

2019 BUILD Grant Application

US 69 Growth Corridor Reconstruction Planning

Funding Opportunity #: DTOS59-19-RA-BUILD

DUNS #: 030697353

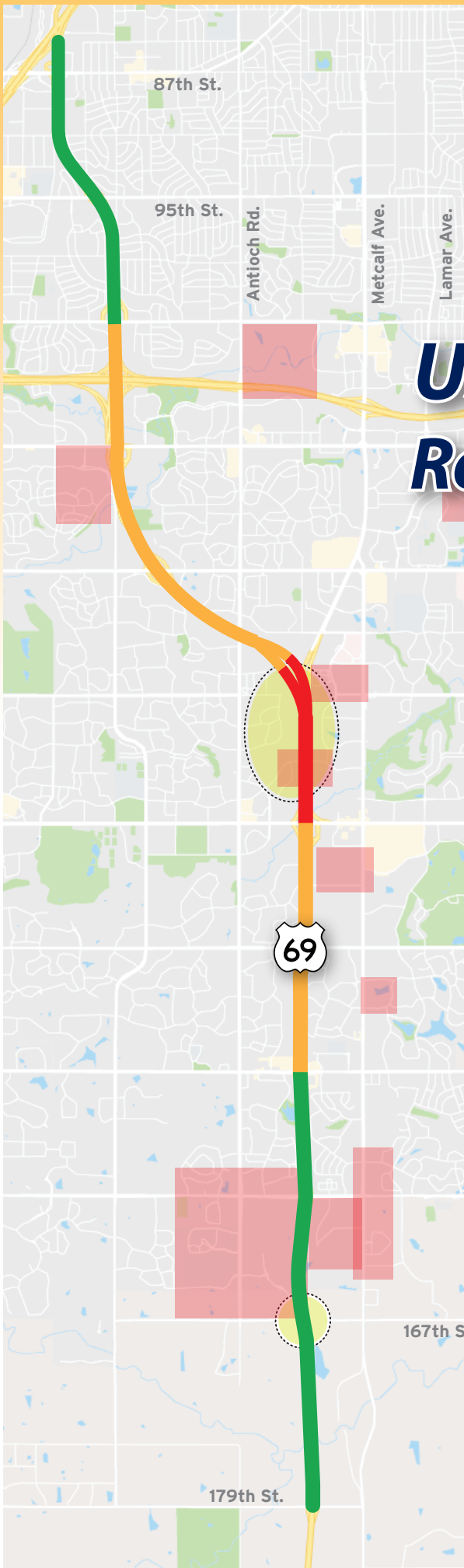


Congestion threatens economic vitality

This Project is a 24-month planning initiative for identifying how to maximize safety and economic vitality along the 7-mile US69 Corridor.

The Corridor is an economic powerhouse for Kansas, generating nearly **\$7 billion in annual economic activity ... serving more than 10,000 businesses and 225,000 residents ...** and being home to **more than 13 percent of the state's businesses and 11 percent of its workforce.**

But US69 is at the end of its service life and facing congestion that may soon double traffic and triple travel times unless Corridor improvement strategies are soon developed and implemented.



BUILD 2019 PROJECT INFORMATION

Project Name	US69 Growth Corridor Reconstruction Planning Project
Project Description	The US69 Growth Corridor Reconstruction Planning Project will undertake a 24-month National Environmental Policy Act (NEPA) process to identify strategies for maximizing safety, mobility and economic growth along the 7-mile US69 Corridor located in Northeast Kansas and the City of Overland Park .
Urban/Rural	Urban
Urbanized Area	Kansas City, Mo.-Ks.
Capital or Planning	Planning
Project Type	Road - New Capacity
Primary Zip Code	66221
Project Previously Submitted?	No
Prior BUILD/TIGER Funds Awarded to Project?	No
FY19 INFRA Application?	No
Amount Requested	\$1.6 million
Total Project Cost	\$2 million
Total Federal Funding	\$1.6 million
Total Non-Federal Funding	\$400,000
Tribal Government?	No
Tribal Benefits?	N/A
Private Corporation Involvement	No
TIFIA/RRIF?	No

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Project Description

The US69 Growth Corridor Reconstruction Planning Project (Project) is a 24-month [National Environmental Policy Act \(NEPA\)](#) process to identify strategies and improvements for maximizing safety, mobility and economic growth along the 7-mile US69 Corridor located in [Northeast Kansas and the City of Overland Park](#) (City) – a corridor that is the economic powerhouse for the State of Kansas.

BUILD grants typically have not been awarded to planning initiatives. But the proposed Project promises to significantly accelerate construction of solutions to issues threatening US69 as the driver for local, regional and national economic vitality:

- US69 generates more than \$6.9 billion in annual economic activity.
- It serves more than 10,000 businesses and 225,000 residents within a five-mile radius.
- Its ability to provide safe, efficient access to high-quality jobs, customers and materials is a primary reason that the City is nationally competitive in attracting and retaining new residents and high-value employers.
- More than 13 percent of the state's business community and 11 percent of the state's employment base operate within the Corridor.
- The Corridor helps drive more than \$500 million a year in private investment in Overland Park and attracts more than 1,000 new residents to the City each year.

Reflecting the importance of the Project to the state and community, the Project is a collaborative effort between the City of Overland Park, the Kansas Department of Transportation and the Overland Park Chamber of Commerce (Partners). The Project extends a Corridor-specific partnership established with the previous City-led [US69 Corridor Concept Study](#). It will:

- Use the NEPA process to finalize how best to cost-effectively improve the Corridor's safety and efficiency from just south of Interstate 35 to 179th Street, potentially using multiple strategies such as expanding bus service, offering bus-on-shoulder running, adding lanes and improving interchanges;
- Identify ways to accelerate construction to advance safety, congestion and economic benefits more quickly; and
- Assess the desirability and effectiveness of using tolling as one of several potential funding and operational improvement strategies.

Figure 1 - Project Area

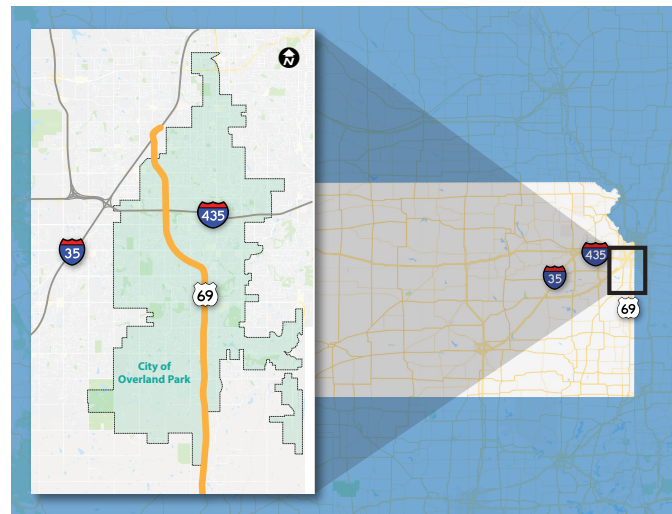
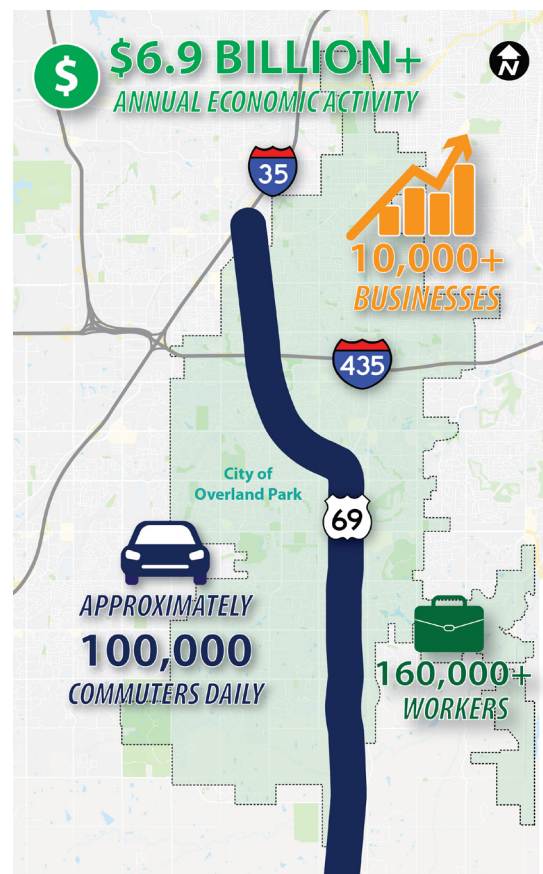


Figure 2 - Corridor Value



Challenges (existing issues) that the project will address

US69 is nearly 50 years old and is at the end of its service life. Today [more than \\$2 million a year is spent to keep US69 operational](#) due to demand-related issues:

- **Congestion** levels reflect the fact that US69 carries more traffic than any four-lane Kansas highway.
- **Crash rates** in the Corridor exceed the state average.
- **Deterioration** means that by 2025 repair costs will far exceed the \$2 million annually spent on maintenance.
- **Delay** – Traffic volumes will double and travel times triple by 2040.

Development, particularly at the south end of the Corridor, is causing new operational and safety issues. US69 can no longer handle the added traffic presently. And future operations will deteriorate further, with travel times for traversing the Corridor doubling to 30 minutes and beyond as development accelerates further.

These challenges have not been addressed because Kansas has for several years faced significant revenue shortfalls. [From 2011-2018, the state legislature transferred nearly \\$2.5 billion from KDOT to other purposes.](#) These shortfalls prevented Kansas from completing its 2010 [Transportation Works for Kansas](#) (T-WORKS), an \$8 billion 10-year transportation program, let alone addressing pressing needs like US69.

“US69 is regionally important, with more than **225,000 people** living within a five-mile radius of the stretch from I-435 to 159th Street. . . They and the **10,000 businesses** in the same area enjoy easy access to jobs and customers, generating income, sales, fuel and other tax revenue that benefits the entire state of Kansas.”

–Mayor Carl Gerlach, Overland Park, Kansas

Although those revenue pressures have been reduced, there are many delayed and new project demands that must be met. This Project will address the impact of these shortfalls by exploring [potential new funding sources that the state legislature made available in 2019](#). It will explore using tolling as a potential source for a portion of the needed funding. Additionally, it will better position the Partners to apply for and win new discretionary funding the legislature approved for transportation in the recently concluded legislative session.

How the project will address/improve those challenges/issues

The US69 Growth Corridor Reconstruction Planning Project will explore potential solutions for:

- **Handling significant future traffic increases** safely and efficiently;
- **Reducing operations and maintenance costs** greatly by replacing or rehabilitating 50-year-old infrastructure; and
- **Accommodating emerging transportation technologies** such as the deployment of connected and autonomous vehicles by appropriately introducing technology solutions and facility design flexibility.

The Project and Partners will accomplish this by:

- **Continuing long-standing engagement** with state and local transportation industry leaders, affected parties and other stakeholders who, to date, have supported expanding US69;
- **Evaluating a broad range of improvement alternatives** that expand upon initial improvement strategies identified in the US69 Concept Study;
- **Exploring the potential of user fees** and other strategies for producing new revenue to fund and accelerate improvements, weighing their benefits and impacts and, as appropriate, settling on a preferred funding option; and
- **Identifying and advancing a Preferred Alternative** through the NEPA process to progress shovel readiness.

The Project recognizes the findings of the Concept Study:

- Ultimate Corridor improvements represent a magnitude of investment – a total construction cost of approximately \$430 million – that makes it unlikely that they can be constructed as a single project without significant, unforeseeable changes in Federal, State, Local, or other revenues.
- It is more realistic that the ultimate improvements will be constructed in smaller, more manageable construction projects. This is consistent with how KDOT has approached other projects of comparable size and complexity.
- As a result, the Corridor Study identified an approach that focuses on addressing the most pressing operational and safety issues as early in the implementation schedule as possible.

In this case, the Concept Study found that initial improvements in the Corridor must address the segment between 135th Street and Blue Valley Parkway. However, alleviating the bottlenecks at this location without additional improvements throughout the Corridor will simply move the bottleneck to a new location. For that reason, an anticipated first construction project must also include improvements from Interstate 435 to 135th Street.

The Project will evaluate this approach in greater detail focused on addressing the most urgent traffic operational and safety issues as early as possible. The planning initiative will produce a Preferred Alternative that will:

- **Increase capacity and operational safety and efficiency** through a variety of ITS services, geometric improvements, lane additions and other strategies;
- **Accelerate construction** to occur within the legislative lifespan of the current BUILD grant program and thus more rapidly reap reconstruction safety, economic and quality of life benefits;
- **Reflect a thorough public vetting** for fiscal, technical and political feasibility; and
- **Be the first Kansas project to possibly utilize [newly passed legislation allowing for new uses of tolling authority and revenue](#).**

This will involve using a NEPA-compliant planning process that aligns with CEQ regulations ([40 CFR §§ 1500-1508](#)) and [FHWA environmental review guidance](#) regarding the principles and essential elements of NEPA decision making.

History + Background of the project and project area

Planning efforts in recent years have established the need to improve US69's safety, efficiency, operations and maintenance costs in response to age-, condition- and demand-driven issues:

- [I-35/US69 Major Investment Study](#)
- [I-435 and US69 Environmental Assessment](#)
- [159th Street and US69 Break in Access](#)
- [167th Street and US69 Break in Access](#)
- [South Overland Park South Streets Study](#)
- [Five County Regional Transportation Study](#)

These previous studies produced more than \$375 million in construction investment by KDOT and the City. Overland Park also has worked diligently to maximize Corridor efficiency by:

- Upgrading the adjacent local street network and added ramp metering to minimize delays;
- Coordinating its Traffic Operations Center and Intelligent Transportation Systems (ITS) with [KC Scout, Kansas City's bistate traffic management system](#) to mitigate incident impacts; and
- Implementing its own motorist assist program to clear breakdowns that impede traffic flow.

This package of significant investments and improvements demonstrate the importance of this critical Corridor to the region and the state. The strategies listed have been necessary to keep US69 operating as well as possible without significant modifications to US 69 itself. However, as the Concept Study concluded, these strategies are no longer effective. Significant issues remain, issues exacerbated by current and projected growth.

Figure 3 - Regional Growth Concentrated in US69 Corridor

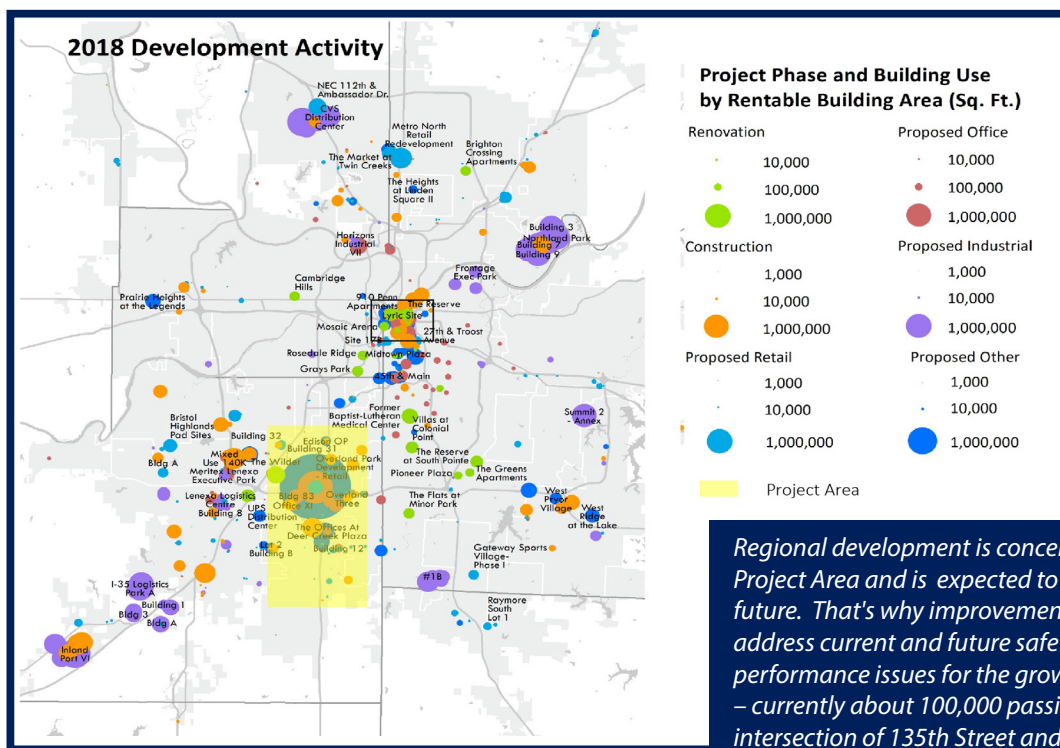


Figure 4 - Corridor Improvements to Date

Over two decades, the Partners have significantly invested in upgrading roadway infrastructure in response to increasing congestion from commercial and residential development.

They have collaborated in providing the necessary community leadership and project planning, design and development, right-of-way acquisitions, utility relocations, and construction services.

As a result, their partnership has successfully completed four projects valued at \$375 million that have improved the I-435 and US69 interchange at the north end of the US69 Corridor.

This has resulted in significant benefits to the traveling public:

- **Access to and from major traffic generators** such as [Corporate Woods](#), the [Sprint Campus](#), and numerous medical and educational campuses, have been improved;
- **Elimination of several freeway bottlenecks;** and
- **Significant safety improvements** have been made in areas with above-average crash histories.

However, improvements in other areas of the Corridor have not kept pace with the current demand. And no comprehensive NEPA study has been conducted of emerging new transportation needs and potential solutions south of 119th Street.

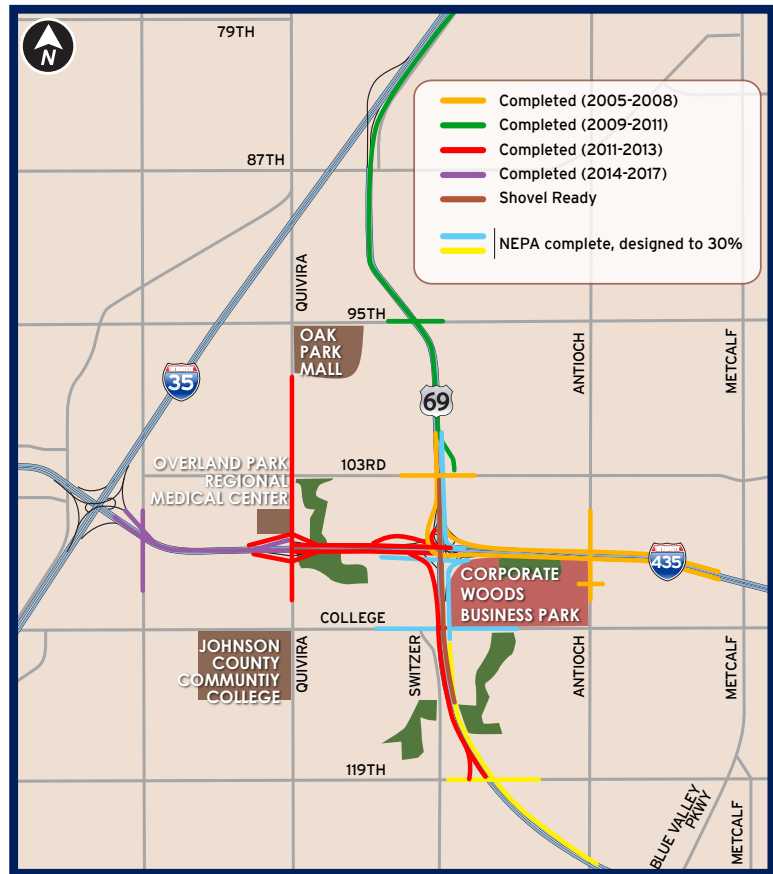
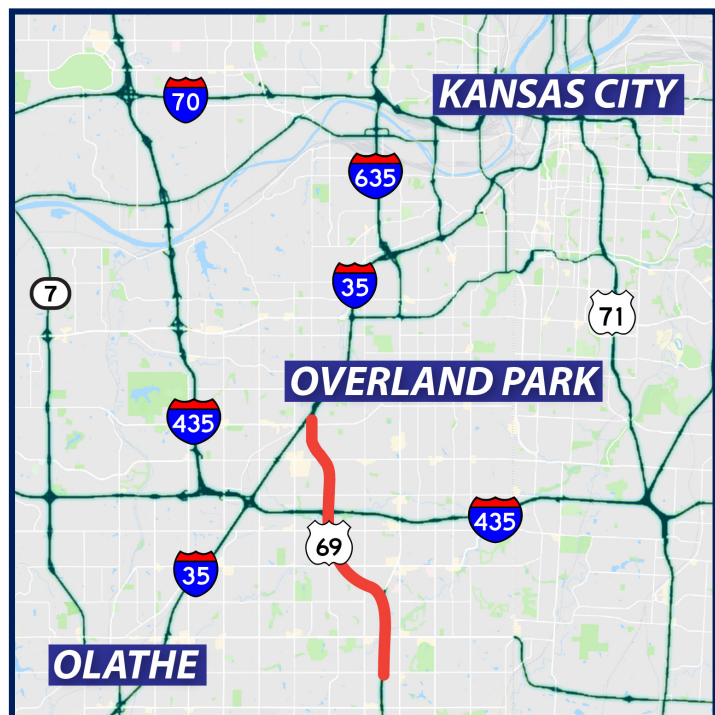


Figure 5 - Corridor Connections to Area Network



The proposed Project would further advance the extensive effort that already has taken place to finalize a preferred improvement alternative, funding and construction planning for improving US69 from Interstate 435 to 179th Street, including the most-critical section between 135th Street ([38.883765, -94.676384](#)) and Blue Valley Parkway ([38.898813, -94.676287](#)). It is this section that is the focus of the Project.

Grant Funds, Sources, Uses or Project Funding

The US69 Growth Corridor Reconstruction Planning Project is a \$2 million effort that will advance the planning for potential improvements through the NEPA process and conclude with an approved Preferred Alternative, an improvement strategy and a funding strategy.

The City will provide \$400,000 (20 percent) of the Project's funding. It is requesting \$1.6 million in BUILD funding (80 percent) to fill the fund gap for the proposed NEPA process. With full funding, the City will determine the Preferred Alternative and the related scope and budget for an initial first phase of construction. At that point, the cost-share agreement for constructing Project-identified improvements will be developed between KDOT and Overland Park.

BUILD funding will help accelerate securing NEPA approval for improvements, setting the stage for finalizing project development activities and advance the project toward construction readiness much more quickly. By speeding up the process for arriving at construction, the BUILD grant will help yield improved local construction economy benefits, reduce inflation-related construction costs and more quickly produce safety and economic benefits stemming from safer, more efficient movements through the Corridor.

Merit Criteria

Merit Criteria - Safety

Corridor traffic volumes, congestion and delay are increasing, especially between 135th Street and Blue Valley Parkway.

KDOT ranks this location as the #2-ranked traffic bottleneck in northeast Kansas as a result of high-vehicle volumes that:

- Congest the mainline lanes of US69;
- Enter the Corridor via the US69 on-ramps at EB and WB 135th Street;
- Create significant weaving between 135th Street and Blue Valley Parkway; and
- Have difficulty merging due to lane discontinuity on southbound US69 where the outside lane drops at 135th Street.

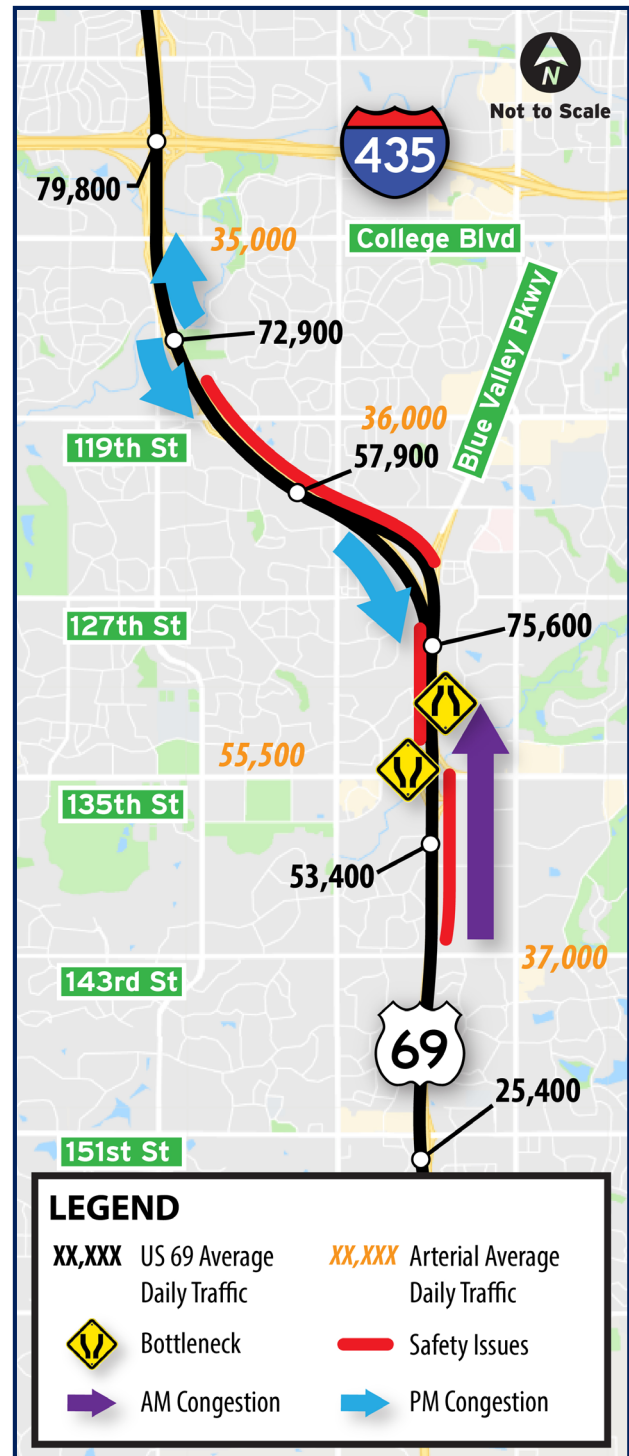
Figure 6 summarizes existing traffic and safety issues within the study area. Areas with the worst operational performance (travel speeds under 20 miles per hour during peak periods) also experience the most significant safety issues. These issues will worsen, and new problem areas will emerge, as US69 traffic continues increasing.

Currently, there are three locations with the highest number of crashes:

- 1. 135th Street and Blue Valley Parkway (SB)**
The left-hand entrance and weave helps create a crash rate 53% higher than the statewide average for U.S. highways in Kansas.
- 2. 151st Street to 135th Street (NB)**
Increased crashes are experienced as drivers approach the vehicle queue at the bottleneck between 135th Street and Blue Valley Parkway.
- 3. Blue Valley Parkway and 119th Street (NB)**
Crashes occur as vehicles accelerate and weave as they emerge from the bottleneck south of Blue Valley Parkway.

Annual crashes are expected to increase in the Corridor if no improvements are made. The predicted increase in crashes represents an increase of 108% or 616 crashes in 2040 compared with existing conditions.

Figure 6 - US 69 Congestion and Safety Issues



The primary contributors of crashes in the Corridor would be eliminated in a Future Build condition. Among other things, the Future Build would address the weave between Blue Valley Parkway and 135th Street and congestion caused by insufficient mainline capacity. As a result, it is expected that safety would improve (see **Table 1**), and crash rates would fall below the statewide average for comparable Kansas highways.

Table 1 - Existing and 2040 Future No-Build US 69 Mainline Annual Crashes

	Fatal	Injury	PDO	Total	Change
2016	2	112	455	569	-
2040 Future No-Build	4	233	948	1,185	108%

PDO= Property Damage Only

Merit Criteria - State of Good Repair

As a planning effort, the Project does not directly address the Corridor’s state of good repair. However, the Project will create the blueprint for how best and most cost effectively the Partners can return the Corridor to a state of good repair. The improvement concepts and the phased implementation plan that will emerge from the Project will consider which elements in the Corridor are in the worst condition and address those issues as early as possible.

The Corridor has not been neglected; it has received ongoing maintenance. On average, between 179th and 103rd Streets, KDOT currently spends \$2M per year on roadway patching, overlays and bridge rehabilitations. However, the cost of maintaining this facility in a state of good repair is rising and accelerating in expense from age and increases in traffic, especially truck traffic. The 46 lane miles of pavement and 21 bridges within the Corridor, which were constructed in the late 1960s and early 1970s, are simply reaching the end of their design life.

Exacerbating this situation is the fact that KDOT anticipates a need for full replacement of the pavement within the Corridor in the next five years with a projected cost of more than \$130 million. To replace the existing roadway and bridges within the study limits, without any safety or capacity improvements, will cost approximately \$230 million in construction (2016 dollars).

With the kind of planning the Project envisions, the Partners can develop a NEPA-compliant, comprehensive road map for improving the Corridor as quickly and as economically as possible. Rather than squandering significant sums on a band-aid approach that does nothing to prepare the Corridor for future demands, the Partners are proposing a Project that will produce a long-term solution for ensuring maintaining and expanding the Corridor’s beneficial regional and national economic impact.

Merit Criteria - Economic Competitiveness

The US69 Corridor is an economic powerhouse regionally and for the state. The Johnson County Economic Research Institute (CERI) estimates that the Corridor generates more than \$6.9 billion in economic activity, generating local and state jobs, growth and tax revenue. This is driven by the more than 10,000 businesses in Overland Park, including many of the largest employers in Kansas. They rely on safe, reasonable and predictable Corridor travel times for delivering such outsized results. Consequently, a robust US69 Corridor enables Overland Park to be competitive regionally and nationally at attracting and retaining new residents and high-value employers.

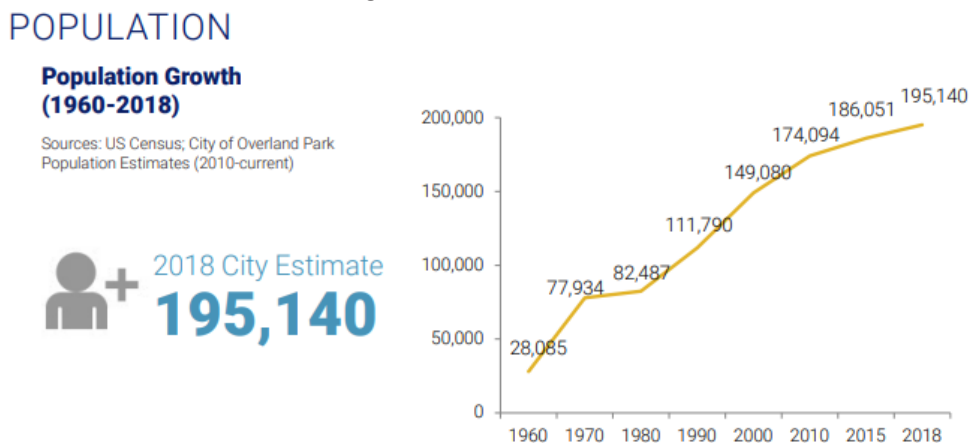
“Overland Park has been blessed with an enviable growth record, one that generates significant economic activity and tax revenue for Kansas. And US69 is a critical component in building and sustaining numbers like that.”

—Tracy Osborne-Oltjen, Overland Park Chamber of Commerce President

The Project will develop a comprehensive, integrated approach for designing, funding and constructing a new US69 that extends its service life for decades while mitigating or eliminating safety and operational issues stemming from current and future development. The opportunities US69 presents for adding to the economic vitality of Kansas are significant:

- **Overland Park population will grow by one third by 2040**, primarily in the southern part of the city served by US69.
- **Local employment base will grow by more than 51,000 high-quality jobs** in the same area and time frame, with a higher-than-average percentage of them being professional jobs.

Figure 7 - Corridor Growth Trend



Overland Park continues to experience a steady population growth rate. According to 2017 Census population estimates, the community grew 5.5 percent between 2013 and 2017. Census and City of Overland Park estimates project that the City's population will grow about 1.4 percent annually, adding an average of 2,000-3,000 new residents.

US69 can no longer handle current traffic, and conditions will continue deteriorating. The US69 Concept Study evaluated the operational implications of the 2040 No-Build traffic forecasts and found:

- **Locations where significant congestion exists today will continue degrading significantly;**
- **New bottlenecks will emerge** at the northbound and southbound segments between 119th Street and I-435 and the northbound segment south of 151st Street, and
- **Operations of ramp terminal intersections and various arterial streets will experience significant delay**, specifically the interchanges at 151st Street, 135th Street, and College Boulevard.

Allowing US69 traffic operations to degrade to the degree illustrated by the 2040 No-Build analysis will result in a negative effect on future growth, quality of life, and economic competitiveness of Overland Park and the Kansas City region. A national study called [Traffic Congestion's Economic Impacts](#) looked specifically at when and how congestion alone damages economic growth. It looked at 88 metropolitan areas, and its findings were clear. Congestion slows job growth when travel delay grows more than 4.5 minutes per one-way trip. That adds about 35-37 hours of delay per commuter per year.

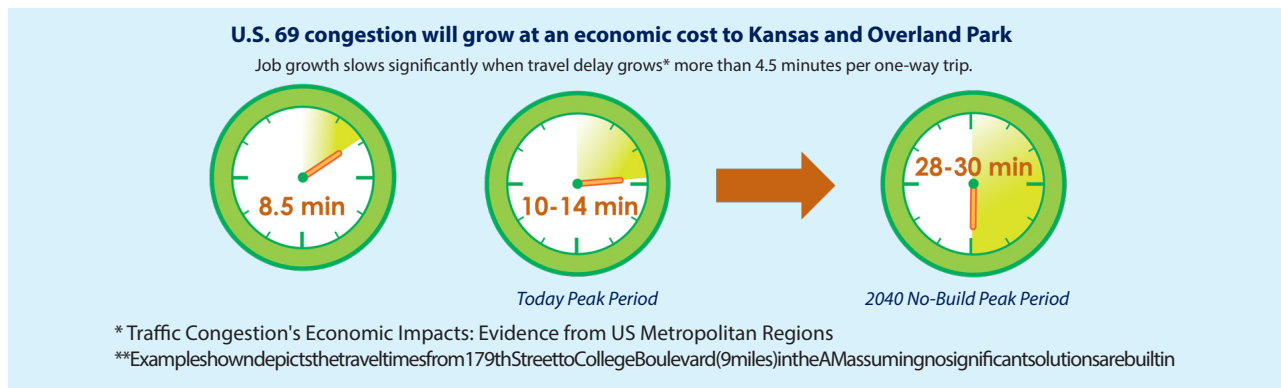
“For someone like me, congestion becomes a major problem when businesses respond to congestion by going out of business... or moving away... or by limiting their growth by accepting smaller market areas for workers, suppliers, and customers. These outcomes reduce or eliminated demand for the kind of good-quality housing that makes for a stable, positive community. The problem for US69—and for all of us—is that we already face the congestion threat”
 – John Stewart, Stewart Properties

As shown by **Figure 8**, current conditions in the Corridor are already at or approaching the 4.5 minute per one-way trip threshold. By 2040, delay per one-way trip will increase to nearly 30 minutes if no improvements are made in the Corridor – or about 200 hours of delay per commuter per year.

Congestion at this level kills jobs for many reasons:

- Freight and goods can't be delivered efficiently and predictably.
- Businesses lose efficiency due to unpredictable staffing and deliveries.
- Employers must adjust worker schedules and compensation to address the “pain” of commuting.

Figure 8 - Congestion Impacts to Corridor Travel Times, Economic Growth



The Project will maintain the momentum for expanding and modernizing US69 in the face of these looming Corridor problems. This momentum is built upon nearly 20 years of partnership between the City and KDOT.

Merit Criteria - Environmental Protection

As a planning initiative, the proposed Project does not produce immediate environmental protections. However, the Project focuses on activities for implementing a NEPA process to determine the scope of proposed improvements in the Corridor and their impacts and benefits. While specific improvements are not yet fully defined, it is assumed that solutions will significantly reduce traffic congestion resulting in fewer cars idled in traffic and reduced carbon emissions.

For example, potential improvement alternatives may reduce congestion and/or the number of single-occupancy vehicles, resulting in further reduction in carbon emissions. Such alternatives may include:

- **Improving overall performance for existing Kansas City Area Transportation Authority transit routes** in the Corridor;
- **Providing opportunities for enhanced or expanded bus service** through peak period bus-on-shoulder operations and express bus service; and
- **Generating car-centric efficiencies through ITS or other technology solutions** that can provide real-time motorist information regarding incidents, running speeds, and travel times.

It should be noted that portions of the Corridor have already undergone significant environmental impact evaluation. The northern section of the Corridor has an approved Environmental Assessment (EA) and received a Finding of No Significant Impact (FONSI) in 2004. South of Antioch Road has had little evaluation of environmental impacts to date. However, environmental impacts are anticipated to be minimal as the improvements there will likely require only minor acquisitions of new ROW.

Merit Criteria - Quality of Life

US69 is the single most important transportation corridor in Northeastern Kansas. That's why improving US69 south of I-435 to fix major safety and congestion issues is Overland Park's number one transportation priority, as expressed by City officials to members of the Kansas Legislature's 2018 Joint Legislative Transportation Vision Task Force.

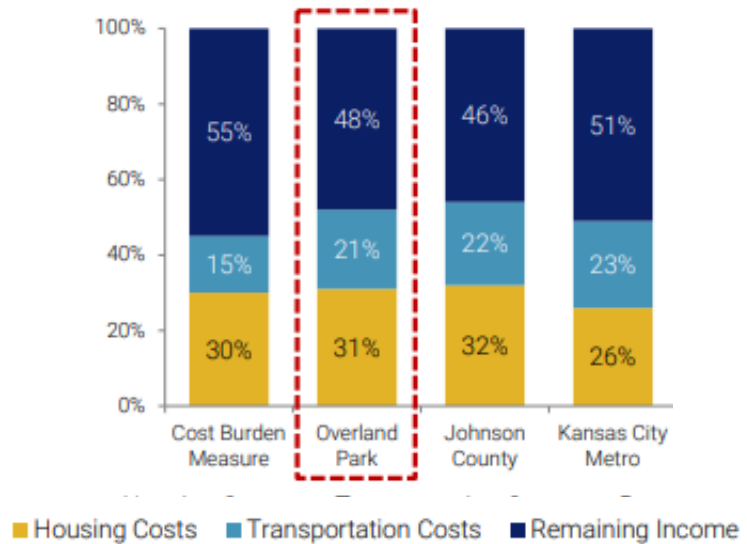
The more than 225,000 Overland Park residents living within 5 miles of US69 rely on its ability to move people and goods at low cost and with reasonable commute times. It helps provide easy, affordable access to a wide range of jobs, education and amenities.

One of the reasons for the strong support for continually improving US69 is the broad recognition of the benefits it delivers to area businesses and individuals. As the City of Overland Park Planning Department noted in its [2018 Annual Development Report](#), Corridor travelers and shippers enjoy a transportation cost advantage over surrounding communities in addition to the kind of easy access that helps contribute to the area's high quality of life and [consistent rankings as one of the premier communities in which to live](#), work, and raise a family and partly why [the City is ranked 1st for health and access to healthcare in a recent study of the 150 most populous U.S. cities](#).

Figure 9 - Corridor Travel Cost Advantage

**Average Housing +
Transportation Costs
Area Comparisons -
Percent of Income**

Source: Center for Neighborhood Technology
- H&T Index
(Accessed online April 2019)



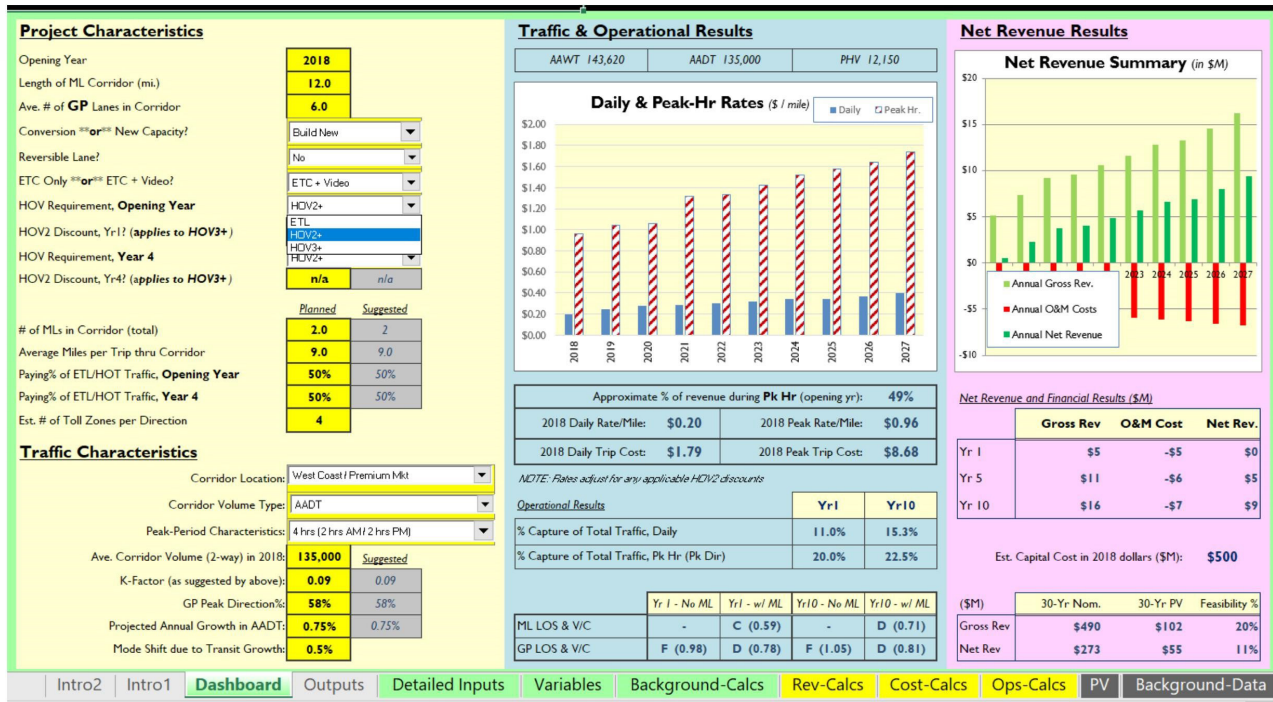
Primarily due to US69, the City of Overland Park experiences a transportation cost advantage over other communities within the bistate Kansas City metro area. The 1 percent difference in transportation costs shown in Figure 9 means a 4.5 percent competitive advantage over Johnson County in terms of transportation cost differential; an 8.7 percent advantage over regional costs.

Merit Criteria - Innovation

The Project will employ several innovative tools and techniques for developing reliable and relevant data and enhance informed decision making by the community and by the Partners.

For example, as part of the evaluation of potential express lane concepts, innovative financial modeling tools will be used to help determine, at a high-level, the financial feasibility of such solutions and strategies that could be pursued to improve financial feasibility. Data from these tools will be a critical element in determining whether tolled express lanes are incorporated into the preferred improvement alternative and ultimately advanced.

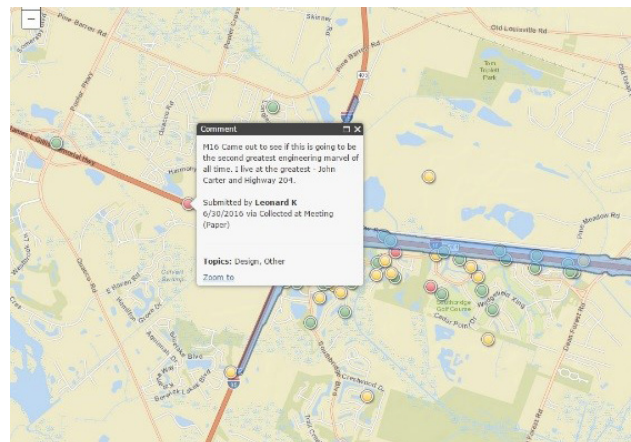
Figure 10 - Representative Corridor Funding Analysis Tool



The Partners have access to a variety of analytical tools that will allow them to consider a wide range of variables related to traffic, Corridor attributes and financial considerations to derive the most practical funding strategies and to vet them thoroughly for community impacts and acceptability.

The Partners also will evaluate various project delivery models. As shown on the example schedule below, utilization of alternative delivery, such as design-build, may provide an opportunity to advance completion of the project by as much as two years as compared to traditional design-bid-build. The determination of the right delivery model for this project will be determined by careful evaluation of the project scope, assessment of risk, and availability of funding.

Virtual Public Involvement (VPI) technologies, as outlined in FHWA's Every Day Counts-5 Innovations, will be used for making Project information and input opportunities available to users and stakeholders at times and places convenient to them. KDOT has been a leader, for example, in using the Public Involvement Management Application (PIMA), telephone town hall meetings and other methods for electronically engaging stakeholders.



PIMA combines elements of GIS, social media and online public meetings to give decision makers the ability to collaborate with all stakeholders and document the public involvement process from start to finish.

Merit Criteria - Partnership

US69 continues growing in importance as a US highway, a nationally significant freight corridor and valued connector of regional residents businesses to high-quality job opportunities and markets. As a result, the number and breadth of partnerships involved in supporting past and future investment of federal, state and local dollars has continued to expand.

As the Corridor continues aging and traffic conditions worsen, new entities have joined the City and KDOT to advance improvements. The Overland Park Chamber of Commerce has taken a significant role in energizing business community support, engaging with state and federal elected officials, and reaching out to US DOT. This outreach included hosting a tour and meetings with Secretary of Transportation Elaine Chao in October 2018. The Chamber also led efforts to organize testimony and letters of support from key business leaders and the area’s largest employers to advocate for the Corridor before the Kansas’ Joint Legislative Transportation Vision Task Force in the fall of 2018.

Additionally, as seen in **Table 2** below, the Project Partners have also reached across geographical boundaries to win backing for this application from many non-City/non-DOT supporters, including U.S. Rep. Steve Watkins (KS.-02), the regional metropolitan planning organization (MARC) and the City of Pittsburg, KS, Chamber of Commerce.

Table 2 - Project Partners

PROJECT PARTNERS				
PROJECT PARTNERS				
CONGRESSIONAL DELEGATION	 <u>Sharice Davids</u> US Representative	 <u>Jerry Moran</u> US Senator	 <u>Pat Roberts</u> US Senator	 <u>Steve Watkins</u> US Representative
PROJECT SUPPORTERS	<u>City of Overland Park</u> · <u>Kansas Department of Transportation</u> <u>Johnson County</u> · <u>Mid-America Regional Council</u> <u>Overland Park Chamber of Commerce</u> · <u>Visit Overland Park</u> <u>Pittsburg Chamber of Commerce</u> · <u>Johnson County Community College</u> <u>Blue Valley School District</u> · <u>Shawnee Mission School District</u> <u>Advent Health System</u> · <u>Affinis</u> · <u>Block Real Estate</u> · <u>Intouch Group</u> <u>Saint Luke's Health System</u> · <u>Sprint</u> · <u>Zillow</u> <u>Overland Park Regional Medical Center</u> · <u>Rep. Brett Parker</u> <u>Rep. Cindy Holscher</u> · <u>Rep. David Benson</u> · <u>Rep. Jan Kessinger</u> <u>Rep. Kellie Warren</u> · <u>Rep. Sean Tarwater</u> · <u>Senate President Susan Wagle</u> <u>Senator Jim Denning</u> · <u>Senator John Skubal</u> · <u>Senator Julia Lynn</u>			

Merit Criteria - Non-Federal Revenue for Transportation Infrastructure Investment

Overland Park already is doing all it can to fix this important Corridor as part of its close, working partnership with KDOT focused on finding a US69 solution. Over the last two decades, the City has:

- **Invested more than \$61 million of municipal funds in US69-related transportation projects**, much of which is on the state system;
- **Supported all aspects of project development** including planning, design, right-of-way acquisitions, utility relocations, and construction; and
- **Funded the recently concluded US69 Preliminary Concept Study** to identify potential solutions for fixing this economically important Corridor.

Future planning activities will leverage the years-long efforts by the Partners to anticipate and respond to the needs and opportunities presented by the Corridor. The BUILD funding will advance critical planning activities needed for further defining the scope of improvements needed and for developing an implementation plan that aligns with available federal, state, and local funding.

As part of the NEPA process, the Partners will evaluate tolling as a potential source of new, non-federal, non-tax revenue for Corridor improvements. It is imperative to comprehensively review all types of tolled and non-tolled revenue sources to ensure the appropriate mix of funding for maintaining the effectiveness of this critical infrastructure given existing and potential future safety issues and traffic volumes. This evaluation will be conducted with input from the community and local governments, to determine the right solution for US69.

Project Readiness

Technical Feasibility

The City of Overland Park and KDOT have invested heavily in advancing project readiness and preparing US69 for future expansion. The state of improvement readiness within the Corridor limits are at various levels of development depending on the segment:

Between 103rd Street and Antioch Road, just south of 119th Street

Improvements are significantly advanced with NEPA complete, a FONSI in hand, a Break-in-Access request approved by FHWA and design at various levels of development ranging from 30- to 90-percent complete. In fact, nearly \$60 million in construction has had design 90% complete since 2015 and could be shovel-ready in 6 months or less if funding were available.

South of Antioch Road and extending south to 179th Street

The state of readiness is very different for this segment of US69. It was first identified as an area of future need in the late 1990s when KDOT conducted a Major Investment Study to establish a long-range improvement concept. From 1999 until the recent city-led US69 Concept Study, no further evaluation of needs and improvement alternatives had been conducted. The US69 Concept study focused heavily on the segments south of Antioch Road and consisted of:

- **Collecting up-to-date traffic data**, new traffic counts and origin-destination data;
- **Coordinating with KDOT and MARC to develop traffic forecasts** out to 2040;
- **Analyzing existing and future no-build conditions** to understand current and future issues, and
- **Updating previously developed freeway improvement concepts** to accommodate future traffic.

167th Street and US69 Interchange

In 2014, the City of Overland Park conducted a preliminary engineering study at the 167th Street and US69 interchange, currently a half-diamond. Through this study and in coordination with KDOT and FHWA, a preferred alternative was selected for reconstructing and expanding this interchange, thus providing full access for all movements to and from US69 and 167th Street. This improvement concept was documented and approved by KDOT and FHWA through a request for Modification- in-Access.

The most recent step towards improvement readiness was the US69 Concept Study, which established the foundation for additional planning work that will be conducted during NEPA including amending the Kansas City metropolitan area's Long-Range Transportation Plan in coordination with the [Mid-America Regional Council](#) (MARC).

A key conclusion from the US69 Concept Study is that the most significant safety and congestion issues are located between 135th Street and Blue Valley Parkway. Without progress in this segment, improvements in other Corridor locations will do little to improve safety and travel times. They also won't reduce delay for the nearly 80,000 motorists that use this facility daily. The next construction project in the Corridor must include improvements between 135th Street and Blue Valley Parkway, which at this time, does not have NEPA approvals secured. Funding requested through this BUILD grant application will be combined with City of Overland Park funds to advance critical planning activities needed to secure the remaining NEPA approvals.

The Partners will fulfill the intent of the NEPA process through several strategies, including:

Establishing a formal Purpose and Need

Developing the Purpose and Need (P&N) would incorporate findings regarding the Corridor's Status; Capacity; System Linkages; Transportation Demands; Legislation (or government mandates); Social Demands; Economic Development; Modal Interrelationships; Safety; and Roadway Deficiencies. This would be done by focusing on efficient, effective interagency coordination. This would include implementing as appropriate FHWA Every Day Counts-3 strategies (such as using eNEPA) to enable collaborative, concurrent, timely and transparent interagency reviews that reduce required work and resources, saving time and money while also improving the quality of the resulting NEPA documents.

Developing and evaluating alternatives

The P&N would enable the Partners to develop and evaluate a wide range of strategies, including a no-build alternative, for satisfying the Corridor's transportation needs while protecting surrounding environmental resources and community interests. This stage will include examining Transportation System Management alternatives such as high-occupancy vehicle lanes, ridesharing, signal synchronization, and other actions. The Partners will make clear to cooperating agencies and stakeholders why and how particular alternatives were developed; what kind of public and agency input was used; which alternatives were eliminated, why and how; what the potential cumulative impacts of eliminated or advanced alternatives are; and how or whether those impacts may be mitigated or eliminated, especially in relation to the quality of the human environment.

Engaging stakeholder participation in fact finding and decision making

Throughout the process, the Partners will employ traditional and innovative engagement and communications strategies such as those identified as part of FHWA EDC-5. The Project envisions combining face-to-face and virtual public involvement to provide early and continuing opportunities for the public and specific stakeholder groups that will be involved in the identification of social, economic, and environmental impacts. The range of tools for deployment will be finalized in consultation with potentially affected interests and may include:

- Traditional outreach (public meetings, public hearings, community briefings, printed materials);
- Electronic outreach (website, social media, electronic surveys); and
- Virtual outreach (online public meetings, telephone town halls, decision simulations and other).

Selecting a Preferred Alternative to carry forward into design, procurement, and construction.

Developing an implementation plan for constructing improvements in the Corridor over time as they are needed and as funding allows.

Conducting an economic impact analysis and developing a financial plan to better understand the costs and benefits of improving the Corridor as well as strategies for funding improvements as outlined in the Corridor improvement implementation plan.

Schedule

Figure 11 shows an anticipated 24-month implementation schedule for NEPA activities beginning January 2020 following notification of award and negotiation of the grant award. The time savings from accelerating the NEPA process will enable the Partners to more quickly define and develop improvements-related scope, budget, and financial plan. This will facilitate major activities related to improvements such as design, right-of-way acquisitions, utility relocations, and construction start. When combined with the potential use of alternative delivery, construction on Corridor improvements could be completed as much as two years earlier than would be possible without BUILD funding. This will reduce the impact of inflation on construction costs and accelerate the capture of safety and economic benefits from Corridor improvements.

Figure 11 - BUILD Funding Schedule Impact

2020	2021	2022	2023	2024	2025	2026
BUILD Funded NEPA						
	<i>D-B Procurement (Non-NEPA Dependent)</i>	Design-Build				
	<i>Preliminary Design (Non-NEPA Dependent)</i>	Design-Bid-Build				
	State/Locally Funded NEPA					
		<i>D-B Procurement (Non-NEPA Dependent)</i>	Design-Build			
		<i>Preliminary Design (Non-NEPA Dependent)</i>	Design-Bid-Build			

BUILD grant funding accelerates the NEPA process which, if coupled with alternative delivery, yields significant time savings. Additional time savings are achieved by overlapping NEPA and delivery where appropriate. For example, initial Design-Build procurement activities can be undertaken as NEPA wraps up since they are not affected by NEPA decisions. Similarly, preliminary design up to no more than 30 percent can occur under Design-Bid-Build and still accommodate changes driven by the NEPA process.

Required Approvals

The Project only requires NEPA documentation and cooperating agency concurrence for the Preferred Alternative.

Assessment of Project Risks and Mitigation Strategies

There is broad support for the value of the Project in terms of fully identifying Corridor improvement needs, strategies and funding/construction approaches.

The only Project risk currently involves its funding. BUILD grant support is required to fill the funding gap between available funding and the cost of a fair, logical and open NEPA process.

“US 69 is so important to the region that MARC placed it on its constrained project list as part of the Transportation Outlook 2040 Plan. This long-range regional transportation plan emphasizes transportation investments—such as US 69—that link activity centers and corridors into livable, vibrant places”
—Curt Skoog, Overland Park Council; MARC Board of Directors

Improving the Corridor:

- Has been the focus of Partnership efforts for nearly two decades;
- Is the #1 transportation priority for the City of Overland Park; and
- Is expected to be named one of the top priority projects for the State of Kansas when KDOT completes its first update in nearly a decade to its Long-Range Transportation Plan (LRTP) later this year.

The Project has nearly universal agreement within the Corridor community, thanks to the efforts of the City and of the Overland Park Chamber of Commerce to facilitate ongoing community discussions about the Project Need. To do that, the Chamber has hosted an ongoing series of meetings about Corridor issues and opportunities with:

- USDOT Sec. Chao
- Members of the Kansas Congressional Delegation
- Members of Gov. Laura Kelly’s administration
- Members of the Kansas State Legislature
- City of Overland Park Mayor, Council and Staff
- Members of the City of Overland Park business community

Strong support for continually improving US69 reflects the broad recognition of the benefits it delivers to area businesses and individuals. As the City of Overland Park Planning Department noted in its [2018 Annual Development Report](#), Corridor travelers and shippers enjoy a transportation cost advantage over surrounding communities.

Benefit Cost Analysis

The Project does not lend itself to a traditional benefit-cost analysis since it is a planning initiative.

However, the Partners have conducted a Benefit-Cost Analysis (BCA) of the Corridor improvements identified in the US69 Concept Study to provide context for the potential benefits that, in time, may be achieved – and more quickly – by funding the Project.

In summary, the Concept Study improvements costing about \$218 million would produce the following direct user benefits:

- Total Benefit (NPV) \$1,571,813,759
- Internal Rate of Return 23.28 percent
- Benefit/Cost Ratio 15.55



15.55
**BENEFIT-COST
RATIO**

Over 20 years, specific savings from the Corridor improvements that would potentially result would include:

- Time Savings \$1,351,561,285
- Crash Savings (NPV) \$9,949,348
- Reduced Pollutant Damage Savings (NPV) \$31,713,505
- Savings on Maintenance Costs \$1,658,000

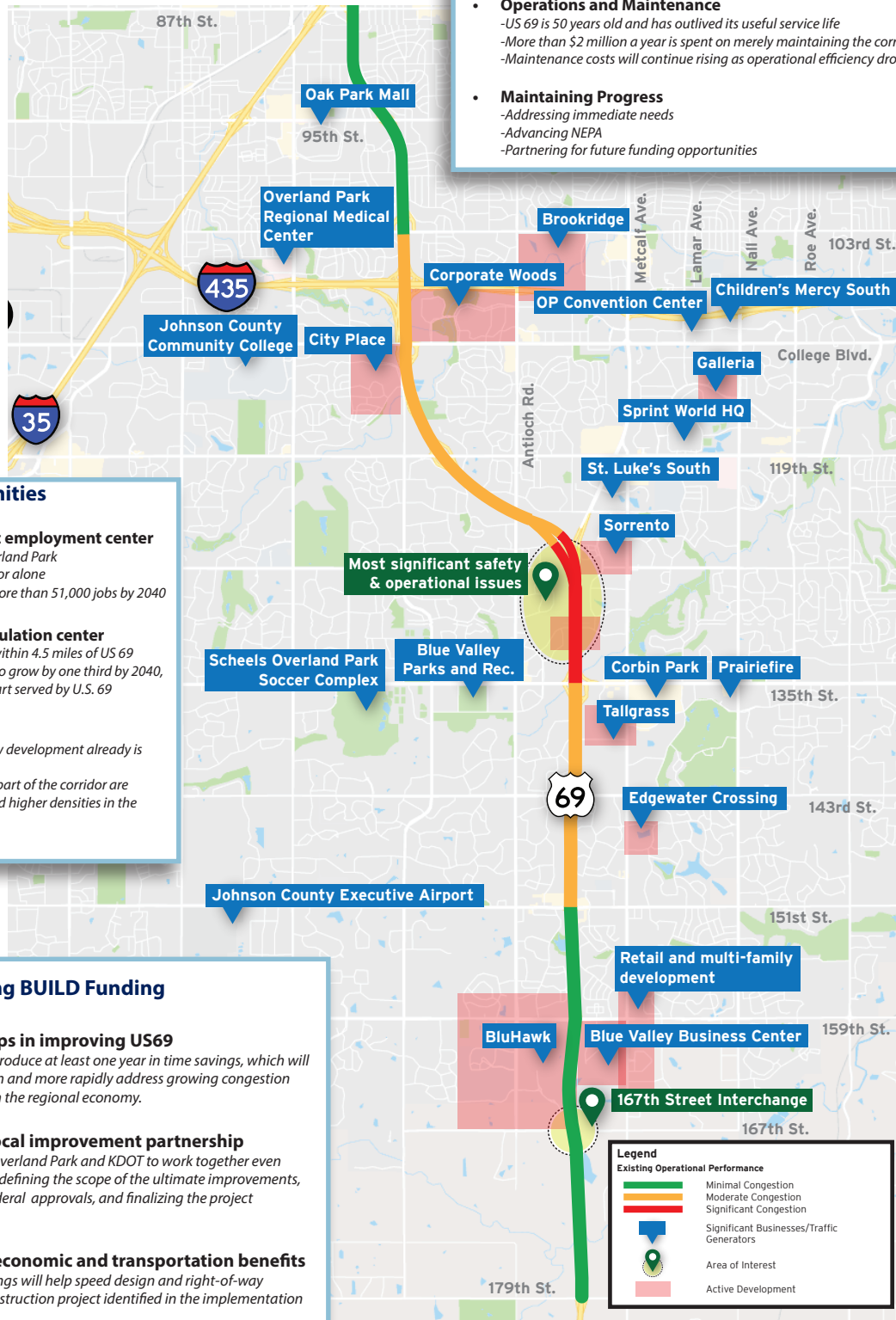
These findings likely will change as a result of the actual improvements identified as part of the Project, a NEPA planning process, and its impact on final design and construction.

More information about how these figures were arrived at, including the assumptions and methodology used to produce the analysis, can be found in the **BCA** and the **Methodology** Memo uploaded to Grants. Gov as part of this grant application.

Project Summary

Corridor Challenges

- Congestion and Safety**
 - US 69 through OP carries more traffic than any other 4-lane Kansas highway
 - The corridor already experiences crash rates above the statewide average
 - Traffic volumes will double by 2040, tripling travel times
- Operations and Maintenance**
 - US 69 is 50 years old and has outlived its useful service life
 - More than \$2 million a year is spent on merely maintaining the corridor as is
 - Maintenance costs will continue rising as operational efficiency drops
- Maintaining Progress**
 - Addressing immediate needs
 - Advancing NEPA
 - Partnering for future funding opportunities



Economic Opportunities

- Area's second-largest employment center**
 - 21,000 jobs located in Overland Park
 - 10,000 jobs in US 69 corridor alone
 - Job numbers to grow by more than 51,000 jobs by 2040
- Rapidly growing population center**
 - 200,000 OP residents live within 4.5 miles of US 69
 - City population expected to grow by one third by 2040, primarily in the southern part served by U.S. 69
- Active Development**
 - More than \$1 billion in new development already is underway in the corridor
 - Land uses in the southern part of the corridor are planned for commercial and higher densities in the future

Benefits of Providing BUILD Funding

- Accelerate next steps in improving US69**
 - BUILD-funded NEPA will produce at least one year in time savings, which will help advance construction and more rapidly address growing congestion issues and their impact on the regional economy.
- Strengthen state/local improvement partnership**
 - The Project will position Overland Park and KDOT to work together even more effectively by better defining the scope of the ultimate improvements, securing the necessary federal approvals, and finalizing the project implementation plan.
- Expand Corridor's economic and transportation benefits**
 - The anticipated time savings will help speed design and right-of-way acquisition of the first construction project identified in the implementation plan.