles standard uses the number of vehicles that pass the location on an average daily basis (AADT)
- The Percentage of Population standard uses the total number of visitors reasonable expected to use the project divided by your jurisdiction's total population

Residents & Workers		OR	Vehicles (AADT)		OR	Estimated usage based on % of population from 2010 Census	
15	>20,000		15	>20,000		15	>25% of your population
10	5,000 to 20,000		10	10,000 to 20,000		10	15-25% of your population
5	<5,000		5	<10,000		5	<15 % of your population

Project Characteristics. Degree of the project's environmental and visual impact and linkage to regional transportation. The maximum total point value is 35 (select all that apply and combine scores).

10	The project will remove an existing visual blighting influence or will substantially enhance the visual environment (i.e. context sensitive design).
10	The project is unique to the area's identity
5	The project is a good use of public dollars that can be quantified with short and long-range economic benefits (i.e. promotion of tourism, enhancement of central/downtown business district, context sensitive design).
5	The project is directly related to transportation
5	The project will have a positive influence and/or mitigate a site that is at risk of continued deterioration

Bicycle & Pedestrian projects are evaluated based upon relationship to the transportation system and project characteristics (not Safe Routes to School).

Relationship to Transportation System. Need(s) the proposed project will address. The maximum total point value is 35 (select all that apply and combine scores).

10	Included in a regional bicycle or pedestrian plan
OR	
5	Included in an adopted local bicycle or pedestrian plan

10 OR 5	Completion /maintain of a missing link on a national or statewide facility
10	Completion/maintain of a missing link on a local facility
10	Provides new, or maintains, access to major destinations such as schools, shops, transit facilities, park and ride lots and other major community facilities
5	Includes reasonable enhancements to an existing facility (e.g. benches, lighting, etc.), if applicable

Project Characteristics. Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 15 (select best fit for each item and combine scores).

Legal Speed Limit (choose only one)	> 50 MPH	5
	40 to 50 MPH	4
	30 to 40 MPH	3
	20 to 30 MPH	1
	< 20 MPH	0

Conflict Factor (choose all that apply)	Provide/maintains safe crossing at railroads, roadways or rivers	4
	Provide/maintain safe accommodation for bicyclists and/or pedestrians parallel to railroads, freeways or rivers	4
	Eliminates one or more intersections	1
	Eliminates ten or more driveways	1

Safe Routes to Schools (SRTS) transportation projects are all evaluated based upon current issues, planning process, timeline, and letters of support (LOS). Additionally, Phase 1 projects are evaluated on timeline; Phase 2 projects on evidence of long term commitment and initiative for all 5Es. Phase 1 projects and Phase 2 projects will be scored separately based on the following criteria.

SRTS Phase 1

Current Issues. Assesses the level of research done to prepare for a successful project. The maximum total point value is 15 (select best fit).

15	A great deal of data describing the school(s), the children that attend, and the barriers associated with them walking and biking to school
10	Less detailed description but still provides information about the school(s), the children, and the barriers
5	Information seems to relate mostly to infrastructure needs and there is no talk about the school or kids
0	The application contains no information on current issues

Planning Process. Assesses the level of collaboration and outreach associated with the project through the 5Es. The maximum total point value is 20 (select best fit).

20	Many good partners who are already identified and working together (including railroads, if applicable); planning process is detailed, makes sense, and addresses how concerns and solutions will be identified; section covers all of the 5 Es thoroughly
10	Many partners are identified but that have not begun to work together; there is some description of the planning process and the outcomes hoped to be achieved by it; there is mention of the 5Es
5	Description is vague and/or mentions Phase 2 activities
0	Planning process is not mentioned or relates entirely to Phase 2 activities

Timeline. Degree to which a focused, realistic timeline has been developed. The maximum total point value is 10 (select best fit).

10	Very detailed timeline that relates to the planning process (contains no Phase 2 activities)
5	Vague timeline or some Phase 2 activities mentioned
0	No mention of a timeline or the timeline contains only Phase 2 activities

Letter of Support (LOS). Extent to which support has been received locally, including resolution of support from the applicant and LOS from the municipality and/or school district (depending on applicant), community groups, and the general public. The maximum total point value is 5 (select best fit).

5	Application contains many letters that are unique, as well as the written support of the city or school district, as appropriate
2	Application contains the written support of the city or school district, as appropriate; there are many letters, but they are mostly form letters
1	Application contains only the resolution of support from the applicant and letter of support from the city or school district
0	Required letters are missing (resolution of support from applicant and/or letter of support from city or school district)

SRTS Phase 2

Current Issues. Assesses the level of research done to prepare for a successful project. The maximum total point value is 10 (select best fit).

10	A great deal of data describing the school(s), the children that attend, and the barriers associated with them walking and biking to school, including, but not limited to, interaction with railroad crossings (if applicable)
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7	Less detailed description but still provides information about the school(s), the children, and the barriers
3	Information seems to relate mostly to infrastructure needs and there is no talk about the school or kids
0	The application contains no information on current issues

Planning Process. Assesses the level of collaboration and outreach associated with the project through the 5Es. The maximum total point value is 10 (select best fit).

10	Many good partners who are already identified and working together (including railroads, if applicable); planning process is detailed, makes sense, and addresses how concerns and solutions will be identified; section covers all of the 5 Es thoroughly
5	Many partners are identified but that have not begun to work together; there is some description of the planning process and the outcomes hoped to be achieved by it; there is mention of the 5Es
3	Description is vague and/or mentions Phase 2 activities
0	Planning process is not mentioned or relates entirely to Phase 2 activities

Initiatives for All 5 Es. Assesses the level of collaboration and outreach associated with the project through the 5Es. The maximum total point value is 15 (select best fit).

15	Very detailed approach, highly supported by all involved, solutions selected meet the needs of the community and were identified through the public involvement process
7	Details provided but not very specific, may not have been identified through public involvement
3	Description is heavy on engineering and vague on the other 4 Es
0	Description is all about engineering and provides no details on the other 4 Es

Resolution of Points of Conflict. Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 5 (select best fit for each item and combine scores).

Conflict Factor (choose all that apply)	Provide/maintains safe <i>crossing at</i> railroads, roadways or rivers	2
	Provide/maintain safe accommodation for bicyclists and/or pedestrians <i>parallel to</i> railroads, freeways or rivers	1
	Eliminates one or more intersections	1
	Eliminates ten or more driveways	1

Evidence of Long Term Community Commitment. Assesses the level of commitment from the community evident in the application materials. The maximum total point value is 10 (select best fit for each item and combine scores).

3	Community is involved with other bicycle and pedestrian initiatives
3	Municipality has a Bicycle Plan or Pedestrian Plan
2	Municipality has adopted a Complete Streets policy
2	The proposed project connects to a regional bicycle or pedestrian network
0	Applicant has not previously received SRTS funding (Phase 1 or Phase 2)

Next Steps

 The Project Scoring Committee (PSC) will reconvene after all site visits are completed to develop their recommendation, discuss items from the site visits, deliberate further on any necessary topics, and make their recommendation for awards to the KDOT Program Review Committee (PRC).

 The PRC has the final say in which projects get awarded. Their selection takes into account the scores, site visit, and PSC recommendations, but also considers merit, availability and geographical distribution of funding, and whether projects are planned in conjunction with other transportation projects.

 KDOT will announce the list of funded projects in the spring of 2016.