Climate Pollution Reduction Grant

GODDARD BICYCLE AND PEDESTRIAN BRIDGE PROJECT

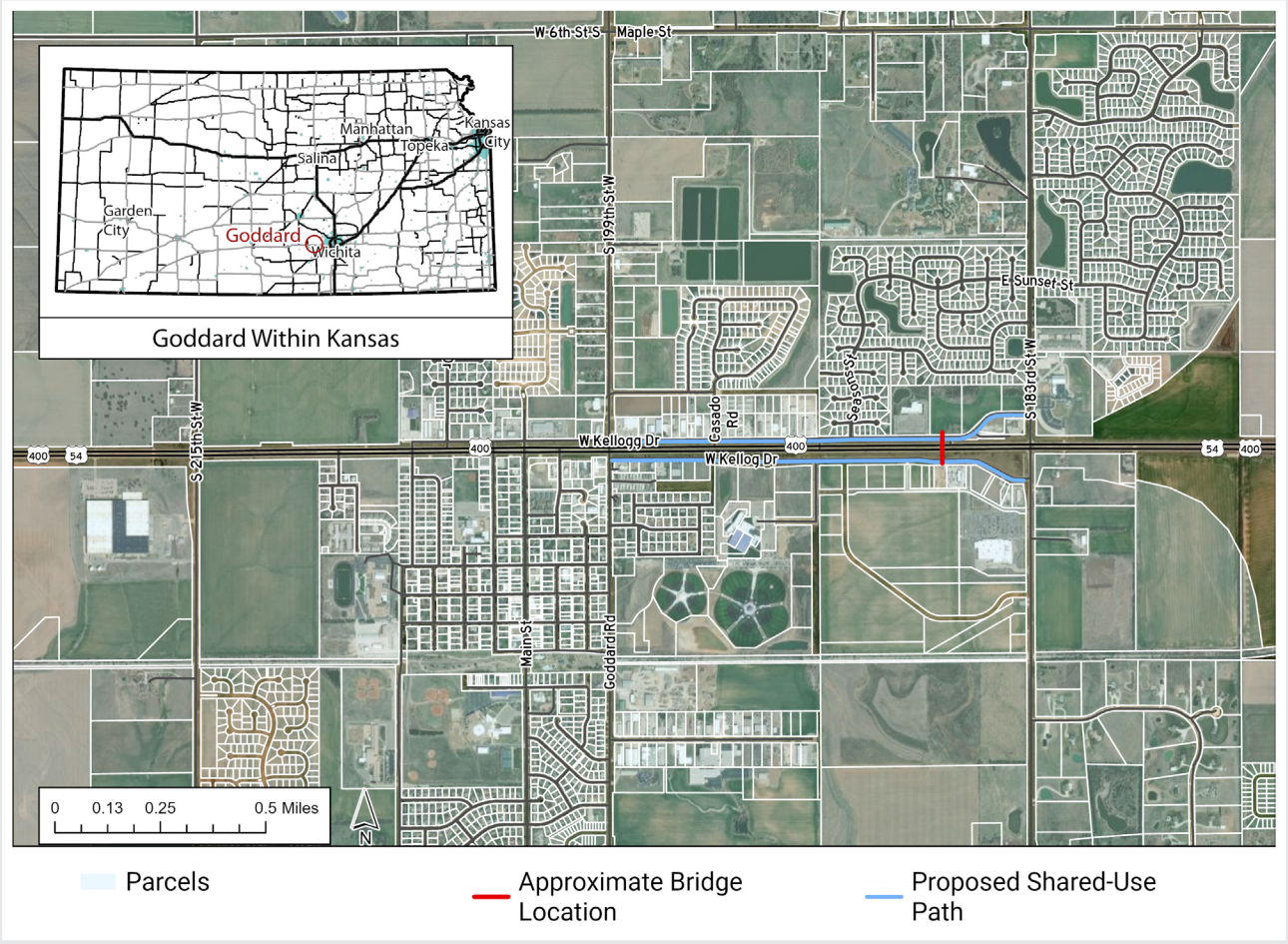
SECTION 1: OVERALL PROJECT SUMMARY AND APPROACH

The City of Goddard is seeking $6,004,934 for The Goddard Bicycle and Pedestrian Bridge project as part of the Tier E funding category of the Climate Pollution Reduction Grant program. This funding would be used to design and build both a shared-use bridge and approximately two miles of shared-use paths.

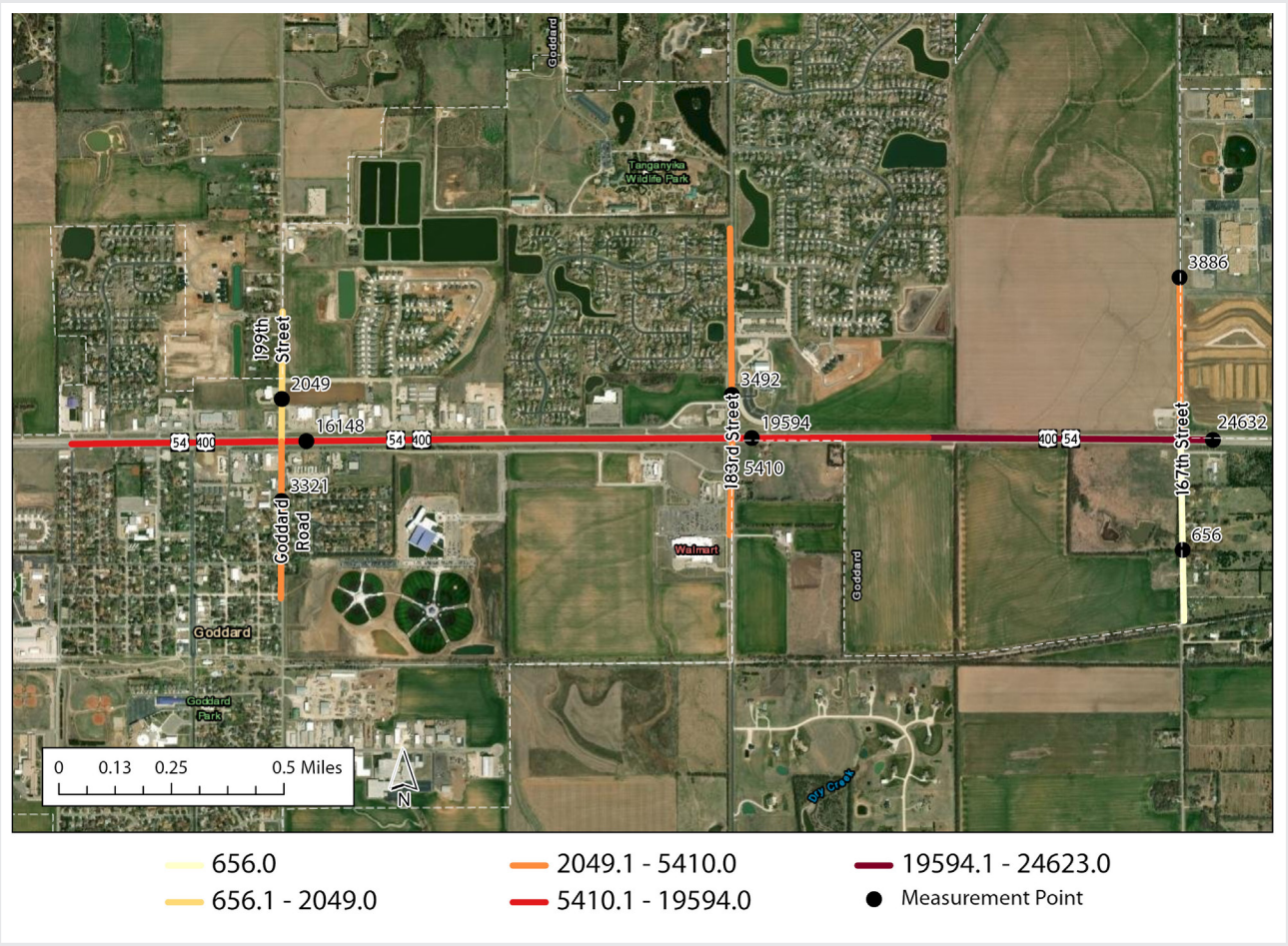
Project Description

The Goddard Bicycle and Pedestrian Bridge would reduce greenhouse gas (GHG) emissions from automobiles through Travel Demand Management (TDM). Reducing personal vehicle demand and operating time can provide reductions in GHG in the transportation sector. To achieve reductions in GHG emissions, the City of Goddard proposes a bicycle and pedestrian shared-use bridge over a primary arterial which currently bisects the city: US Route 54/US Route 400 (US-54/400). US-54/400 is a high-speed, four-lane divided highway with over 20,000 vehicles per day and has limited signalized

Exhibit 1: Project Location



Source: Sedgwick County GIS, Maxar



Source: City of Wichita, ESRI, HERE, Garmin, Maxar
Traffic Counts collected using Placer.AI

Exhibit 2: Traffic Counts, March 2024

crossings, none of which contain any bicycle or pedestrian infrastructure. The shared-use bridge 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. Therefore, this project directly supports congestion relief efforts on US-54/400, a regionally significant corridor. 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 construction of a shared-use bridge over US-54/400 between 183rd Street and 199th Street would serve as a critical connecting link in the city's active transportation network. The City of Goddard is working with KDOT to align the project with the footprint and needs for this future project.

TDM, a GHG reduction measure identified in the Statewide Priority Action Plan, is the application of strategies and policies to increase the efficiency of transportation systems, that reduce travel demand, or redistribute this demand to other modes.

The City is committed to providing active transportation connections throughout the original downtown area to new subdivisions, where recent population growth has been occurring. However, US-54/400 remains a barrier to connectivity for cyclists and pedestrians, creating 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. The

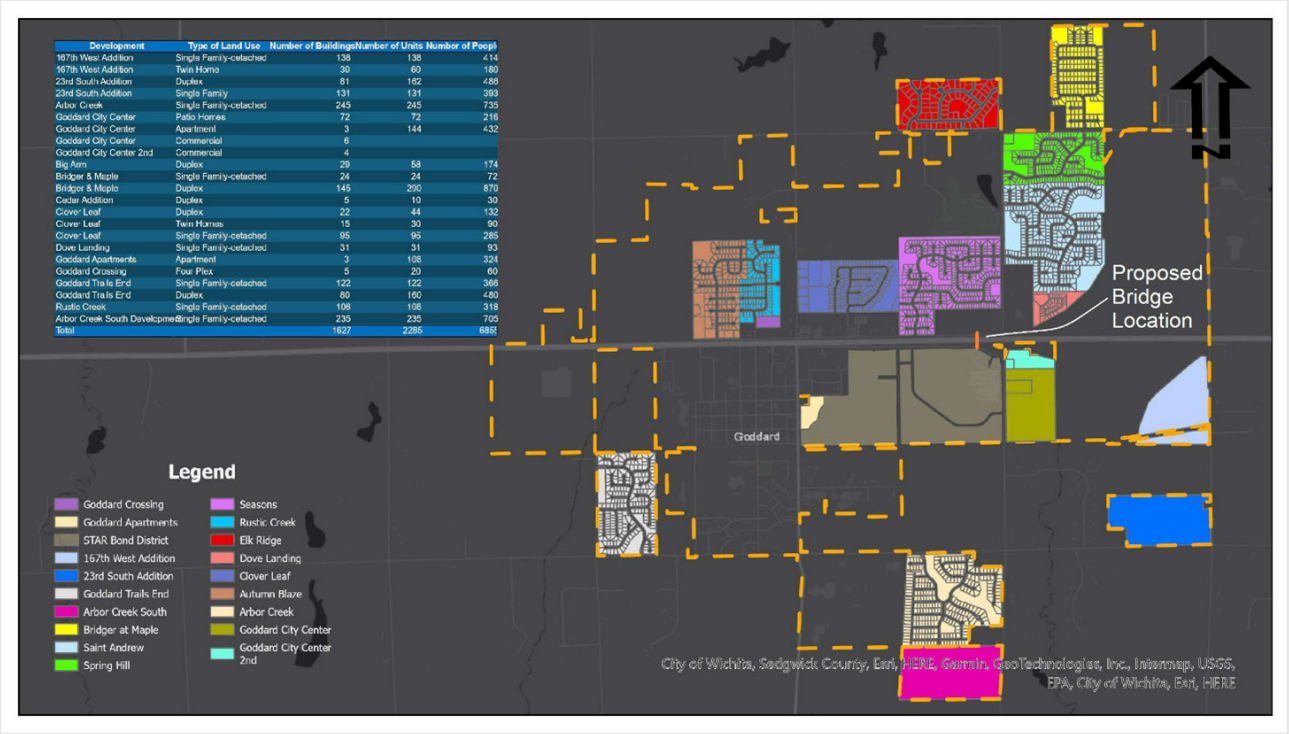


Exhibit 3: Goddard Population Growth

Goddard Bicycle and Pedestrian Bridge supports connectivity to emerging pathways in the STAR Bond development and connect to the popular regional trail: Prairie Sunset Trail. In addition to the shared-use bridge, this project would include shared-use path connections between 183rd Street and 199th Street on the highway's north and south sides. Alignment for the shared-use paths would likely follow the frontage roads with the final locations determined during the public engagement phase of the project.

GHG Reduction Measures

The Kansas statewide Climate Priority Action Plan (PCAP) identifies TDM as an implementation-ready GHG reduction measure for the transportation sector. A multitude of projects may fall within this generality. Improvement of traffic to reduce idling, congestion, or providing more direct travel corridors, can result in decreased operating time for personal (and all) vehicles. The improvement or availability of alternative methods of transportation can also lead to reduced use of individual vehicles; Sidewalks, shared use paths, or dedicated routes for other individual transportation methods (e.g., bicycles, scooters) are a common example. The construction of the shared-use bridge as a TDM strategy is anticipated to reduce GHG emissions through two measures: (1) increase the proportion of walking and cycling throughout the city and (2) decrease vehicle idling time for travelers on US-54/400.

Increasing the Proportion of Walking and Bicycling

The creation of connected networks for walking and biking is critical to reducing demand for personal vehicle travel. The City is committed to providing active transportation connections throughout the city, including both the traditional downtown and recently developed subdivisions. Increasing the active transportation network can significantly decrease GHG emissions through several mechanisms: direct emission reduction, reduced fossil fuel consumption, and fostering a culture of sustainable transportation.

The Goddard Bicycle and Pedestrian Bridge would create a critical connection between the active transportation networks north and south of US-54/400. By serving as a connecting link, the Project will support mode shift from automobiles to walking and cycling. Walking and bicycling produce zero emissions during the activity itself, unlike automobiles which emit GHG and other pollutants from burning fossil fuels. By choosing these active modes of transportation, individuals immediately eliminate emissions associated with their travel, thereby reducing pollution. Automobiles are substantial consumers of fossil fuels, which release carbon dioxide (CO2) and other GHGs when burned. By opting for walking or bicycling, individuals decrease the demand for these fuels, leading to lower CO2 emissions from the transportation sector. Automobiles contribute to pollution beyond GHG emissions, including particulate matter (PM), nitrogen oxides (NOx), and volatile organic compounds (VOCs). These pollutants can have detrimental effects on air quality and public health. By reducing the number of cars on the road through mode shift, the overall emissions of these pollutants are also reduced, leading to cleaner air and improved health outcomes. Promoting walking and bicycling often goes hand in hand with urban planning strategies that prioritize mixed land use, pedestrian-friendly infrastructure, and compact development. These strategies reduce the need for long-distance travel and encourage shorter trips, thereby reducing overall transportation-related emissions. The City of Goddard is invested in creating a culture of sustainable transportation options, evident by the Goddard Pedestrian and Bicycle Plan.

The reduction of GHG emissions because of mode shift has been estimated based on the current proportion of trips completed by bicycle and pedestrians compared to future bicycle and pedestrian trips. As part of the Project, the City will establish a baseline to understand the current distribution of transportation modes and associated emissions within the city. This baseline serves as a reference point for evaluating changes over time. The mode shift analysis would include factors such as projected changes in mode share, trip lengths, and vehicle miles traveled (VMT) for each mode. The team would then compare the projected emissions under different mode shift scenarios to the baseline emissions. This comparison helps quantify the GHG emission reductions attributable to the mode shift interventions, in this case the bicycle and pedestrian bridge and connecting shared-use paths. The final step would be to communicate the findings of the mode shift analysis, including GHG emission reductions, to stakeholders, policymakers, and the public. Transparent reporting helps build support for sustainable transportation initiatives and facilitates informed decision-making.

Reduce Vehicle Idling

The second proposed measure of GHG emissions reduction is improved traffic flow and reduced idling time for roadway users. Improved traffic flow and reduced idling time can significantly reduce GHG emissions by optimizing energy performance and decreasing energy waste. Vehicles operate most efficiently when operated at a steady speed. In stop-and-go traffic, vehicles frequently accelerate and decelerate, leading to inefficiencies in fuel consumption. By improving traffic flow and reducing congestion, vehicles can maintain more consistent speeds, allowing engines to operate closer to their optimal efficiency levels. This optimization reduces the amount of fuel needed to travel a given distance, thereby decreasing GHG emissions per mile traveled. Idling refers to the situation when a vehicle's engine is running while the vehicle is stationary, such as when waiting at traffic lights or stuck in congestion. Idling consumes fuel without moving the vehicle, resulting in unnecessary emissions. By reducing congestion and improving traffic flow, vehicles spend less time idling, leading to lower overall emissions. In congested traffic conditions, vehicles waste significant amounts of energy due to frequent braking and acceleration. This energy waste contributes to higher fuel demands and associated emissions.

The reduction of GHG emissions from decreased idling time would be estimated by monitoring traffic conditions compared to simulated models. The use of transportation models or simulation tools

would be used to estimate GHG emissions under different traffic flow scenarios. These models can simulate changes in vehicle speeds, congestion levels, and idling time, and predict resulting changes in emissions based on input data and assumptions. The team could compare the projected emissions under different traffic flow scenarios (such as with or without a bicycle and pedestrian bridge) to the baseline emissions.

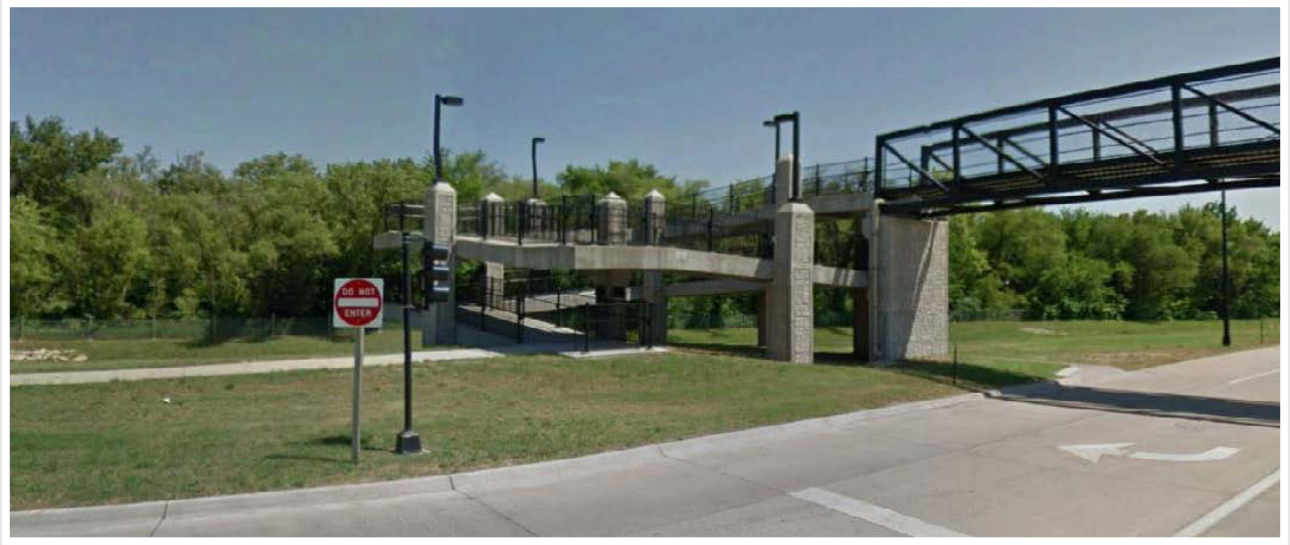
Project Schedule

The estimated schedule for the scope of work for the Goddard Bicycle and Pedestrian Bridge is approximately 2.5 years (28 months). Tasks will begin following the announcement of funding awards in July 2024. An existing unknown is the level of NEPA evaluation required. If it is determined the appropriate class of action is a Categorical Exclusion (CE), the City will then document the fundings and submit the final CE worksheet with supporting documentation. If the lead federal agency does not concur that a CE is appropriate for this Project, the City will undertake an Environmental Assessment (EA) in accordance with EPA/FHWA Environmental Procedures.

Exhibit 4: Project Schedule

TASK	DEFINITION	MILESTONES	TIMELINE
1	Project Administration	Work Plan, Consultant Procurement,	1 mo
2	Alternatives Analysis	Community Engagement, Preliminary Environmental Impact Analysis, Location study, Conceptual Engineering, Captial Cost Estimate	6 mo
3	Final NEPA Document	Draft, Final Document, Supporting Technical Documents as Required	6 - 8 mo
4	Preliminary Design/ Engineering	Preliminary Plans and Cost Estimate	4 mo
5	Final Desing/Engineering	Final Plans, Specifications, and Estimates (PS&E)	9 mo
6	Contstruction	Contract Bidding, Project Completion	12 mo

Bicycle and Pedestrian Bridge Concept



Demonstration of Funding Need

This City of Goddard is requesting $6,004,934 (CPRG funding Tier E) for the construction of the bicycle and pedestrian bridge and connecting shared-use paths. The majority of the project expenses are related to the bicycle and pedestrian bridge and the connecting shared-use paths, including earth work, materials, fencing, lighting, and labor. The remaining budget is reserved for community engagement activities and performance monitoring and reporting.

The City has attempted to fund this project in the past including local sources as well as through regional and state programs. While demand for active transportation options in Goddard has existed for decades, this project was identified five years ago as a priority for the City and the Wichita region. Still, funding attempts continue to fail despite high levels of support from the public and local officials.

Existing Conditions at US-54/400

Transformative Impact

Funding this project would be transformative to Goddard and would serve as a pioneering initiative to curb GHG emissions. Beyond Goddard, the Wichita region is continuing to see population growth and as a result, more urban development. Addressing GHG emissions through public investment in active transportation options is scalable, from low-cost pavement markings to large investments like a shared-use bridge. This project would demonstrate not only the quality-of-life improvements brought by this type of investment but also the significant, quantifiable GHG emissions reductions.

SECTION 2: IMPACT OF GHG REDUCTION MEASURES

Magnitude of GHG Reductions from 2025 through 2030

By reducing automobile emissions through Travel Demand Management (TDM), GHG reductions in Goddard are expected to total **166,393,696.50** metric tons. Because of the long-lasting lifespan of the shared-use bridge and shared-use paths, GHG reductions are anticipated to be extremely durable through 2030.

Reduce Vehicle Idling

The primary source of GHG reductions for the Goddard Bicycle and Pedestrian Bridge is from reduced vehicle idling time. The shared-use bridge is anticipated to reduce vehicle idling on US-54/400 which would result in GHG emissions reductions totaling **166,393,250** metric tons. The durability of these reductions is nearly certain. The Wichita region is expanding and traffic along US-54/400 is only anticipated to increase which would lead to more idling time for vehicles. Anticipated GHG reduction measures may be impacted by technological advancements in vehicle technology, but widespread adoption of cleaner vehicles is not expected by 2030.

Increasing the Proportion of Walking and Biking

The shared-use bridge is anticipated to increase the proportion of trips completed by walking or biking. Mode shift from vehicle travel will result in **446.5** metric tons of reduced emissions. While improved connectivity from the shared-use bridge and paths may be a more tangible benefit for the

community, the GHG reductions are less significant than the reductions from vehicle idling. Education and outreach efforts aimed at raising awareness about the environmental and health benefits of increased walking and bicycling will help the GHG reductions endure long-term. Additionally, as the active transportation network in Goddard is expanded, more residents are likely to utilize the shared-use bridge and reduced GHG emissions.

Magnitude of GHG Reductions from 2025 through 2050

By reducing automobile emissions through TDM, GHG reductions in Goddard are expected to total **998,362,179** metric tons. Because of the long-lasting lifespan of the shared-use bridge and shared-use paths, GHG reductions are anticipated to be very durable through 2050.

Reduce Vehicle Idling

Long-term, the primary source of GHG reductions for the Goddard Bicycle and Pedestrian Bridge is from reduced vehicle idling time. The shared-use bridge is anticipated to reduce vehicle idling on US-54/400 which would result in GHG emissions reductions totaling **998,359,500**. External factors such as changes in fuel prices, economic conditions, technological disruptions, and societal preferences can impact the durability of emissions reductions. For example, fluctuations in fuel prices may influence driving behavior and idling practices, while economic downturns may affect fleet operations and investment in clean technologies. However the future unfolds, construction of the shared-use bridge is anticipated to continuously reduce GHG emissions for vehicles traveling on US-54/400.

Increasing the Proportion of Walking and Biking

The shared-use bridge is anticipated to increase the proportion of trips completed by walking or biking. Mode shift from vehicles will result in **2,679** metric tons of reduced GHG emissions. These emissions reductions are anticipated to be extremely durable as the active transportation network continues to grow in Goddard. The Goddard Bicycle and Pedestrian Plan outlines numerous improvements supported by dedicated community members and bike/walk advocates. As the region

grows, so will demand for- and investment in active transportation facilities. The sustainability of emissions reductions depends on whether behavioral characteristics of Goddard—such as walking and biking—is adopted as a long-term practice by residents and visitors. If individuals and organizations continue to prioritize non-motorized travel over time, emissions reductions will be sustained.

Cost Effectiveness of GHG Reductions

As part of the application a cost effectiveness calculation was prepared. For this grant application's purposes, cost effectiveness is defined as below.

> *Cost effectiveness of GHG reductions = (Requested CPRG funding) / (Sum of Quantified GHG reductions from CPRG funding from 2025-2030)*

The cost effectiveness for this project is **$6,004,934 /166,393,696.5** metric tons or **$0.036** per metric ton of GHG reductions.

Documentation of GHG Reduction Assumptions

Wichita State University Environmental Finance Center (EFC) staff evaluated three primary sources of data to inform the GHG Reduction Estimate Method –

- **TranSystems Traffic Impact Study, developed in 2018**
  - The Traffic Impact Study provided directional traffic trends including destination rate data.
- **Goddard Bicycle and Pedestrian Plan**
  - The Goddard Pedestrian and Bicycle Plan features two key surveys that were used to understand bicycle and pedestrian trends within the City's current framework.
- **Updated Traffic Counts at 3 major intersections, March 2024**
  - Traffic counts were included in the 2018 TranSystems Traffic Study at multiple intersections. However, traffic data in 2018 is nearly obsolete as multiple development projects have been completed in Goddard in the last 5 years, increasing traffic to and from the city. City of Goddard staff updated traffic counts at three major intersections, two of which directly correlate to the proposed pedestrian bridge – 199th Street and US-54 and 183rd Street and US-54.

Additionally, EFC staff reviewed five studies evaluating the prevalence of walking and biking to assess rates of bicycling and walking based on purpose, time, and distance. This information, combined with traffic counts, destination rates, and the bicycle and pedestrian survey completed by Goddard residents, aided in determining the estimated rates of bicycling and walking in Goddard, KS. The estimated rates of bicycling and walking in Goddard were layered with mitigating factors such as weather, to ultimately determine a total number of trips reduced.

To determine idling emissions reduced, EFC staff used the average travel delay (in seconds) identified in the TranSystems Traffic Impact Study for each of the two major intersections which directly correlate to the proposed pedestrian bridge project and multiplied the travel delay by the total daily traffic counts based on the updated traffic counts provided by the City of Goddard. EFC Staff used the Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy's idle fuel consumption rate[1], developed by Argonne National Laboratory.

To meet the requirement for absolute reduction in metric tons of CO^2 equivalent, staff used the Environmental Protection Agency (EPA) Greenhouse Gases Equivalencies Calculator[2].

1 https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumption-selected-gasoline-and-diesel-vehicles
2 https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references

Data availability was a factor in calculating GHG emissions reductions. For example, data for traffic moving north on 183rd is not sufficient to determine potential traffic reduced by a pedestrian bridge and therefore was not included in the model. Detailed explanation of GHG reduction assumptions and methodology are included in the **Technical Appendix**.

SECTION 3: ENVIRONMENTAL RESULTS – OUTPUTS, OUTCOMES, AND PERFORMANCE MEASURES

Expected Outputs and Outcomes

The City expects the outputs for this project to be the construction of a shared-use bridge and roughly two miles of shared-use path to connect the bridge to the existing active transportation network. Another output would be a community engagement summary to highlight community feedback received during the design phases of the project.

Expected outcomes 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 US-54/400 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.

In the long term, there would be an expected decrease in GHG emissions across Goddard. To track the outcomes of this project, the City would establish a plan for reporting experienced outcomes and sharing those reports as required in Section IV.B of the NOFO.

Performance Measures Plan

To track the expected outputs and outcomes of the bridge, a traffic count of bridge users will be completed. The Environmental Finance Center (EFC) at Wichita State University (WSU) will quantify GHG emission reductions against baseline traffic counts. The EFC will:

- Work with City of Goddard to plan for and conduct a baseline traffic count at two (2) major intersections –
  - 183rd Street and US-54/400
  - 199th Street and US-54/400
- Work with the City of Goddard to plan for and conduct quarterly traffic counts throughout the length of the project at two (2) major intersections –
  - 183rd Street and US-54/400
  - 199th Street and US-54/400
- Track annual mode shift, considering no-build scenario for comparison

The EFC will develop and conduct annual pedestrian and bicycling counts along bike/ped network within the Goddard community. The EFC will:

- Work with City of Goddard to conduct seasonal traffic counts of the Pedestrian Bridge at Barber Street and US-54 through December of 2029

The EFC will develop regular reports and/or graphics of traffic, bike, and pedestrian results and GHG emission reductions for use in Marketing Campaigns, CPRG reporting, and reporting to local decision makers and the community.

Authorities, Implementation Timeline, and Milestones

The City of Goddard will be responsible for overseeing the construction of the bridge and measuring the impact on greenhouse gases. The City will hire contractors to complete construction of the bridge and shared-use path. The Kansas Department of Transportation (KDOT) controls US-54/400 and the project will need their approval before construction. KDOT has been involved in the development of this proposal and supports the City of Goddard in seeking funding, as shown by their letter of commitment included in the **Other Attachments**. During the construction period, lane closures and short-term shutdowns may be needed to complete construction. Coordination with KDOT will be ongoing throughout the life of the project to assure success.

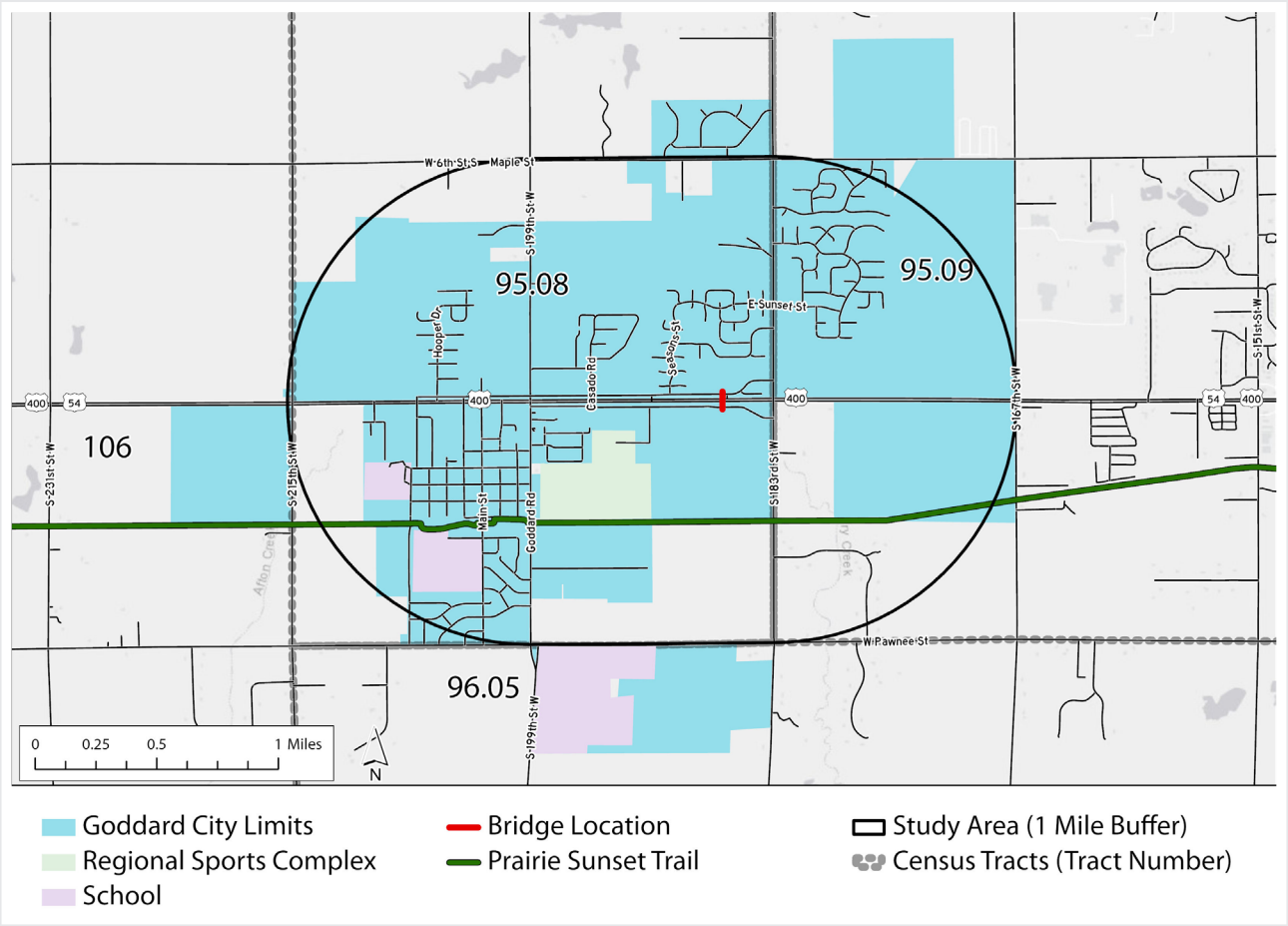
SECTION 4: LOW-INCOME AND DISADVANTAGED COMMUNITIES

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 study area, based on a one-mile buffer surrounding the project location. The study area is not in a census tract that meets the definition of a disadvantaged community.

The EPA, through the Inflation Reduction Act has awarded the Kansas Department of Health and Environment (KDHE) federal funds to create the **Emissions Reduction and Mitigation Plan** (E-RAMP). The goal of the program is to reduce ambient air pollution and empower community-driven solutions in their neighborhoods.

Exhibit 5: Project Study Area



Source: City of Wichita, Sedgwick County GIS, ESRI, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

STUDY AREA CENSUS TRACTS		
GEOID	DISADVANTAGED OR IN THE 90TH PERCENTILE?	PERCENTAGE OF STUDY AREA
20173009508	No	60.36%
20173009509	No	30.53%
20173010600	No	0.01%

While Goddard does not meet the definition of being disadvantaged, the city is a diverse, rapidly changing place. According to the EPA's EJScreen tool, 98% of households in Goddard are located within one mile of the study area. Therefore, demographic statistics for the City of Goddard and the Study area are nearly the same. 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.

Exhibit 6: Study Area Demographics

	STUDY AREA	CITY OF GODDARD	SEDGWICK COUNTY
Per Capita Income	$35,139	$36,314	$32,302
Number of Households	1,444	1,467	200,871
Low-income Population	10%	10%	32%
Minority Population	10%	10%	33%
Persons Living with a Disability	10%	10%	15%

According to the US DOT Equitable Transportation Community Explorer, the City of Goddard ranks in the 50th percentile nationally on key metrics including asthma prevalence, high blood pressure, cancer prevalence, and mental health issues. The city also has an ozone level, at the 83rd percentile of all US communities. The 2020 census reported that 31.84% of Goddard is under the age of 17, putting it in the 91st percentile of communities nationwide. US-54/400 is a substantial barrier for young residents of Goddard. The majority of housing in the city is on the north side of US-54/400, while most of the parks, schools, restaurants, and stores are located on the south side.

Pedestrian crossing US-54/400

Community Benefits

The Goddard Bicycle and Pedestrian Bridge would provide multiple direct and indirect benefits to the community through GHG reductions and improved connectivity. The only disbenefits of this project are related to temporary construction impacts.

Direct Benefits

The direct benefits of this project include improved air quality and improved connectivity. Reducing GHG emissions leads to improved air quality, resulting in fewer cases of respiratory illnesses, cardiovascular diseases, and other health problems related to air pollution. This includes fewer cases of respiratory diseases, cardiovascular problems, and premature deaths associated with air pollution. Vulnerable populations, such as children, the elderly, and those with pre-existing health conditions, benefit the most from cleaner air. Improved air quality along with improved connectivity create a healthier environment to make outdoor activities more enjoyable and accessible. Communities benefit from increased participation in recreational activities such as walking, biking, hiking, and outdoor sports, leading to improved physical and mental well-being. Additionally, the shared-use bridge would increase safety for all users by avoiding an at-grade crossing of US-54/400. Seniors in mobility scooters regularly attempt to cross the highway, the new bridge would finally give them a safe path to get across town. Communities with lower GHG emissions often boast better living conditions, higher property values, and greater community satisfaction[3].

Indirect Benefits

Goddard is experiencing growth, with its population increasing from just over 2,000 in 2000 to over 5,000 in 2020. More population growth is expected as new housing developments are currently under construction. As the area grows, it will experience more traffic and emissions created by cars, with US-54/400 serving as a huge barrier between both sides of town. Residents will likely spend less money on fuel for short trips shuttling themselves across US-54/400. People heading to the recently built Genisis Sports Complex could conveniently add to their workout by cycling or walking there. There are no parks on the north side of the highway within Goddard; providing this connection will allow people from the north to visit parks and spend money at businesses on the south side of the highway. The bridge will help support more sustainable future development and greater resiliency to climate change.

Disbenefits

The only anticipated disbenefits as a result of this project are related to temporary construction activities. Traffic may be impacted during the construction of the shared-use bridge over US-54/400. Additionally, construction of the shared-use paths may temporarily impact adjacent property owners. Both the shared-use bridge and shared-use paths are anticipated to be located within the existing right of way but the ultimate location will be determined through final design and community engagement.

Assessments and Reporting

Continuing to assess, quantify, and report benefits and avoided disbenefits experienced by the community is an important part of this project. The City's plan for quantifying the outcomes of this project, from GHG emissions reductions to community engagement activities, would follow guidelines outlined in Section IV.B of the NOFO.

Community Engagement

The City has long heard from residents who wish to see safer connections for pedestrians across Goddard. Residents have long asked for the construction of a shared-use bridge, reporting that they would choose to walk more often if there was a bridge. The City has already completed a significant community engagement process during the creation of the Goddard Bike and Pedestrian Plan which

3 https://www.imf.org/en/Publications/fandd/issues/2019/12/the-true-cost-of-reducing-greenhouse-gas-emissions-gillingham

was released in 2019. The City held several public meetings and worked with residents to develop ideas for an active network of bike routes and trails around Goddard. The City sent out a survey which received 259 responses with 55.49% of respondents saying they at least regularly walk for enjoyment or travel. A lower share of residents bike, with 28.69% of respondents saying they bike on a regular basis. In total, 89.5% of survey respondents support constructing a pedestrian or bicycle overpass over US-54/400 and 90.5% of residents support constructing sidewalks on least one side of all major streets. Many City-run amenities are located south of the bridge while a significant number of new-construction homes are being built to the north. The plan recognizes that improving access across US-54/400 should be a top priority for the City as the highway poses a significant barrier for those seeking to travel between both sides of Goddard.The highway effectively locks residents out from their own community and resources without having a car. Support for this project is extensive, as shown by the **Letters of Support** included in **Other Attachments** provided by citizens, regional leaders, and both of Kansas' current senators.

89.5% of survey respondents support constructing a pedestrian or bicycle overpass over US-54/400

Scope for Engagement

Community engagement for this project would build on momentum gained during the Goddard Bike and Pedestrian Plan. While a significant engagement process has already been undertaken, the City plans to keep the public engaged through final bridge design and the construction process. The City proposes a public meeting and several pop-up events around the community to gain feedback from the public. In order to help guide the process, a stakeholder group would be formed to include city leaders, regional authorities, and community organizations. As a transportation project, the community engagement approach follows the U.S. Department of Transportation's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide by including the following activities: developing a community engagement plan, hosting accessible community meetings, and communicating project information through multiple channels.

The estimated schedule for the scope of work for the EPA GHG Reduction Grant is 5 years. Tasks will begin following the announcement of funding awards in July 2024. The Environmental Finance Center (EFC) at Wichita State University (WSU) will develop a Marketing Campaign promoting accessibility and connectivity including pedestrian and bicycling transportation modes. Marketing elements will include:

- Predominant languages (English, Spanish, etc.) as appropriate
- Targeted campaign to low income and disadvantaged residents
- Phased marketing approaching throughout the five-year project timeline that includes messaging relevant for pre-construction, construction, and project completion
- Print and digital collateral such as:
  - Flyers
  - Doorhangers
  - Social media
  - Digital newsletters
  - News Releases

SECTION 5: JOB QUALITY

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. Additionally, the Kansas Department of Labor (KDOL) has various functions and initiatives to support higher job quality similar to those the Departments of Commerce and Labor have identified as the **Eight Good Jobs Principles**.

Diversity, Equity, Inclusion, and Accessibility (DEIA)

Implementing diversity and inclusion initiatives makes economic opportunities accessible to all residents, regardless of background or identity. The City can support minority-owned businesses, women entrepreneurs, and underrepresented groups through targeted programs, procurement policies, and supplier diversity initiatives. By promoting diversity and inclusion, the City of Goddard can tap into new talent pools, foster innovation, and drive economic growth. In the City, all workers have equal opportunity. Workers are respected, empowered, and treated fairly. DEIA is a core value and practiced norm in the workplace. Individuals from underserved communities do not face systemic barriers in the workplace.

The City of Goddard is committed to following the **Six Good Faith** efforts whenever procuring construction, equipment, services, and supplies under an EPA 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.

Jobs Security and Working Conditions

The KDOL enforces state and federal labor laws, including minimum wage, overtime pay, workplace safety, and anti-discrimination regulations. By ensuring that employers comply with these laws, the KDOL helps safeguard workers' rights and promotes fair and decent working conditions, which are essential components of quality jobs. While the KDOL does not specifically enforce "quality job standards," it may investigate complaints related to unfair labor practices, wage theft, or other violations that can impact job quality. Through enforcement actions and compliance assistance, the KDOL aims to ensure that employers maintain lawful and ethical employment practices that contribute to job quality. Additionally, minimizing the use of temporary or contract workers will promote stable, predictable employment; this project would support job security for construction workers.

Pay

This project would provide well-paying jobs to the community, paying at least the median area income for all workers. The KDOL collects and disseminates labor market information, including data on job vacancies, wages, and industry trends. By providing access to reliable labor market information, the KDOL helps job seekers make informed decisions about their careers, identify areas of demand, and pursue opportunities in high-quality sectors and occupations.

Skills and Career Advancement

The City is committed to ensuring opportunities for employment to support individual's upward mobility and long-term career growth. The KDOL oversees workforce development programs aimed at enhancing job skills, training, and education for Kansas residents. By investing in workforce development initiatives, the KDOL helps individuals acquire the qualifications and credentials needed to access higher-paying and more rewarding employment opportunities, thereby improving overall job quality. Additionally, minimizing the use of temporary or contract workers will promote stable, predictable employment for workers to continue their career path advancement and to develop their skillset.

SECTION 6: PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

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.

Exhibit 7: Funding History

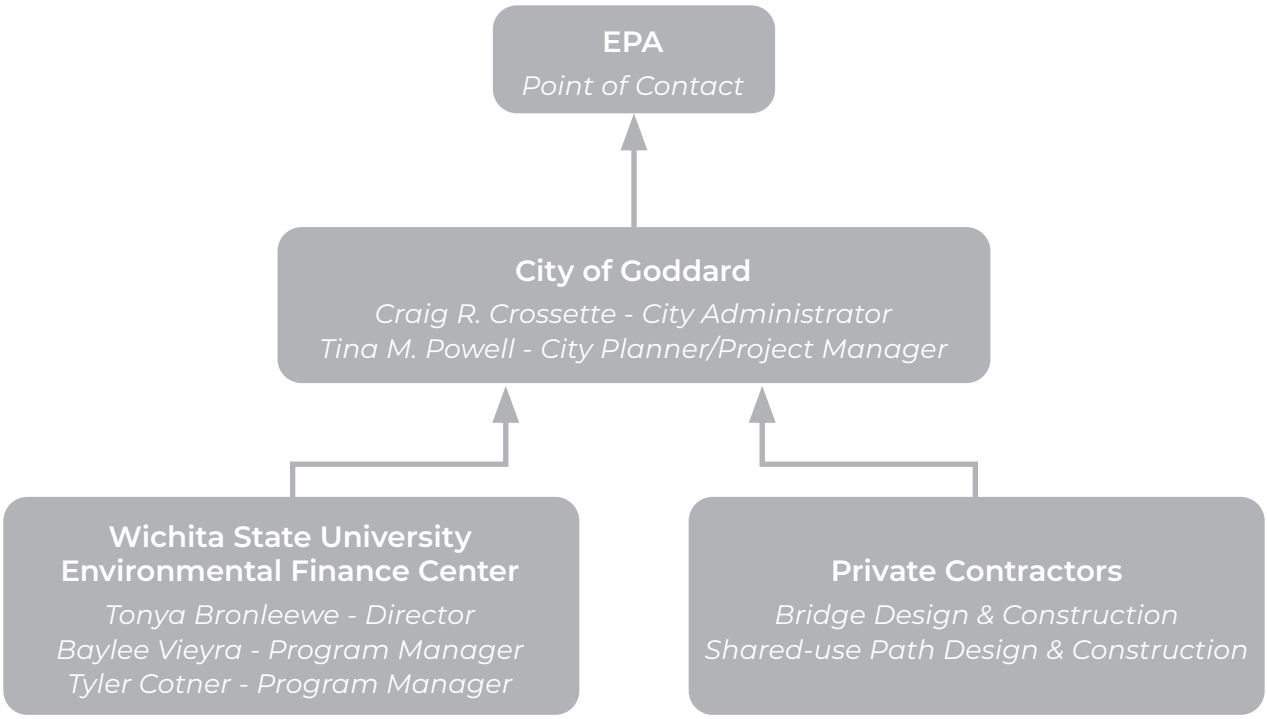
PROJECT TITLE	CARES ACT FUNDING ASSISTANCE SPARK	CARES ACT FUNDING ASSISTANCE CDBG CV	AMERICAN RESCUE PLAN ACT (ARPA) LOCAL FISCAL RECOVERY FUNDING ASSISTANCE
Assistance Agreement Number	NA	20-CV-084	N/A
Assistance Listing Number	N/A	Community Development Block Grant Cluster (CDBG) No. 14.228	United States Department of the Treasury. Assistance Listing No. 21.027
Brief Description	The agreement made the city a subrecipient of CARES grant funds under the grant awarded to Sedgwick County. It allowed for reimbursement of the costs allowed as defined by section 5001 of H.R. 748, of the CARES Act.	The CARES Act provides that CDBG-CV funds may be used to cover or reimburse allowable costs of activities to prevent, prepare for, and respond to coronavirus incurred by a state or locality regardless of the date on which such costs were incurred.	ARPA funds are to be used to make strategic investments in long-lived assets, rebuild reserves to enhance financial stability, and cover temporary operating shortfalls until economic conditions and operations normalize.
Contact From Organization	Kansas Office of Recovery, Eisenhower State Office Building, 700 SW Harrison Street, Suite 1020 Topeka, KS 66612, (785) 368-8507 recovery@ks.gov Sedgwick County sedgwickcares@sedgwick.gov (316) 6607148	Kansas Office of Recovery Eisenhower State Office Building 700 SW Harrison Street, Suite 1020 Topeka, KS 66612 (785) 368-8507 recovery@ks.gov	DEPARTMENT OF THE TREASURY 1500 Pennsylvania Avenue, NW Washington, D.C. 20220 (202) 622-2000
Discussion	The city has met all reporting requirements as described in the Subrecipient Grant Agreement with Sedgwick County.	The city has completed all quarterly reporting requirements and the required close-out reporting procedures.	The city has met all annual filing requirements. The city has not reported any expenditures to date because projects which will use ARPA funds are still in the planning stages. We anticipate allocating funds to water infrastructure projects in 2024.

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.

Staff Expertise

The City of Goddard has an experienced team who is prepared to help administer the grant and push the project through the design and construction process. The City will hire contractors to complete the design and construction of the shared-use bridge and paths. The Wichita State University Environmental Finance Center (EFC) will support the City by managing community engagement efforts and performance measure reporting. The proposed organization structure is shown in **Exhibit 8** and resumes of key staff are included in the **Other Attachments**.

Exhibit 8: Organization Structure



City of Goddard

Craig R. Crossette

Mr. Crossette is a seasoned City Administrator with a wealth of experience in grant administration, having successfully managed numerous grant-funded projects. With a background in public administration and a strong commitment to community development, Craig has played a pivotal role in securing and overseeing grants from various programs including a 2023 MIH/KHITC Housing Award of $1,000,000, 2022 KDOT Transportation Alt. $305,000, USDA Community Facilities $76,000, KDOC HEAL Grant $75,000, Sunflower Foundation $55,000, three KDOT Cost Share Agreements totaling over $1,500,000, and several smaller grants. Craig's collaborative approach and ability to forge partnerships with external stakeholders, including government agencies, nonprofit organizations, and private sector partners, have been instrumental in leveraging additional resources and maximizing the effectiveness of local investments and grant-funded projects. His dedication to transparency, accountability, and results-driven governance are the cornerstones of his management style for the Public Works and Community Development departments.

Tina M. Powell
Tina is a highly skilled City Planner with a unique blend of expertise in urban planning, construction inspection, and engineering associate. This experience is critical for overseeing contractors; construction jobs are multifaceted, requiring strong leadership, communication, technical expertise, and attention to detail to ensure successful project outcomes. In her current role as a city planner for the City, Tina serves as a project manager to compile scope of projects, compare preliminary estimates based off projected quantities, prepare bids. Additionally, she contributes during the design phase with plan review and continues with oversight during construction to ensure projects are built to plan by verifying quantities and compliance with plans and specifications.

Wichita State University – Environmental Finance Center

Tonya Bronleewe
For more than 20 years, Ms. Bronleewe has focused her career on environmental programs and service. Tonya began working at the EFC in 2015 as a program manager. In 2020, Tonya became the Director of the Center. She is committed to leading the EFC team as they help communities and organizations build knowledge, skills, and the capacity to tackle environmental challenges. Bronleewe has secured more than $24M in grants and contracts to support the EFC as it fulfills its mission. In her role at the EFC Tonya also develops and implements trainings, regionally and nationally, to water and wastewater professionals on topics including workforce development, employee retention, generations in the workplace, water utility board capacity development, leadership and communication, management styles, communication with boards and storytelling for professional impact.

Baylee Vieyra
Baylee joined the Environmental Finance Center in July of 2021. Her desire to bring awareness concerning the impacts of human behavior on the environment is mirrored by her experience developing and implementing programs with an emphasis on outreach and education. Baylee has an extensive background collaborating with diverse communities and developing strategies and messaging to reach new audiences. She has hosted workshops, recorded podcasts, written blogposts, given numerous presentations, and facilitated multiple advisory boards.
Prior to joining the Environmental Finance Center, Baylee worked at the City of Wichita as a Senior Management Analyst in the Public Works and Utilities department where she managed multiple strategic and environmental programs including air quality, water conservation, sustainability, emergency response planning, and the department budget.

Tyler Cotner
Tyler Cotner earned a Bachelor of Science in Civil Engineering Technology from Wichita State University in 2021 with a minor in Geology. While getting his degree, he took classes such as water & wastewater engineering, environmental engineering, energy management, hydraulics & hydrology, environmental science, and others that helped him gain an understanding of several environmental topics.

His work experience includes managing the operations and compliance of three industrial wastewater pretreatment plants for Textron Aviation. He also managed the stormwater and spill management plans. Tyler led a water sustainability team and worked with a diverse group of people in order to reduce water usage. During his time at the EFC, Tyler has performed trainings for small communities on asset management, rates and financing, and board training. Living in Halstead, Kansas, Tyler understands the importance of the sustainability of small systems and the challenges they face. This is one of the many reasons he has a passion for helping small communities achieve their goals.

SECTION 7: BUDGET

Summary Budget Table

The budget for this project includes direct funding to the City of Goddard for implementation activities as well as pass through funding to Wichita State University.

The budget shown in **Exhibit 9**, which is consistent with the SF424 form categories, describes how program funding will be used by the City of Goddard for project implementation. *Pass through funding to Wichita State University (subrecipient) is shown in the "Other" category, per the instructions of the SF424 Form.*

Exhibit 9: Budget Summary

CONSTRUCTION AND DESIGN	
Bridge	$ 3,008,447.00
Sidewalk	$ 1,994,450.00
Construction Total	$ 5,002,897.00
Design	$ 500,289.70
Design Contingency + NEPA	$ 100,057.94
Total	$ 5,603,244.64
Program Eval	
WSU	$ 115,740.00
Grant Administration	
Contract	$ 285,949.23
TOTAL	**$6,004,933.87**

The attached **Budget Narrative** supports Section 7 by providing additional detail on the project budget by cost category and project partner.