

# Build Kansas Fund | Fiscal Year 2024 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee  
Murl Riedel, Kansas Legislative Research Department  
Shauna Wake, Office of the Kansas State Treasurer

From: Matthew A. Volz, PE, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2024-056-SCKEDD

Date: July 12, 2024

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Attached, please find an application made to the Build Kansas Fund by the City of Goddard. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 16 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 8 provides the table of funding sources.
- Attachments – project description, pages 9-16.

## **Project Overview**

The City of Goddard seeks funding from the U.S. Department of Transportation for funding available through the Active Transportation Infrastructure Investment (ATIIP) program for planning and design of the Goddard Bicycle and Pedestrian Bridge and Active Transportation Network Project. Funds will be used for planning and public engagement, implementation planning, and preliminary design of the proposed pedestrian bridge.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$90,000.00 from the Build Kansas Fund and contributing \$30,000.00 of their own funds. This request has the potential to unlock \$380,000.00 in federal funds.

The deadline is July 17, 2024, and this Build Kansas Fund application was received on June 6, 2024.

## **Build Kansas Fund Steering Committee Recommendation**

The Build Kansas Fund Steering Committee reviewed this application on July 10, 2024, following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

# Build Kansas Fund | Fiscal Year 2024 Application Package | Coversheet



Build Kansas Fund Application Number	2024-056-SCKEDD
Project Name	Goddard Bicycle and Pedestrian Bridge and Active Transportation Network Project
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	SCKEDD – South Central Kansas Economic Development District
Infrastructure Sector(s)	Transportation
BIL Program	Active Transportation Infrastructure Investment Program (ATIIP)
BIL Program Type	Discretionary
BIL Application Deadline	7/17/2024
Build Kansas Fund Request	\$90,000.00
Technical Assistance Received	General Yes
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Provided BKF application and budget support
Application Notes	Build Kansas Fund contribution of \$90,000 will unlock \$380,000 in federal BIL funding.

<b>Steering Committee Funding Recommendation</b>	<b>July 10, 2024   Recommend</b>
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<b>Advisory Committee Funding Recommendation</b>	<b>DATE   Recommend or Decline</b>
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### Completeness Review Data

Date Build Kansas Application Received:	6/7/2024
Date Of Completeness Check:	6/10/2024, 7/11/2024
Date Forwarded to Steering Committee:	6/11/2024

Title	<b>City of Goddard, Kansas</b>	06/07/2024
	by <b>lisa koch</b> in <b>Build Kansas Fund Fiscal Year 2024 Application</b>	id. 46719169
	Iskoch@transystems.com	

<b>Original Submission</b>	06/11/2024
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Score	n/a
	Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund:	City of Goddard, Kansas
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Project Name:	The Goddard Bicycle and Pedestrian Bridge and Active Transportation Network Project
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Entity type:	Local Government
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Applicant Contact Name:	Craig Crossette
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Applicant Contact Position/Title:	City Administrator
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Applicant Contact Telephone Number:	+13167942441
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Applicant Contact Email Address:	ccrossette@goddardks.gov
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Applicant Contact Address:	118 N Main Street
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Goddard
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Applicant Contact State:	Kansas
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Applicant Contact Zip Code:	67502
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Is the Project Contact the same as the Applicant Contact?	No
Project Contact Name:	lisa koch
Project Contact Position/Title:	consultant
Project Contact Telephone Number:	+17853120373
Project Contact Email Address:	lskoch@transystems.com
Project Contact Address:	2400 Pershing Road, Suite 400
Project Contact Address Line 2 (optional):	
Project Contact City:	Kansas City
Project Contact State:	Missouri
Project Contact Zip Code:	66210

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing a viable Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible:	Yes
Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a required non-federal match component:	Yes
What is the primary county that the project will occur in?	Sedgwick County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

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Part 3: Bipartisan Infrastructure Law (BIL) - Grant Application Information  
Please Note: This information is related to the federal Bipartisan Infrastructure Law (BIL) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

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Please enter the Bipartisan Infrastructure Law (BIL) funding opportunity title that the entity is applying for:      ATIIP

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What is the funding agency for this Bipartisan Infrastructure Law (BIL) funding opportunity?      U.S. Department of Transportation

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What is the Assistance Listing Number (ALN) for this Bipartisan Infrastructure Law (BIL) funding opportunity?      20.205

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What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity?      6/17/2024

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What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity?      2024

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Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity: \$380,000.00

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Enter the total project cost: \$500,000.00

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Enter the required non-federal match percentage: 20.0

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#### Part 4: Build Kansas Fund - Match Application Information

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Enter the non-federal match amount being requested from the Build Kansas Fund: \$90,000.00

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Is the project able to move forward with a lesser match amount than requested? Yes

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If you are awarded less match than the amount requested, at what amount would your project NOT be able to move forward? \$60,000.00

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Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table.xlsx](#)

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#### Part 5: Build Kansas Fund - Means Test

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Confirm that there are no available funding sources currently planned to go unused by your entity that could be leveraged for this project: Yes

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Confirm there are no available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies that could be used for this match:

Yes

Confirm that you have explored other readily available funding sources (federal or non-federal) to be used for this match:

Yes

Briefly describe your efforts to find other available funding sources for this project:

Goddard is a small community with a limited budget for capital improvements. Goddard actively seeks federal and state funding in order to leverage municipal funds with the intent on increasing the tax base over time.

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#### Part 6: Additional Information

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Please upload a copy of the Bipartisan Infrastructure Law (BIL) program application associated with this request OR a 2-page executive summary providing an overview of the project:

*Goddard\_EPA\_CPRG\_GRANT\_2024\_Draft\_V2.pdf (Not included - 28 pages, EPA Grant)*

[Goddard\\_ATIIP\\_Narrative.docx](#)

*GODDARD\_FINAL\_BIKE\_PED\_PLAN.pdf (not included - 99 page plan)*

Provide any additional information about this project (optional):

The grant request is in production. With the latest draft attached. Also attached is a CPRG request by the City of Goddard that includes design elements requested in the ATIIP Grant. Also attached is the Goddard Bike Ped Plan that includes the requested elements.

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#### Part 7: Terms and Conditions

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Understanding of Fund Release Requirements:

checked

Understanding of Use of Funds:

checked

Understanding of Reporting Requirements:

checked

Authority to Make Grant Application:

checked

Persons and Titles: lisa  
The following koch  
persons are  
responsible for  
making this Build  
Kansas Fund  
application.

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Position/Title:

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Additional:

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Position/Title:

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Additional:

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Position/Title:

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Additional:

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Position/Title:

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## Internal Form

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Score	n/a
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Pre-Award Information:

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Post-Award Information:

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Deviation Report:

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<b>Source</b>	<b>Amount</b>	<b>Zip Code</b>	<b>% of project in zip code</b>
BIL Federal Funds (applied for)	\$ 380,000.00	67052	100
Build Kansas Funds (non-federal match)	\$ 90,000.00		
Additional Project Contribution (if applicable)	\$ 30,000.00		
<b>TOTAL PROJECT COST</b>	<b>\$ 500,000.00</b>		

## Project Narrative

### **Basic Project Information**

The City of Goddard is seeking \$500,000 for Planning and Design of *The Goddard Bicycle and Pedestrian Bridge and Active Transportation Network Project* as part of the Active Transportation Infrastructure Investment Program. This funding will be used *for planning and public engagement, implementation planning, and preliminary design of the proposed pedestrian bridge.*

### *Project Description*

The City of Goddard (City) seeks to create a robust network of high-quality bicycle and pedestrian facilities appropriate for all ages and abilities. To achieve this, the City proposes network planning and preliminary engineering for a bicycle and pedestrian shared-use bridge over highway US Route 54 / US Route 400 (US-54/400) which dissects the city. US-54/400 is a high-speed four-lane divided highway with over 20,000 vehicles per day and has limited signalized crossing. None of the signalized intersections contain bicycle or pedestrian signals, crosswalks or a pedestrian refuge.

The City is committed to providing active transportation connections throughout the city, from the original downtown area to new subdivisions, where recent population growth has been occurring. However, US-54/400 remains an impediment to connectivity for cyclists and pedestrians, creating substantial barrier, safety hazard, and vehicle dependency. There are 1,593 dwelling units north of US-54/400 and each of these families are separated from the public services (City Hall, Library, Post-Office, Grocery Store, etc.) on the south side of town.

A **pedestrian bridge** (or shared use?) over the highway significantly increases safety for users by avoiding an at-grade crossing of US-54/400, which would also pose a challenge to signal timing and potentially increase vehicular delay. The Kansas Department of Transportation (KDOT) anticipates upgrading US-54/400 to an access control freeway in this area over the next 20-40 years. The City of Goddard is working with KDOT to align the project with the footprint and needs for this future project. Planning activities would further explore locations for the pedestrian bridge. Two locations were identified during the planning and engagement period for Goddards 2019 Pedestrian and Bicycle Plan. These locations would be vetted further and one location would be selected for a phase 1 network construction project.

The construction of a shared-use bridge over US-54/400 between 183rd Street and 199th Street would serve as a critically important component of the city's active transportation network. The Goddard Bicycle and Pedestrian Bridge and Active Transportation Network will plan connectivity to a new and still growing STAR Bond development and to a popular regional trail: the Prairie Sunset Trail. The project will plan complete streets improvements on South 183<sup>rd</sup> Street West. Proposed improvements on the corridor include improved crosswalks, street trees, 10-foot side paths, and wayfinding. Public engagement would help inform these and other improvements preferred by the community. Connecting S 183rd Street West to the Prairie Sunset Trail would create an active transportation network connecting much of the City of Goddard.

*Project Location*

The proposed *Goddard Bicycle and Pedestrian Bridge and Active Transportation Network Project* is located in Goddard, Sedgewick County, Kansas. Goddard is west of Wichita, KS and is included in the Census Qualifying Urban Area of Wichita. The two sites of the proposed bridge are 1) approximately 500 feet west of South 183<sup>rd</sup> Street West, 2) just east of Main Steet. The proposed network study area is South 183<sup>rd</sup> Street West to the Prairie Sunset Trail.

<Map / Image>

Existing sidewalks along South 183<sup>rd</sup> Street West on the north and south side of US-54/400 would be evaluated. The existing sidewalks connect to the Prairie Sunset Trail, which serves as an East-West Connection through the City of Goddard and extends East to Wichita. Each of the proposed bridge locations would be located away from their nearest intersection. Moving the bridges away from the intersection moves vulnerable road users away from the intersection and thus increases safety by reducing pedestrian and cyclist interaction with motorists.

<Map / Image>

The location and connections created by the proposed improvements create an active transportation network within the City of Goddard. These projects will connect Goddards developed residential and commercial north side to the City’s rapidly developing south side. New and ongoing economic development projects, such as the STAR Bond development on the South Side of Goddard will benefit from these projects. Through planning and public engagement funded by this award, additional network needs will be identified and vetted by the community.

*Lead Applicant*

The lead applicant for this project is the City of Goddard Kansas. In the last three years, the City of Goddard has received three federally funded grants. The following table details the past performance of Goddard when working on federal grants.

<Table from CPRG Grant Demonstrating Federal Grant Experience>

The City of Goddard has responsibly managed all their federal grants in a timely manner, meeting all required deadlines. The City has experience submitted progress reports and financial reports for ongoing awards. In all its previous grants, the City has accurately handled all reporting and monitoring obligations, including final program reports with close-out within allotted timeframes.

<Include Staff Expertise Here? Unclear if that was a requirement of the EPA Grant or illustrative>

*Other Public and Private Parties*

Goddard is coordinating with a number of stakeholders and the community to ensure the Active Transportation Network is planned and built out effectively. These stakeholders include the South Central Kansas Transportation Coalition, the Wichita Regional Chamber of Commerce, The South Central Kansas Regional Economic Area Partnership, Wichita State University, The City is working closely with KDOT to plan for the pedestrian bridge and ensure design conforms with future plans for US-54/400.

## **Grant Funds, Sources, and Uses of all Project Funding**

<develop scope and budget><table showing fed/local share>

The City of Goddard is requesting \$500,000 for *The Goddard Bicycle and Active Transportation Network Project*. The successful grant award will be used for public engagement, an existing conditions report and needs assessment, planning activities, and preliminary design of system components. Similar activities have been done as part of our Pedestrian and Bicycle Plan, however we believe it will be beneficial to focus on the system components proposed in this application, notably the bridge and improvements to South 183<sup>rd</sup> Street West. Additionally, as the Pedestrian and Bicycle Plan was adopted in 2019, a fresh round of public engagement would be beneficial. It is expected that a majority of funds from this award would be spent on preliminary design of the bridge and other system components.

Public engagement activities will center around the location of the proposed bridge and improvements to South 183<sup>rd</sup> street West as well as determining other perceived needs and wants in an expanded active transportation network. Understanding existing conditions is critically important to determine where and how to invest in our active transportation network. This may focus on gaps, insufficient conditions, or infrastructure improvements on the network. Planning activities could include a variety of different efforts including implementation planning,

It is anticipated that the grant will be an 80/20 Federal/Local split. The source for the local match will be the City of Goddards unobligated general fund and **has been committed by our legislative body**.

### **Merit Criteria**

#### *Mobility and Community Connectivity*

This plan addresses perhaps the most challenging aspect of creating an active transportation network in the City of Goddard Kansas: creating a safe crossing of US-54/400. At-grade crossings of this highway and it's frontage roads are over 290 feet. These crossings do not include any sidewalks, pedestrian signals, crosswalks, or pedestrian refuges. KDOT has expressed plans to upgrade this divided highway to an access-controlled freeway in the next several decades, this would only compound the mobility and connectivity challenges proposed by US-54/400.

In addition to creating a safe crossing of US-54/400, the *The Goddard Bicycle and Pedestrian Bridge and Shared-Use Path Project* creates critical linkages between important community destinations including housing, retail, churches, schools, and parks. Bicycle and pedestrian connections to all of these community assets were identified through public engagement in our 2019 Pedestrian and Bicycle Plan. Currently, bicycle and pedestrian infrastructure in Goddard is disconnected, limiting mobility to small geographies or requiring pedestrians and cyclists to take safety risks. This project proposes to connect these disparate areas and mitigate risks by creating safe infrastructure that is accessible to all ages and abilities.

<map with call outs for destinations, existing/proposed infrastructure>

<verbiage about public transit, carpooling, park and ride, etc> <verbiage about employment centers, activity centers>

### *Community Support*

Previous rounds of public engagement for related projects have shown broad community support for bicycle and pedestrian infrastructure and increased community connectivity. During public engagement related to the Pedestrian and Bicycle Plan, which included public events, charrettes, and a community survey. During this engagement period, residents were asked to identify destinations, set priorities, and identify design characteristics they supported. Residents were also asked to comment on how to improve at-grade crossings of US-54/400. Nearly every at-grade crossing of US-54/400 were identified as a problem area for pedestrian and bicycle connectivity.

When residents were surveyed during this engagement period, 87% said a Pedestrian and Bicycle overpass over highway US-54/400 would be an effective method to increase active transportation. 82% of respondents said safer at-grade crossings, and 81% said widened sidewalks or paths along major streets would improve active transportation. Additionally, the City of Goddard has received numerous letters from residents describing the need for a bridge over US-54/400, improved at-grade crossings, and the need for additional shared use paths.

Additional support has come from a variety of local and regional stakeholders. This includes KDOT, South Central Kansas Transportation Coalition, the Wichita Regional Chamber of Commerce, The South Central Kansas Regional Economic Area Partnership, Wichita State University, and residents. The Goddard **City Council** has approved several documents that reference improving pedestrian and bicycle connectivity, an active transportation network, and a bridge over US-54/400. These documents include the Pedestrian and Bicycle Plan, the Goddard Comprehensive Plan, and the Goddard Community Plan.

### *Commitment to Increasing Walking, Biking, and Other Types of Active Transportation*

The City of Goddard issued a **Pedestrian and Bicycle Plan** in 2019. This plan explicitly commits the City to increasing walking, biking and other types of active transportation. It also outlines implementation activities and a guide to measuring success. The primary goals outlined in the plan are:

1. Increase the number of people who walk and bicycle for transportation and recreation
2. Improve access to key destination for pedestrians, bicyclists, and other low impact modes.
3. Integrate bicycle and pedestrian improvements into new development and transportation related projects.
4. Establish a framework for a future park and greenway system.
5. Unite the community by minimizing barriers presented by major road corridors
6. Increase safety and comfort on the road for active transportation users.
7. Build support for an active Goddard, using the league of American Bicyclists Bicycle Friendly Community Criteria as a Guide.

The goals illustrate the barrier to mobility and safety hazard posed by US-54/400, as well as the commitment to building out an active transportation network. The Pedestrian and Bicycle Plan also explicitly expresses the need for a pedestrian and bicycle bridge over US-54/400 and shared use paths in the locations proposed in this application. Feedback received during the public engagement period

for this plan reflected the need for this bridge and the desire to connect to locations made possible by the bridge and shared use path described herein.

In addition to the Pedestrian and Bicycle Plan, Goddard has expressed its commitment to active transportation in its Comprehensive Plan and Its Community Plan. MOOOOORE

<Existing plans?> <Vision Zero/SSFA?> <Regulations that support active transportation><financial incentives> <Community design policies><specific steps city is taking to provide a commitment to these aforementioned concepts/plans><has mode share increased because of these steps/concepts/plans?><NRSS/SS4A?>

### *Increasing the Proportion of Walking and Bicycling*

The creation of a connected network for walking and biking is critical to reducing demand for personal vehicle travel, increasing mode share, and providing transportation choice. The City is committed to providing active transportation connections throughout the city, including in both the traditional downtown area and new subdivisions. Goddard has a unique opportunity to advance bicycle and pedestrian mobility as the city has low traffic volumes and destinations are in close proximity to residential areas.

Evidence of the following:

Commitment to and improvement of traffic safety

Regulations

Financial incentives

Community design policies

### *Financial Completeness*

<Detail on matching funds, commitment by electeds, in kind contributions><See section D. 1.ii.b of NOFO>

### *Equitable Development*

This project would allow for non-motorized travel to both sides of the US-54/400 barrier regardless of income, age, or physical ability. With a connection to the Prairie Sunset Trail, the Goddard Bicycle and Pedestrian Bridge would enable connectivity throughout the greater Wichita region. The project will occur within Sedgwick County which has a median household income of \$54,974, significantly below the state/ national average and meeting the LMI benchmark of the E-RAMP program. The project is not in a census tract that meets the definition of a disadvantaged community.

While Goddard does not meet the definition of being disadvantaged, the city is a diverse, rapidly changing place. Ten percent (10%) of residents identify as minority population, 10% of residents are low-income, and 10% of residents live with a disability. Additionally, according to the U.S. Census Bureau, 2.97% of households in Goddard do not own a vehicle. According to the HUD location affordability index, median income families spend around 32.2% of their income on Transportation. While the National Walkability Index only gives Goddard a score of 7.5 out of 20. There is significant room to improve walkability within Goddard to make it a better place to live for those who hope to reduce their greenhouse gas emissions. The new shared-use bridge would help Goddard residents live a more active, healthier lifestyle.

#### *Other DOT Goals and Priorities*

(Safety for Peds and Cyclists) The *Goddard Bicycle and Pedestrian Bridge and Shared Use Path Project* is being planned with concepts and practices that have been shown to increase safety for vulnerable road users. These data-driven best practices have been shown to reduce crash frequency and severity. Using the Complete Streets approach will slow traffic while providing a safe place for pedestrians and cyclists to travel to important destinations.

A grade-separated crossing over US-54/400 is the most effective way to achieve a safe crossing for pedestrians, cyclist and other active transportation users. Placing side paths along the frontage roads similarly provides a safe place for active transportation users to travel.

(Access to jobs and key destinations) Connecting the community of Goddard through active transportation investments will create greater access to jobs and key destinations like schools, churches, parks, retail, and restaurants.

#### *(Economic Competitiveness)*

Designing communities for active transportation has been shown to provide tangible economic benefits. Many of the economic benefits of active transportation can be seen at the population level: active transportation provides benefits to personal health and therefore a reduction in wider health care costs. Less damage to roadway networks and lower accident rates reduce the global cost impacts of driving. However, there are more tangible benefits to local economies. *Studies have shown that active transportation users make more trips and spend more per trip than drivers.*

The City of Goddard is also poised to benefit from another economic driver: bicycle tourism. Rail trails have been shown to provide real economic benefits in the communities they pass through. A 2012 Economic Impact Report studying the Katy Trail showed that the trail provided over \$18M in economic benefits. The Prairie Sunset Trail passing through Goddard is poised and is perhaps already attracting trail users from well outside of the Wichita region to visit and ride the trail. Tourism dollars coming into a community from the outside is one of the most impactful economic engines a municipality can have.

(Environmental Protection) increase in bike/ped mode share, reduction in GHG emissions <pull from CPRG grant>

(Quality of Life) High quality bicycle and pedestrian infrastructure like shared use paths, trails, and protected bike lanes are among the most desirable amenities in a community. These amenities provide a safe place for residents of all ages and abilities to recreate and exercise. They also connect residents to places in their community they want to go. Active transportation networks also help communities keep congestion low and reduce traffic accidents

### ***Project Readiness and Environmental Risk***

*<Subject to Technical Capacity Assessment and Financial Completeness Assessment, see table in NOFO>*

*Description of applicants ability to deliver project on time and within budget. Detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed. Description of information contained in budget section of application.*

*Technical Feasibility*

*Remainder not required bc this is a planning grant (required for construction grants).*

*Detailed Project Schedule*

*State and Local Approvals*

*Federal Transportation Requirements Affecting State and Local Planning*

*Assessment of Project Risks and Mitigation Strategies*

### ***Administration Priorities and Departmental Strategic Plan Goals***

*Safety*

*Transportation System safety*

*Climate Change and Sustainability*

Expected outcomes of this project include a decrease in GHG emissions, improved connectivity, and increased resiliency. GHG emissions reductions are expected to total 998,362,179 metric tons. The majority of GHG emissions reductions is attributed to reducing vehicle idling on US-54/400. Vehicle travelers would spend less time idling by simply passing beneath the shared-use bridge, compared to waiting at a crosswalk. Additional GHG emissions would result from a mode shift from vehicles to active transportation such as walking or biking. The shared-use bridge would rectify the barrier that US54/400 poses for pedestrians and cyclists in Goddard by literally bridging both sides of the community together. Active transportation networks enhance the community's resilience to climate change by providing alternative, low-carbon transportation options.

*Equity*

Transportation equity starts with providing safe travel options for non-drivers. These non-drivers may be choosing an alternative to driving, or they may not have the physical ability to drive.



*Workforce Development, Job Quality, and Wealth Creation.*

This project is positioned to further the Administration's goal of creating high-quality, family sustaining jobs with the free and fair choice to join a union. One way to generate high-quality jobs is through investment in infrastructure projects. Projects such as the Goddard Bicycle and Pedestrian Bridge not only create immediate employment opportunities in construction and related industries but also have long-term benefits, such as improved transportation networks, energy efficiency upgrades, and sustainable development initiatives. By modernizing infrastructure, cities can enhance productivity, reduce costs, and support economic growth, all of which contribute to inflation reduction efforts. The City of Goddard is committed to quality jobs, not just the number of jobs created by the proposed investment.

The City of Goddard is committed to following the Six Good Faith efforts whenever procuring construction, equipment, services, and supplies under **a federal financial assistance agreement**.

1. Ensure DBEs are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State, and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
2. Make information on forthcoming opportunities available to DBEs, arrange time frames for contracts, and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
3. Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State, and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
5. Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce. 6. If the prime contractor awards subcontracts, require the prime contractor to take the steps in items 1 through 5.

*FHWA Priority Selection Considerations (E.1 in NOFO – Same as Merit Criteria?)*