

REQUEST FOR PROPOSALS (RFP) #18-7036-59B

DEVELOPMENT (OR POTENTIAL PARTNERSHIP) OF
UNDERUTILIZED KCATA PROPERTY IN THE VICINITY OF
18TH AND TROOST AVENUE IN KANSAS CITY, MISSOURI

Date: May 15, 2018

Contact: Denise Adams, Procurement Manager
Kansas City Area Transportation Authority
1350 E. 17th Street
Kansas City, MO 64108

Telephone: (816) 346-0224

Fax: (816) 346-0336

Email: dadams@kcata.org

May 15, 2018

REQUEST FOR PROPOSALS (RFP) #18-7036-59B

DEVELOPMENT (OR POTENTIAL PARTNERSHIP) OF
UNDERUTILIZED KCATA PROPERTY IN THE VICINITY OF
18TH AND TROOST AVENUE IN KANSAS CITY, MISSOURI

The Kansas City Area Transportation Authority (KCATA) is issuing the interest level of developers and to understand the type and magnitude of development that may be possible on a parcel of land located at the corner of 18th Street and Troost Avenue in Kansas City, Missouri.

A Pre-Proposal conference will be held on May 23, 2018 at 9:00 a.m. CDT in KCATA's Breen Building, Large Conference Room located at 1200 East 18th Street, Kansas City, Missouri, 64108. Firms may participate via teleconference, and call-in information is provided in Section 1, "Proposal Calendar." The Pre-Proposal conference is not mandatory, but firms are encouraged to participate.

Questions (technical, contractual, or administrative) must be directed in writing to via email to Denise Adams at dadams@kcata.org. Questions and requests for clarification will be received until 4:00 p.m. CDT on May 24, 2018. If required, KCATA's response to these submissions will be in the form of an Addendum.

Proposals must be received with all required submittals as stated in the RFP no later than 2:00 p.m. CDT on June 5, 2018 to

Kansas City Area Transportation Authority
Attn: Denise Adams, Procurement Manager
Procurement Department
1350 East 17th Street
Kansas City, Missouri 64108
(816) 346-0224 -- Telephone
(816) 346-0336 -- Facsimile
dadams@kcata.org -- Email

Proposals received after the time specified shall not be considered for award. Proposals received via facsimile (fax) or electronic mail (e-mail) shall not be considered. Proposals not meeting specified delivery and method of submittal will not be opened nor considered responsive. Submission of a proposal shall constitute a firm offer to the KCATA for one hundred twenty (120) days from the date of RFP closing.

No person or entity submitting a proposal in response to this RFP, nor any officer, employee, agent, representative, relative or consultant representing such a person (or entity) may communicate about this RFP with any KCATA employee or KCATA Commissioner until the Notice of Intent to Award is issued.

Denise Adams
Procurement Manager

TABLE OF CONTENTS

Page

SECTION 1. PROPOSAL CALENDAR.....	5
SECTION 2. SCOPE OF WORK.....	6
2.1 Introduction	6
2.2 RFP Overview.....	6
2.3 Proposed Development Location	7
2.4 Response to this Solicitation	9
SECTION 3. PROPOSAL INSTRUCTIONS	10
3.1 General Information.....	10
3.2 Reservations	10
3.3 Proposer’s Responsibilities	10
3.4 Authorization to Propose	11
3.5 Withdrawal & Incomplete Proposals.....	11
3.6 Modification of Proposals.....	11
3.7 Protests	11
3.8 Disclosure of Proprietary Information	12
3.9 Disadvantaged Business Enterprise (DBE) Requirements.....	12
3.10 Proposal Format//Content	13
3.11 Submittal Instructions	17
SECTION 4. PROPOSAL EVALUATION AND AWARD.....	19
4.1 Basis for Contract Award.....	19
4.2 Proposal Evaluation Criteria	19
4.3 Presentations/Interviews/Written Responses.....	19
4.4 Consultant Selection.....	19
ATTACHMENTS	
Attachment A KCATA Transit-Oriented Development Policy	20
Attachment B-1 Affidavit of Primary Participants Regarding Employee Eligibility Verification.....	27
Attachment B-2 Affidavit of Lower-Tier Participants Regarding Employee Eligibility Verification	28
Attachment C-1 Certification of Primary Participants Regarding Restrictions on Debarment	29
Attachment C-2 Certification of Lower-Tier Participants Regarding Restrictions on Debarment.....	30

NO PROPOSAL REPLY FORM

PROPOSAL #18-7036-59B

DEVELOPMENT OF KCATA PROPERTY AT 18TH AND TROOST AVENUE

To assist KCATA in obtaining good competition on its Request for Proposals, we ask that if you received a solicitation but do not wish to propose, please state the reason(s) below and return this form to Denise Adams, Procurement Department, KCATA, 1350 East 17th Street, Kansas City, MO 64108 or via fax (816) 346-0336 or via email to dadams@kcata.org.

This information will not preclude receipt of future invitations unless you request removal from the Proposer's List by so indicating below.

Unfortunately, we must offer a "No Proposal" at this time because:

___ 1. We do not wish to participate in the proposal process.

___ 2. We do not wish to propose under the terms and conditions of the Request for Proposal document. Our objections are:

___ 3. We do not feel we can be competitive.

___ 4. We do not provide the services on which Proposals are requested.

___ 5. Other: _____

___ We wish to remain on the Proposer's list for these services.

___ We wish to be removed from the Proposer's list for these services.

FIRM NAME

SIGNATURE

**SECTION 1
PROPOSAL CALENDAR**

RFP Issued May 15, 2018

Pre-Proposal Conference..... May 23, 2018
9:00 a.m. CDT

KCATA’s Breen Building – Large Conference Room
1200 East 18th Street, Kansas City, MO 64108

Call-In Information: (816) 346-0338
Participant Code: 0165761

Questions, Comments and Requests for Clarifications Due to KCATA May 24, 2018
4:00 p.m. CDT

KCATA’s Response to Questions, Comments and Requests for Clarification (if required) May 30, 2018

RFP Closing June 5, 2018
2:00 p.m. CDT

SECTION 2 SCOPE OF WORK

2.1 Introduction

- A. This Request for Proposals is made on behalf of the Kansas City Area Transportation Authority (KCATA). KCATA is the regional transit authority for the seven-county bi-state (KS/MO) Kansas City metropolitan area operating under a Congressionally approved Bi-State Compact. KCATA is an instrumentality of the States of Kansas and Missouri and has certain property tax exemptions and transit related benefits that may be beneficial for development.
- B. While the KCATA's primary focus of this RFP is development of the two-acre vacant parcel located in the southwest corner of the campus (northeast corner of 18th Street and Troost Avenue), the Authority is also willing to consider proposals offering redevelopment of the 20 acres comprising the overall campus, including the potential development value in abandonment of Forest Street North of 18th Street. KCATA owns approximately 20 acres of total property along the 18th Street corridor between Troost Avenue and Lydia Street in Kansas City, Missouri. This property is used by KCATA for its principal transit operating and maintenance base and for administrative offices (collectively the Central Services Complex). The northeast corner of 18th Street and Troost Avenue is undeveloped and represents approximately 2 acres of almost 20 acres of the complex.
- C. KCATA desires, along with the City of Kansas City, to see development occur along the 18th Street Corridor to complement activities occurring in the 18th and Vine District to the east and the Crossroads area to the west. The purpose of this solicitation is to determine the extent of interest to develop at a minimum the northeast corner of 18th Street and Troost, which may include a possible partnership with KCATA. Goals for this development should benefit the community, development momentum along the 18th Street and Troost Corridors, and KCATA (through income generation, KCATA's Transit Oriented Development Policy Goals which promote transit use, mobility and walkability, and create significant development impact and momentum).
- D. This solicitation will gauge the interest level of developers and/or brokers and understand the type and magnitude of development that may be possible at this location. The solicitation may lead to a selected developer, broker and/or development partner for the site.

2.2 RFP Overview

- A. A portion of KCATA's property (approximately 2 acres), at the corner of 18th Street and Troost Avenue, is not developed at this time but the remainder of KCATA's Central Services Complex is used for transit purposes. KCATA's property extends from Troost to Lydia and from 18th Street north to 17th Street. The undeveloped site that is subject of this RFP is bounded on the west by Troost Avenue, on the south by 18th Street, on the east by KCATA parking lots along Forest Avenue (City Street) which are part of the development site and on the northwest by a parcel owned by Logic LLC, whose owner is aware of this RFP and who has indicated that there is interest in making the property available for development in conjunction with KCATA's property. The KCATA site is currently zoned MI-5.
- B. Although much of the surrounding area is currently industrial, KCATA is interested in promoting to change the character of the proposed site with development options that would bring density for mixed use development including commercial, location appropriate retail, restaurant, and residential which support KCATA's TOD Policy (see attached).

- C. KCATA would like to see transit-oriented development occur along 18th Street that will use, at a minimum, this undeveloped parcel and create new onsite demand for transit services and generating new economic activity and transit utilization for the surrounding area. KCATA is seeking proposals that will:
- Promote vertical development density that provides a mix of commercial, residential, employment and location specific services.
 - Serve as a catalyst for continued economic growth, redevelopment and renewal of the 18th Street Corridor.
 - Development should provide for greater connectivity through transit, mobility and walkability that add to the quality of life through improving linkages between The Crossroads District and The Jazz District along 18th Street, including Troost Avenue’s connection into Downtown.
- D. If a development or brokerage partner and or proposal selection is made, KCATA will enter into negotiations for the proposed development project(s) with the selected developer(s). This solicitation is publicly open to all interested parties, and notices have been submitted through both local and national media, other known trade mediums, and the KCATA website.

2.3 Proposed Development Location -- 18th Street and Troost Avenue, Kansas City, MO 64108

- A. This site and location is a short distance from downtown Kansas City, Missouri, the 18th and Vine Jazz District, the new Youth Baseball Academy Complex, The Crossroads District west of US 71, the UMKC Health Sciences District (Hospital Hill) with includes Truman Medical Center, UMKC Medical and Dental Schools, Children’s Mercy Hospital, Kansas City University of Medical BioSciences, and other nearby activity centers connected by adjoining highways, roads and interstates, including I-49 and I-70.



Fig. 1. A site map of KCATA Overall Campus Property.

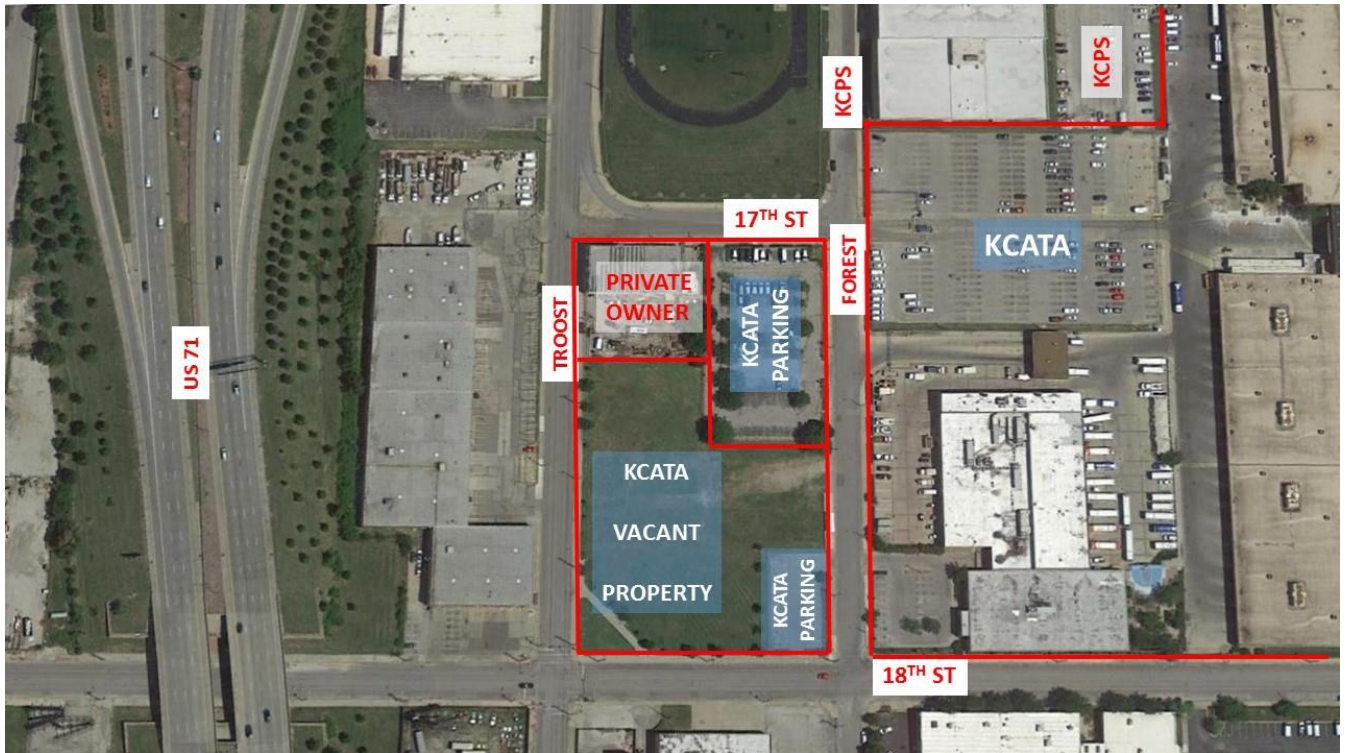


Figure 2: KCATA Proposed Development Site at 18th & Troost Avenue. Corner and physical relationship to the KCATA Central Service Complex.

- B. **Existing Conditions.** The project area is referenced in a number of public and private plans that potential developers should consider in their response. These plans include, but are not limited to:
- The Greater Downtown Area Plan (2010) – <https://www.data.kcmo.org/Area-Plans/Greater-Downtown-Area-Plan/>
 - Bike KC Plan (2012) – <https://data.kcmo.org/Transportation/Final-Bike-KC-4-3-16/6phz-6gj8>
 - The Jazz District and The Crossroads
 - Hospital Hill and Beacon Hill Development Area Plans
- C. **Zoning.** The project site is currently zoned as MI-5.
- D. **Site.** The property is located in the Land Clearance for Redevelopment Authority’s “Manual Urban Renewal Area”, “Enhanced Enterprise Zone”, and the City’s new “Shared Success Program and Continuously Distressed” district. All three “redevelopment” designations bring certain tools, tax and infrastructure benefits to the proposed site for eligible projects. The proposed site has all utilities available, which may also include a “steam” option pending extension to KCATA’s campus. A Phase I Environmental Assessment has been completed and based on those findings nominal cleanup is expected for the site (refer to “Clean Energy Report”).

2.4 Response to this Solicitation

- A. KCATA is interested in development and brokerage concepts including creative approaches that will utilize the 18th and Troost vacant/undeveloped parcel at a minimum, and that have the potential to improve investment in development and quality of life in the area. The response should state whether or not the proposal is or is not feasible with or without the adjacent property owned by Logic, LLC. The site proposed for development is the primary focus of the RFP, however if highest and best use development concepts will benefit by the need to impact other portions of KCATA's property (e.g. the parking lots along Forest Street, abandonment of Forest Street or redevelopment of areas east of the parcel) that may need to be included by the developer and or broker, KCATA would like to have that need identified upfront.
- B. KCATA is open to a variety of partnership and use options including, a ground lease, sale of the property with leaseback options, and inclusion of KCATA transit and business uses in the proposed mixed-use development, etc. We would like to see proposals that consider concepts including not only bus-oriented transit for development, but other forms of mobility to support commercial, residential, employment, and overall density to improve advantages for transit-oriented development on this site.
- C. KCATA would like to see proposals that add to emerging development patterns in the surrounding area connecting to nearby developments along Troost south and north of 18th Street, including into downtown, and between the Jazz District and The Crossroads, Hospital Hill, Beacon Hill and the future East Village.
- D. KCATA encourages development and redevelopment creativity in proposal submission that can be reasonably expect marketplace support, including unique and impactful marketing and development approaches for the site and or other KCATA campus property. KCATA will evaluate the concept proposals and may choose to enter into negotiations with a developer and or broker.

**SECTION 3
PROPOSAL INSTRUCTIONS**

3.1 General Information

- A. The terms “solicitation” and “Request for Proposals (RFP)” are used interchangeably, and the terms “offer” and “proposal” are used interchangeably. The terms “Proposer,” “Contractor” and “Offeror” are also used interchangeably.
- B. Interested firms may submit proposals until proposal closing as listed in the Proposal Calendar in Section 1. Proposals received after the time specified may not be considered for award. Proposals received via facsimile (fax) or electronic mail (e-mail) will not be considered. Proposals must be delivered or mailed to KCATA’s Procurement Department at 1350 E. 17th Street, Kansas City, MO 64108.
- C. In cases where communication is required between bidders and the KCATA, such as requests for information, instruction, and clarification shall be forwarded in writing directly to Denise Adams, Procurement Manager, at dadams@kcata.org by the indicated deadline. The subject line of electronic communications must reference the RFP number and title.
- D. KCATA is not responsible for any cost or expense that may be incurred by the Proposer before the execution of a contract, including costs associated with preparing a proposal or interviews.

3.2 Reservations

KCATA reserves the right to waive informalities or irregularities in proposals, to accept or reject any or all proposals, to cancel this RFP in part or in its entirety, and to re-advertise for proposals if it is in the best interest of the Authority. KCATA shall be the sole judge of what is in its best interest with respect to this RFP.

3.3 Proposer’s Responsibilities

- A. Information contained within this RFP is presented as “to the best of our knowledge.” Developers are responsible to obtain all relevant information and base their decisions upon their independent due diligence and not from information contained herein.
- B. By submitting a proposal, the Proposer represents that:
 - 1. The Proposer has read and understands the RFP and the proposal is made in accordance with the RFP requirements and instructions;
 - 2. The Proposer possesses the capabilities, resources, and personnel necessary to enter into a development relationship with KCATA; and
 - 3. It is authorized to transact business in the State of Missouri.
- C. Before submitting a proposal the Proposer should make all investigations and examinations necessary to ascertain site or other conditions and requirements affecting the full performance of the contract.

3.4 Authorization to Propose

If an individual doing business under a fictitious name makes the proposal, the proposal should so state. If the proposal is made by a partnership, the full names and addresses of all members of the partnership must be given and one principal member should sign the proposal. If a corporation makes the proposal, an authorized officer should sign the proposal in the corporate name. If the proposal is made by a joint venture, the full names and addresses of all members of the joint venture should be given and one authorized member should sign the proposal.

3.5 Withdrawal & Incomplete Proposals

- A. Proposals may be withdrawn upon written request received by KCATA before proposal closing. Withdrawal of a proposal does not prejudice the right of the Proposer to submit a new proposal, provided the new proposal is received before the closing date.
- B. Incomplete proposals may render the proposal non-responsive.

3.6 Modification of Proposals

Any proposal modifications or revisions received after the time specified for proposal closing may not be considered.

3.7 Protests

- A. The following protest procedures will be employed for this procurement. For the purposes of these procedures, “days” shall mean business days of KCATA administrative personnel which are days other than a Saturday, Sunday or legal holiday observed by KCATA for such administrative personnel.
 - 1. **Pre-Submittal.** A pre-submittal protest is received prior to the proposal due date. Pre-submittal protests must be received by the Authority, in writing and addressed to KCATA’s Director of Procurement, no later than five (5) days before the bid closing date.
 - 2. **Post-Submittal/Pre-Award.** A post-submittal/pre-award protest is a protest against making an award and is received after receipt of proposals but before award of a contract. Post-submittal protests must be received by the Authority, in writing and addressed to the KCATA’s Director of Procurement, no later than five (5) days after the bid closing date.
 - 3. **Post-Award.** Post-Award protests must be received by the Authority, in writing and addressed to KCATA’s Director of Procurement, no later than five (5) days after the date of the Notice of Intent to Award.
- B. KCATA’s Director of Procurement shall respond in writing within five (5) days from the date of the written request. If the protester is not satisfied with the response of the Director of Procurement, the protester may appeal in writing to KCATA’s Chief Financial Officer within five (5) days from the date of the Director of Procurement’s response.
- C. The Chief Financial Officer will decide if the protest and the appeal (if any) have been given fair and reasonable consideration, or if additional consideration is warranted. The Chief

Financial Officer's response will be provided within ten (10) days after receipt of the request. The Chief Financial Officer's decision is final and no further action on the protest shall be taken by the KCATA.

- D. By written notice to all parties, KCATA's Director of Procurement may extend the time provided for each step of the protest procedures, extend the date of notice of award, or postpone the award of a contract if deemed appropriate for protest resolution.
- E. Protesters shall be aware of the Federal Transit Administration's (FTA) protest procedures with the FTA Regional Office (ref: FTA Circular 4220.1F) If federal funding is involved, FTA will review protests from a third party only when: 1) a grantee does not have a written protest procedure or fails to follow its procedure, or fails to review a complaint or protest; or 2) violations of specific federal laws or regulations have occurred.
- F. An appeal to FTA must be received by FTA's regional office within five (5) working days of the date the protester learned or should have learned of KCATA's decision. Protests shall be addressed to: Regional Administrator, FTA Region 7, 901 Locust, Room 404, Kansas City, Missouri, 64106.

3.8 Disclosure of Proprietary Information

- A. A proposer may restrict the disclosure of scientific and technological innovations in which it has a proprietary interest, or other information that is protected from public disclosure by law, which is contained in the proposal by:
 - 1. marking each page of each such document prominently in at least 16 point font with the words "Proprietary Information;"
 - 2. printing each page of each such document on a different color paper than the paper on which the remainder of the proposal is printed; and
 - 3. segregating each page of each such document in a sealed envelope, which shall prominently display, on the outside, the words "Proprietary Information" in at least 16 point font, along with the name and address of the Proposer.
- B. After either a contract is executed pursuant to this RFP, or all proposals are rejected, the proposals will be considered public records open for inspection. If access to documents marked "Proprietary Information," as provided above, is requested under the Missouri Sunshine Law, Section 610 of the Revised Statutes of Missouri, the KCATA will notify the Proposer of the request and the Proposer shall have the burden to establish that such documents are exempt from disclosure under the law. Notwithstanding the foregoing, in response to a formal request for information, the KCATA reserves the right to release any documents if the KCATA determines that such information is a public record pursuant to the Missouri Sunshine Law.

3.9 Participation by Disadvantaged, Minority-Owned, Women-Owned and Small Business Enterprises

- A. It is the policy of that Disadvantaged Business Enterprises (DBE's), Minority-Owned Businesses (MBE's), Women-Owned Businesses (WBE's) and Small Businesses (SBE's), as defined herein and in the Federal regulations published as 49 CFR Part 26, shall have an equal

opportunity to participate in in DOT-assisted contracts. It is also the policy of KCATA to:

1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts;
 2. Create a level playing field on which DBE's/SBE's can compete fairly for DOT-assisted contracts;
 3. Ensure that the DBE program is narrowly tailored in accordance with applicable law;
 4. Ensure that only firms that fully meet 49 CFR Part 26 eligibility are permitted to participate as DBE's;
 5. Help remove barriers to the participation of DBE's in DOT assisted contracts;
 6. To promote the use of DBE's in all types of federally assisted contracts and procurement activities; and
 7. Assist in the development of firms that can compete successfully in the marketplace outside the DBE program.
- B. Certified DBE's, MBE's, WBE's, and SBE's are encouraged to submit proposals as prime or subcontractors.
- C. **Non-discrimination.** Proposers shall not discriminate on the basis of race, color, national origin, or sex in the performance of this project. The Proposer shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the Proposer to carry out these requirements is a material breach of the resulting contract, which may result in the termination of the contract or such other remedy as KCATA deems appropriate.
- D. **Certification.** KCATA will only recognize firms that are certified as DBE's or SBE's under the DOT guidelines found in 49 CFR Part 26. Firms must be certified as a DBE or SBE by a member of the Missouri Regional Certification Committee, which includes KCMO, MoDOT, City of St. Louis, Metro in St. Louis or KCATA. A list of certified firms may be found at www.modot.mo.gov/ecr/index.htm.

MBE and WBE certifications from an MRCC partner (City of Kansas City, City of St. Louis) will be accepted.

3.10 Proposal Format/Content

Proposers are asked to submit one original and six (6) copies of their proposal.

- A. The Original shall be unbound. The copies may be bound and all copies and originals shall have the RFP number and name, the offeror's identity, volume number and volume title printed on the cover page.
- B. Proposers are asked to provide a complete set of their proposal documents in .PDF format on a flash/jump drive.
- C. The proposal page limit is 30 pages. Proposers are asked to number all pages. If a Proposer

submits a proposal exceeding this limit, KCATA may consider the pages up to the allowable number and discard all subsequent pages.

D. The following are excluded from the page count:

- Title Page
- Table of Contents
- Letter of Transmittal
- Tabs or Indices
- Additional lists of references
- Résumé/background information (please restrict to a maximum of three (3) pages per individual)

E. One page is defined as one side of a single, 8-1/2 x 11” page, with 11 point minimum font size for the substantive text. Any page over this size will be counted as two (2) pages. Any page or partial page with substantive text, tables, graphics, charts, résumés, etc. will be counted as one (1) page. Proposers may use their discretion for the font size of other materials (e.g. graphics, charts).

F. Each proposal should enable the evaluation committee to make a thorough evaluation and arrive at a sound determination as to whether or not the proposal will meet KCATA’s requirements. Each proposal must be so specific, detailed and complete as to clearly and fully demonstrate that the Proposer has a thorough knowledge and understanding of the requirements. Statements which paraphrase the requirements or state that “standard procedures will be employed” are inadequate to demonstrate how the Proposer will comply with the requirements of this procurement.

G. To achieve a uniform review process and obtain the maximum degree of compatibility, technical proposals must be organized as follows:

1. Title Page

Show the RFP number and title, the name of the firm, address, telephone number(s), name and title of contact person, telephone number(s), email address, facsimile number and date.

2. Letter of Transmittal

The letter should be addressed to Denise Adams, Procurement Manager, and signed by a corporate officer with authority to bind the firm. The letter must contain the following:

- a. Identification of proposing firm(s), including full legal name of the organization or institution, address, telephone number(s) and email addresses of each subcontractor.
- b. Name, title, address, telephone number and email address of the contact person for the project.
- c. Proposed working relationship among proposing firms (e.g., prime, subcontractor), if applicable.

3. Experience and Qualifications of Firm and Key Personnel

- a. This section should demonstrate the Proposer's experience, skills and qualifications of the firm and key personnel in real estate development.
- b. Provide a brief synopsis of the firm, including when and where incorporated, major business activities, and a listing of officers of the company. State whether the firm is local, regional, or national and how long the firm has been in existence under current ownership/management.
- c. Provide a summary of qualifications to include:
 - 1) Overall quality of the development team as shown by their previous experience, as well as that of their principals and participants.
 - 2) Expertise in developing high-quality projects of similar scope and scale.
 - 3) Caliber of the proposed design professionals and concept design proposal.
 - 4) Successfully structuring and implementing innovative public/private partnerships.
 - 5) Experience with development emphasizing transit-oriented development is desirable.
 - 6) Financial capability and administrative capacity to undertake the project.
 - 7) Proposed development timeline and milestones, pending acceptance of proposal and satisfactory approval of a negotiated contract.
 - 8) Participation of minority and women-owned business in this project, as well as previous and current projects.
- d. Provide resumes and references for the key personnel and discuss the unique qualifications these individuals bring to the project. Provide information of licenses and certifications held, as well personal experience on similar projects requested in this RFP.
- e. The offeror shall demonstrate past performance related to the scope of the proposal. The offeror shall provide at minimum three (3) contract references both for itself and for any development partners (if applicable) to enable KCATA to assess the quality of the Proposer's past performance. The following information shall be included for each reference:
 - 1) Name and address of contracting entity, state or local governments agency or commercial customer;
 - 2) Contract type;
 - 3) Contract value;
 - 4) Name, telephone number, and e-mail address of individual able to provide information about offeror's past performance.

4. Key Proposal Components

- a. The developer should describe the relationship of the potential development to the surrounding community, identify specific properties required for the proposal or create significant impact beyond the site, including KCATA's Campus.
- b. Understand and cite ridership generation through the proposed development, including revenue generation and or development fee/lease opportunities for KCATA.
- c. What request is asked of KCATA's participation in the proposed development.
- d. Proposed development timeline and phases
- e. Order of magnitude for costs and any phases of the development concept(s).
- f. Describe potential to integrate the development with KCATA operations or facilities, while also outlining steps to lessen the impact on transit operations during construction.

5. General Project Financing Overview

- a. Project proposals will broadly outline and explain the estimated budget of the proposer's development concept, plan, projected cost, likely finance sources for the project including breakout for developer equity (requests of KCATA), bank and conventional or bond financing, other financing tools, and consideration regarding KCATA's role as a development/equity partner. Please provide a list of financial institutions with reference letters detailing the principal's ability on recent projects to secure development financing.
- b. KCATA is interested in working with the development team to explore bringing multiple forms of transit service to the development that may include reduced cost for annual transit passes for residents, and other relevant business users of the development. The developer is encouraged to be creative in exploring ways for the development to stimulate revenue to help provide unique and beneficial transit, mobility and walkability benefits to the development.

6. Financial Condition of the Firm. Financial data will be held in confidence and will not become part of the procurement file or the awarded contract file. In this section the Proposer must submit information demonstrating that it is financially sound and has the necessary financial resources to perform the contract in a satisfactory manner. The Proposer is required to permit KCATA to inspect and examine its financial statements. The Proposer shall submit the firm's most recent unaudited financial statements as well as two (2) years of its most recent audited annual financial statements. These statements consist of Statement of Financial Position (Balance Sheet), Results of Operations (Income Statement), Statement of Cash Flow, and Statement of Retained Earnings, and applicable footnotes. Supplementary financial information may be requested as necessary.

7. Exceptions, and Omissions

- a. Exceptions. The proposal should clearly identify any exceptions to the requirements set forth in this RFP.

- b. Omissions. The Contractor will be responsible for providing all services which are necessary within the general parameters described in this RFP, and consistent with established industry practices, regardless of whether those services are specifically mentioned in this RFP or not. The Proposer should clearly identify any omissions to the requirements set forth in the RFP.

8. Disclosure of Investigations/Actions.

- a. Proposer must provide a detailed description of any investigation or litigation, including administrative complaints or other administrative proceedings, during the past five (5) years including the nature and status of the investigation, and, for any litigation, the caption of the action, a brief description of the action, the date of inception, current status, and, if applicable, the disposition.
- b. Proposer must provide information regarding any adjudicated violations, penalties paid, or licenses revoked that were a result of violation of any professional licensing laws, regulations, codes and ordinances of any governmental agency.

9. Employee Eligibility Verification

- a. The Proposer is required by affidavit and provision of documentation, to affirm its enrollment and participation in a Federal work authorization program with respect to employees working in connection with the contracted services (Attachment B).
- b. The Proposer shall also affirm that it does not knowingly employ any person in connection with the contracted services who does not have the legal right or authorization under Federal law to work in the United States as defined in 8 U.S.C. §1324a(h)(3).
- c. The Proposer is required to obtain the same affirmation from all subcontractors at all tiers.

10. Debarment

- a. The Proposer must certify (Attachment C) that is not included in the “U. S. General Services Administration’s List of Parties Excluded from Federal Procurement or Non-procurement Programs.”
- b. The Proposer agrees to refrain from awarding any subcontractor of any amount (at any tier) to a debarred or suspended subcontractor, and to obtain a similar certification from any subcontractor (at any tier) seeking a contract exceeding \$25,000.
- c. The Proposer agrees to provide KCATA with a copy of each conditioned debarment or suspension certification provided by a prospective subcontractor at any tier, and to refrain from awarding a subcontract with any party that has submitted a conditioned debarment or suspension certification until FTA approval is obtained.

3.11 Submittal Instructions

- A. Proposals must be submitted in accordance with the instructions contained at the date and time

specified in Section 1, "Proposal Calendar." Proposals received after time specified shall not be considered for award. Proposals received via facsimile (fax) or electronic mail (e-mail) shall not be considered. Proposals not meeting specified delivery and method of submittal will not be opened nor considered responsive.

- B. Proposals submitted must be addressed and delivered to KCATA at the following address. This is also the address to be used for all communication in connection with this RFP:

Kansas City Area Transportation Authority
Attn: Denise Adams – Procurement Department
1350 East 17th Street
Kansas City, Missouri 64108

- C. **The outside of each package shall be clearly marked, "RFP #18-7036-59B."**
- D. Proposals may be hand delivered, sent via overnight carrier, or mailed via USPS.
- E. All hand deliveries must be made through KCATA's Shipping/Receiving Department. If delivering in person, please allow time to navigate KCATA's security clearance and parking.
- F. Proposals received after the time specified shall not be considered for award. Proposals received via facsimile (fax) or electronic mail (e-mail) shall not be considered. Proposals not meeting specified delivery and method of submittal will not be opened nor considered responsive.
- G. Submission of a proposal shall constitute a firm offer to the KCATA for one hundred twenty (120) days from the date of RFP closing.

SECTION 4.
PROPOSAL EVALUATION AND SELECTION

4.1 Basis for Contract Award

This is a “best value,” competitive, negotiated source selection. The entity selected for development negotiations will be the responsive and responsible Proposer whose offer conforming to the solicitation is judged by an integrated assessment of the evaluation criteria to be the most advantageous to the Authority.

4.2 Proposal Evaluation Criteria

Proposals will be evaluated by the evaluation committee based on the following criteria:

- Developer qualifications and experience.
- Capacity to plan, execute, finance and implement the project(s).
- Quality, creativity, financial viability and timeline of proposed development concept and impact (qualitative and fiscal) to site, KCATA, ridership and key stakeholders.
- Development concept’s inclusion of transit-oriented development.
- Appropriateness of the development concept and scale to this site and to surrounding area corridor improvements.

4.3 Presentations/Interviews/Written Responses

Proposers submitting responsive and responsible proposals may be invited to interview with the evaluation committee at their own expense. The evaluation committee may also require a Proposer(s) to submit written responses to questions regarding its proposal. Proposers selected for interview will be notified. KCATA reserves the right to award a contract without benefit of additional interviews or evaluations.

4.4 Consultant Selection

- A. Based on the evaluation process described above, the Evaluation Committee will determine the best-qualified developer with the capacity to plan, execute, finance and implement the project(s), and identify and deliver proposed development concepts that best address KCAA transit, development, stakeholder, ridership and revenue goals.
- B. KCATA will proceed to enter into contract negotiations with the selected firm. If negotiations are not successful, KCATA may negotiate with the next most qualified proposer.

ATTACHMENT A.

**KANSAS CITY AREA
TRANSPORTATION AUTHORITY**

**TRANSIT ORIENTED DEVELOPMENT
POLICY GUIDELINES**

Table of Contents

- I. Introduction
- II. Transit Oriented Development Definition
- III. Kansas City Area Transportation Authority Purpose/Mission
- IV. Kansas City Area Transportation Authority Goals
- V. Policy Guidelines
 - 1) Capital Investments
 - 2) Project Process
 - 3) Project Evaluation/Measurement
 - 4) Implementation
 - 5) Additional Policy Considerations
 - 6) Conclusion

INTRODUCTION

The Kansas City Area Transportation Authority (KCATA) has engaged in the development of two Transit Oriented Development (TOD) projects, and considers that future transit development opportunities are beneficial to the vision, mission, values and stakeholders of KCATA. To help KCATA consider future transit development or TOD opportunities development of enabling policies, goals and measurements are needed to guide decision to review and when appropriate participate in transit opportunities, projects corridors that support transit ridership, stakeholders and revenue. These policies will help the KCATA to define what TOD and transit development opportunities best serve the goals of KCATA, how much and what type of capital investment might be considered, what the project development process will look like, how the KCATA will evaluate projects to support and measure the types of outcomes and results for project that addresses TOD or transit development opportunities.

TRANSIT ORIENTED DEVELOPMENT DEFINITION

As suggested by the name TOD is anchored by some form and or combination of public transportation. While most often associated with rail, TOD can be effectively implemented along Bus Rapid Transit (BRT) corridors and other modes of public transit. It has been widely accepted as an important planning paradigm to create attractive, livable, walkable and sustainable urban environments. The purpose of TOD is to concentrate higher density housing, commercial and mixed use development close to existing transit infrastructure, thereby providing alternatives to automobile utilization. Traditionally, TOD development radiates roughly a half mile or less than 10 minutes walking distance from its anchoring transit station.

Most often TOD consist of the following design characteristics:

- Mix of commercial, residential and office land uses
- Moderate-to-high residential densities
- High-quality pedestrian environments
- Emphasizes various forms of public transit
- Builds or improves public transit including connections between and with workforce, residential, industrial/commercial, retail and entertainment.

A mix of compatible land uses is the most desirable in TOD developments allowing for denser developments that are walkable, thus decreasing dependency on the automobile. Typical land uses include multi-family residential which should emphasize mixed rates, retail and office uses. Increased density is a critical aspect of successful TOD that includes, business, workforce, residential and other uses.

In TOD developments, most structures are designed at medium-to-high unit density. Residential density thresholds are often necessary to guarantee a certain population in the area to create economic benefits that include supporting area businesses. This is measured by the number of housing units per acre. For non-residential uses such as offices, planning guidelines such as Floor Area Ratio (FAR), lot coverage, and building massing are used to control and maintain the density.

Creating a high-quality pedestrian environment is the most important aspect of TOD. Ensuring easy and nearby access and walking routes which are comfortable and safe, enjoyable streetscapes and vibrant and interactive public spaces that stand out and encourage people to utilize transit over automobiles. Those characteristics of TOD are achieved through good urban planning and landscape design. Design elements include wide sidewalks, aesthetically pleasing building façades, buildings with street frontage and more. Bicycle and automobile parking and access are also significant design factors to consider in TOD developments.

TOD developments will look different in a downtown setting than they will at a site more removed from the central business district. Consideration should be given to the surrounding area to determine what level of

density, building height, land uses, and business types to encourage in each respective development, project area and integration into surrounding neighborhoods.

PURPOSE/MISSION

Purpose: “To identify and prioritize transit development opportunities and transit oriented development that has the potential to create economic value through enhanced ridership, new revenues, and benefit key stakeholders with KCATA services and programs.”

Mission: “To identify TOD development and investment strategies that build customer value for KCATA ridership, stakeholders and new revenue sources while leading, supporting and assisting Transit-Oriented Development.”

GOALS

The KCATA has several economic development goals relating to TOD.

- Growing “transit” riders which creates economic benefits for nearby neighborhoods and businesses, including more transit choices.
- Generate new revenues and revenue sources associated with transit oriented development while supporting riders through development opportunities, projects and corridors.
- Improve quality of life through transit related investments:
- Access to employment opportunities, new investments, reduce crime, decrease vehicular traffic, congestion and environmental impact, cost savings and other benefits for transit riders.
- Support increased residential and commercial activity, including density which benefits from public transit ridership and investment.
- Emphasize and encourage public private partnerships to better extend and leverage KCATA’s capital, while engaging and supporting the private sector to undertake development, investment and job creation associated with transit development projects and TOD.
- The types of development, projects and initiatives that are expected to come forward for Board of Commissioner consideration where “TRANSIT” is a key component is expected to be driven by stakeholder, market demand and development responses to marketplace needs, priorities and removing development barriers. Examples of development, project and transit initiatives that may emerge include: mixed use development; residential and multi-family and senior development, retail, commercial and industrial development, and tools and resources to support these examples located in our major: growth, transit locations and transit corridors.
- After a short ramp-up period to build a “book” of economic development projects, future revenues generated from all transit development projects will be placed in a separate Economic Development Fund to help build budget capacity for Transit Oriented Development opportunities and growth that create value for ridership, stakeholders and KCATA.

All policies adopted by KCATA should ensure they are in alignment with the mission and goals set forth by the agency.

POLICY GUIDELINES

Board Approval/Budget for Capital Investment

The Board of Commissioners will give full consideration to Transit Development Opportunities and TOD that support and promote transit, development, value and benefits for riders and stakeholders, especially along

existing transit corridors and in areas creating new transit demand and development opportunities. KCATA's Board of Commissioners and President & CEO shall be involved reviewing and approving use of funds for any specific development project or economic development initiative determined to support the goals of KCATA and Economic Development.

When seeking a return on its investment, KCATA will consider and determine what amount of return it expects to receive, including if it is willing to negotiate or defer a financial return of its investment of capital and resources, or set it aside, based upon the individual merits of each development project request made of KCATA, including the development impact projected to surrounding community and project area that support broader stakeholder goals.

General Actions and Activities by the Board of Commissioners may also include:

- KCATA will seek out alternative capital, finance and revenue generation sources and tools beyond the annual capital budget of KCATA. KCATA will also work with and alongside our stakeholders, state and federal partners, and development partners working with KCATA in pursuit of providing development tools and resources to support transit through economic development.
- All Projects or Developments seeking and considered by KCATA must be reviewed and qualified which will include: the project and or development and initiative has been thoroughly researched and vetted; deemed to be financially viable; clearly recognized to specifically support Transit Oriented Development goals; possess experienced and development partners and or agencies with a successful track record of experience and involving MBE/WBE and local participation.
- KCATA may consider providing: financial capital to a development, project or initiative if it is deemed necessary, vital and or impactful to supporting and creating transit benefits, new revenues and overall supportive of transit goals and objectives.
- KCATA may acquire, assemble, use eminent domain, finance or issue debt, sell or lease property to assist in development of a project, development or transit corridor, including entering into Public/Private Partnerships.
- Infrastructure investments, demolition and or eminent domain made by KCATA that support transit development and projects may be considered as a necessary investment and step for development or a project to reach full and successful implementation.
- KCATA may consider use of new "development tools", when funding sources have been identified that support low interest rate (or "patient capital") loan programs available to qualified developers and small business borrowers whose work directly aids transit through encouraging development along prioritized transit corridors and at TOD nodes.
- All projects and development investments reviewed and approved by the Board of Commissioners that are approved to receive financial participation or assistance from the KCATA will also require some "reasonable level" of equity participation by the developer, project partner(s) and participating entity to ensure capital and development risk is not solely bore by KCATA.
- KCATA may consider deferring or setting aside returns on its investment(s) based on development or project's merit, including impact to transit and development. KCATA considerations may extend to advancing capital, deferring or setting aside development fees, bond issuance fees, project administration fees, and reducing or deferring until market stabilization a Return on Investment in order to achieve KCATA's mission and goals for transit related development and projects.

Project Process

Projects seeking KCATA participation will be subject to budget and funding availability and authorization from the Board of Commissioners. A Project Application with supporting materials will be submitted to Economic Development staff. After staff's review of the application it is ready for submittal and recommendation to the Economic Development Committee (EDC), including assessments and recommendations by internal and external parties engaged by KCATA to help evaluate the project's investment and development merit and negotiation for desirable terms.

The EDC will review and evaluate projects and consider the recommendations of the Economic Development staff. Upon a project's review by the EDC, staff will provide the recommendation of the EDC to the Board of Commissioners (BOC) for Board consideration.

The BOC will review and evaluate projects considering the recommendations of staff and EDC, making the final decision on the KCATA's level and terms of participation in the proposed development project.

Project Evaluation/Measurement

The KCATA Economic Development Committee (EDC) will use the following criteria to evaluate and measure proposed development projects, and to make recommendations to the EDC and ultimately the BOC:

- Does the development and or project achieve the KCATA's overall vision, mission and goals specific to Transit Development or TOD?
- Is the development adjacent to or near an existing KCATA transit corridor?
- Is the development located at an identified or proposed TOD node?
- Will the development produce a positive return and or other identified benefits for the investment made by KCATA during the first five to ten years, regardless of type of investment, and if so quantify the projected return? How much?
- Does the development or project support riders, key stakeholders and public or private development partners?
- Will the development or project create long-term economic value including jobs and increase the tax base?
- How many potential new jobs, residents and riders will be created and how many new businesses will be attracted to the development area?
- Are development partners utilizing MBE/WBE and local contractors and vendors?
- Will the development assist in the reduction of crime in the project area?
- Will the development increase surrounding property values?
- Is the project likely to help stimulate further development and investment in surrounding properties, intersections, corridors and developments?
- Will the project address one or more development priorities for key stakeholders?
- Will the project or development increase ridership for the KCATA?
- Will the development increase revenue for the KCATA? What are the projected returns over time?
- Is the development likely to lead to an influx of new business and job creation?
- Is the proposed development consistent with approved area plans, and if deviating account for the proposed changes?
- Does the development or project increase ridership and benefits for riders at the development site?
- What major economic, neighborhood groups, organizations, and community or local government priorities are being addressed by this development request. Would this development or project likely happen without the participation of KCATA.
- What groups are on record supporting this project, and what groups or individuals are opposed. What has been done to address local concerns?
- Does local government support the project?

To gain support of the KCATA a majority of the evaluation and measurement criteria must be met.

Implementation

Following BOC approval, the project will move into the implementation phase. Specific considerations must be given to projects in the implementation phase to assist in making the process smoother for all interested parties.

- Work with local, state and federal jurisdictions to determine what applications, permits and approvals will be required.
- Sign agreement with all project partners clearly outlining the role of each partner and its respective responsibilities.
- The development group seeking KCATA assistance agrees to provide reasonable reports of progress periodically, including documentation to address measurable outcomes agreed to by all parties. KCATA will set specific investment goals and terms or terms for deferral or waiver. The development team benefiting from KCATA's participation will help KCATA track the project's milestones including investments during and following project implementation to determine if KCATA goals have been met.

Additional Policy Considerations

The KCATA should evaluate the policies of area municipalities and political subdivisions. A regional approach to transportation will help make the region and thus KCATA more successful in providing high quality transit service, including transit informed development. Furthermore, zoning, land use, development incentives, parking requirements and other policy decisions which are beyond the control of the KCATA will have a significant impact on the ultimate success of any TOD development or project pursued by the KCATA.

The KCATA should encourage and support policies enacted by area political subdivisions which support transit and TOD development. Specifically, the KCATA should support and encourage policies which promote transit plans for developments and employers and public places that account for density near transit stops, reduce minimum parking requirements, enhance the pedestrian experience, encourage a mix of land uses, promote business and job creation.

The City of Kansas City, Missouri is currently working to develop a TOD policy. The KCATA should work collaboratively with the City of Kansas City to ensure that the policies it, and other municipalities for that matter, enact will help support the mission and goals of the KCATA.

Conclusion

The KCATA's foray into economic development should be done carefully. Great consideration must be given to the overall mission and goals of the organization and those specific to Transit Development and TOD. The development of transit oriented developments can assist the KCATA in increasing ridership, building stakeholder value, and creating new revenues or revenue neutral impact while helping stakeholders and riders by following TOD design concepts. TOD development can have an overall positive impact in the communities where they are developed, and the Kansas City region as a whole. The promotion and support of policies enacted by area agencies and municipalities will help the region develop a robust transit system geared towards TOD and more sustainable development practices. Regardless of what the KCATA does in regard to TOD it must ensure that it continues to provide high quality service which serves the needs of riders.

**ATTACHMENT B-1
AFFIDAVIT OF PRIMARY PARTICIPANTS
COMPLIANCE WITH SECTION 285.500 RSMO, ET SEQ.
REGARDING EMPLOYEE ELIGIBILITY VERIFICATION**

STATE OF _____

COUNTY OF _____

On this _____ day of _____, 20____, before me appeared _____, personally known by me or otherwise proven to be the person whose name is subscribed on this affidavit and who, being duly sworn, stated as follows: I am the _____ (title) of _____ (business entity) and I am duly authorized, directed or empowered to act with full authority on behalf of the business entity in making this affidavit.

I hereby swear or affirm that the business entity does not knowingly employ any person in connection with the contracted services who does not have the legal right or authorization under federal law to work in the United States as defined in 8 U.S.C. §1324a(h)(3).

I hereby additionally swear or affirm that the business entity is enrolled in an electronic verification of work program operated by the United States Department of Homeland Security (E-Verify) or an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, under the Immigration Reform and Control Act of 1986, and that the business entity will participate in said program with respect to any person hired to perform any work in connection with the contracted services.

I have attached hereto documentation sufficient to establish the business entity's enrollment and participation in the required electronic verification of work program. I shall require that the language of this affidavit be included in the award documents for all sub-contracts exceeding \$5,000.00 at all tiers and that all subcontractors at all tiers shall affirm and provide documentation accordingly.

Affiant's signature

Subscribed and sworn to before me this _____ day of _____, 20____

Notary Public

My Commission expires: _____

NOTE: An example of acceptable documentation is the E-Verify Memorandum of Understanding (MOU) – a valid, completed copy of the first page identifying the business entity and a valid copy of the signature page completed and signed by the business entity, the Social Security Administration and the Department of Homeland Security.

**ATTACHMENT B-2
AFFIDAVIT OF LOWER-TIER PARTICIPANTS
COMPLIANCE WITH SECTION 285.500 RSMO, ET SEQ.
REGARDING EMPLOYEE ELIGIBILITY VERIFICATION**

STATE OF _____

COUNTY OF _____

On this _____ day of _____, 20____, before me appeared _____, personally known by me or otherwise proven to be the person whose name is subscribed on this affidavit and who, being duly sworn, stated as follows: I am the _____ (title) of _____ (business entity) and I am duly authorized, directed or empowered to act with full authority on behalf of the business entity in making this affidavit.

I hereby swear or affirm that the business entity does not knowingly employ any person in connection with the contracted services who does not have the legal right or authorization under federal law to work in the United States as defined in 8 U.S.C. §1324a(h)(3).

I hereby additionally swear or affirm that the business entity is enrolled in an electronic verification of work program operated by the United States Department of Homeland Security (E-Verify) or an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, under the Immigration Reform and Control Act of 1986, and that the business entity will participate in said program with respect to any person hired to perform any work in connection with the contracted services.

I have attached hereto documentation sufficient to establish the business entity's enrollment and participation in the required electronic verification of work program. I shall require that the language of this affidavit be included in the award documents for all sub-contracts exceeding \$5,000.00 at all tiers and that all subcontractors at all tiers shall affirm and provide documentation accordingly.

Affiant's signature

Subscribed and sworn to before me this _____ day of _____, 20____

Notary Public

My Commission expires: _____

NOTE: An example of acceptable documentation is the E-Verify Memorandum of Understanding (MOU) – a valid, completed copy of the first page identifying the business entity and a valid copy of the signature page completed and signed by the business entity, the Social Security Administration and the Department of Homeland Security.

**ATTACHMENT C-1
CERTIFICATION OF PRIMARY PARTICIPANT
REGARDING DEBARMENT, SUSPENSION, AND OTHER
RESPONSIBILITY MATTERS**

The Primary Participant (applicant for an FTA grant or cooperative agreement, or potential Contractor for a major third-party contract), _____ certifies to the best of its knowledge and belief, that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
2. Have not within a three-year period preceding this bid, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
4. Have not within a three-year period preceding this application/bid had one or more public transactions (Federal, State or local) terminated for cause or default.

If the primary participant (applicant for FTA grant, or cooperative agreement, or potential third-party Contractor) is unable to certify to any of the statements in this certification, the participant shall attach an explanation to this certification.

THE PRIMARY PARTICIPANT (APPLICANT FOR AN FTA GRANT OR COOPERATIVE AGREEMENT, OR POTENTIAL CONTRACTOR FOR A MAJOR THIRD-PARTY CONTRACT), _____ CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C., SECTIONS 3801 *ET SEQ.* ARE APPLICABLE THERETO.

Signature and Title of Authorized Official

Date

**ATTACHMENT C-2
CERTIFICATION OF LOWER-TIER PARTICIPANTS REGARDING
DEBARMENT, SUSPENSION, AND OTHER INELIGIBILITY
AND VOLUNTARY EXCLUSION**

The Lower Tier Participant (potential sub-grantee or sub-recipient under an FTA project, potential third-party Contractor, or potential subcontractor under a major third-party contract) _____, certifies, by submission of this bid, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

If the Lower Tier Participant (potential sub-grantee or sub-recipient under an FTA project, potential third-party Contractor, or potential subcontractor under a major third-party contract) is unable to certify to any of the statements in this certification, such participant shall attach an explanation to this bid.

THE LOWER-TIER PARTICIPANT (POTENTIAL SUB-GRANTEE OR SUB-RECIPIENT UNDER AN FTA PROJECT, POTENTIAL THIRD PARTY CONTRACTOR, OR POTENTIAL SUBCONTRACTOR UNDER A MAJOR THIRD-PARTY CONTRACT), _____, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C., SECTIONS 3801 *ET SEQ.* ARE APPLICABLE THERETO.

Signature and Title of Authorized Official

Date