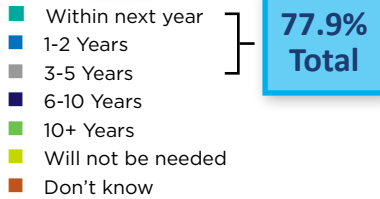
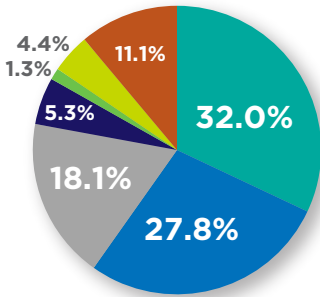


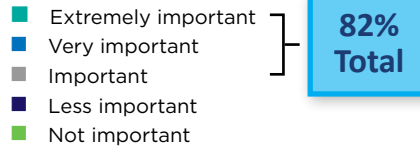
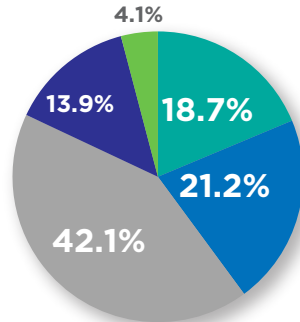
U.S. 69 Modernization and Expansion Project Summary

Overland Park residents know U.S. 69 needs to be fixed - and soon

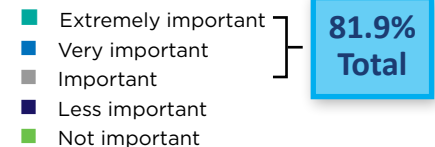
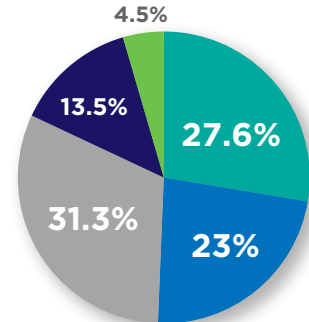
How soon do you think KDOT should begin making traffic flow improvements?



How important is minimizing the total cost of the project?



How important is minimizing the portion of total cost that is paid by Overland Park residents?



Source: Statistically valid survey of 1,200 Kansas U.S. 69 users (79.7% O.P. residents) conducted May 1-15, 2021; chart numbers may not equal 100% due to rounding

The only solutions that can fix U.S. 69 congestion are the capacity-added options

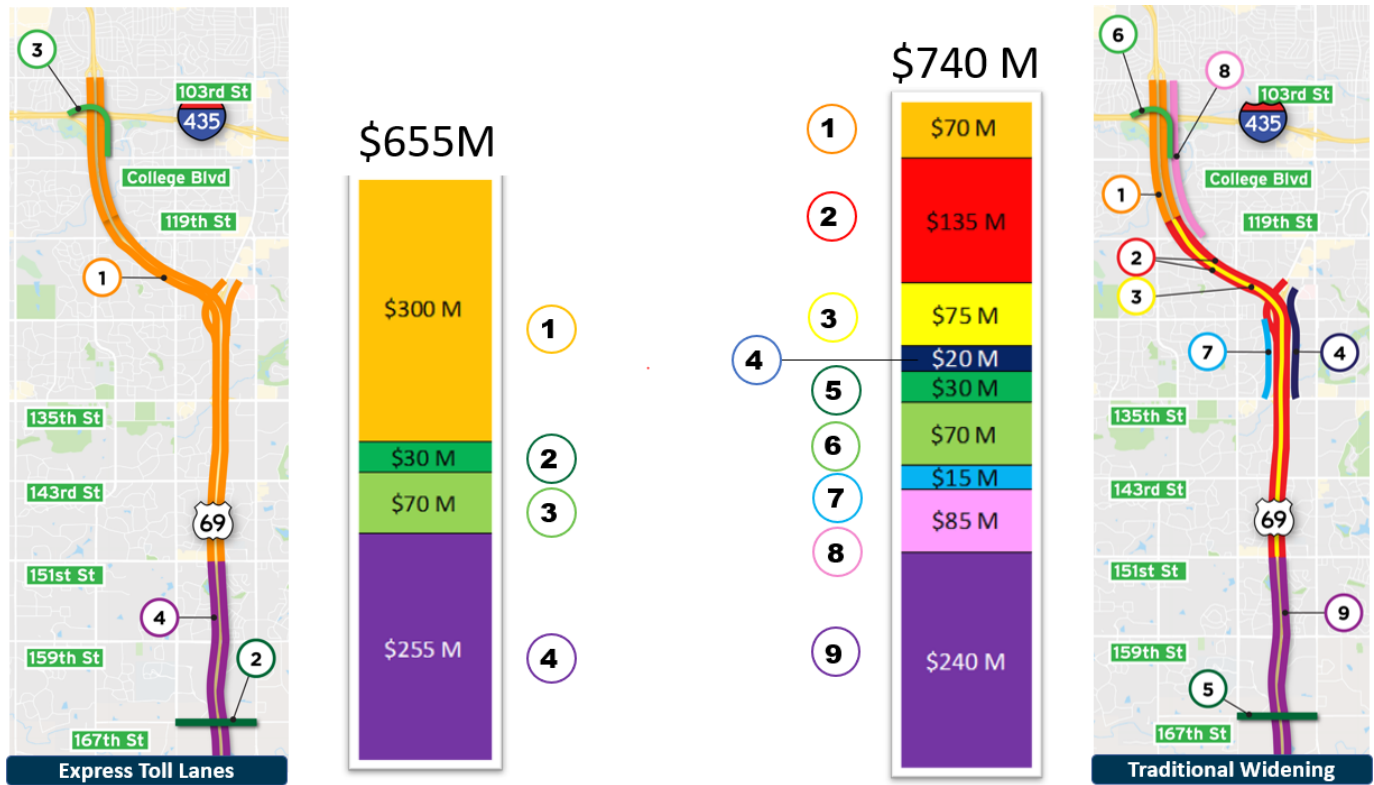
The 69Express Project Team analyzed potential solutions for addressing the Project's Purpose and Need Criteria established in consultation with local, state and federal stakeholders and officials. Only Express Toll Lanes (ETLs) and Traditional Widening addressed all criteria.

Alternative	PURPOSE & NEED CRITERIA				
	Improve Safety	Reduce Congestion	Promote Sustainability	Provide Flexible Choices	Accommodate Local and Regional Growth
No-Build					
Improvement to Alternative Routes					
Existing Capacity Management					
Multimodal					
Traditional Widening					
Express Toll Lanes					

LEGEND



Express toll lanes are the best construction cost value, saving \$85 million



Express toll lanes are the best value to the State of Kansas



Engineering/ Traffic

- Reduce Congestion
- Improve Trip Reliability
- Fewer Construction Impacts



Environmental

- Smaller Project Footprint
- Traffic Further From Homes/Businesses
- Fewer Impacts



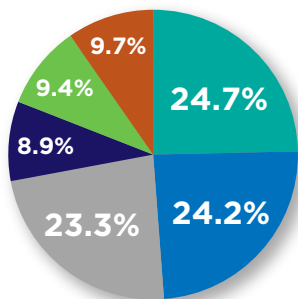
Finance

- Lower Construction Cost
- Lower Lifecycle and Maintenance Costs
- Provides New Funding Option for Local Partners

Express toll lanes deliver benefits Overland Park residents want

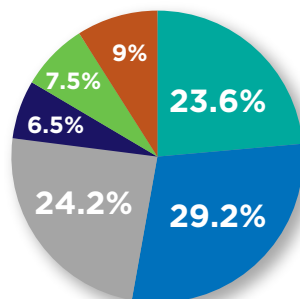
How important is it to you to ...

Reduce cost of the project by \$85 million dollars?



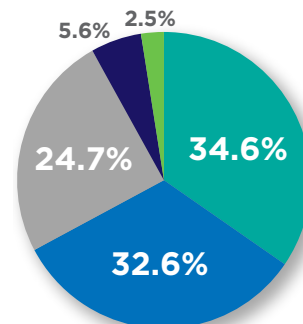
72.2% Total

Reduce disruptions to traffic flow during construction?



77% Total

Minimize congestion by using innovative and creative solutions?



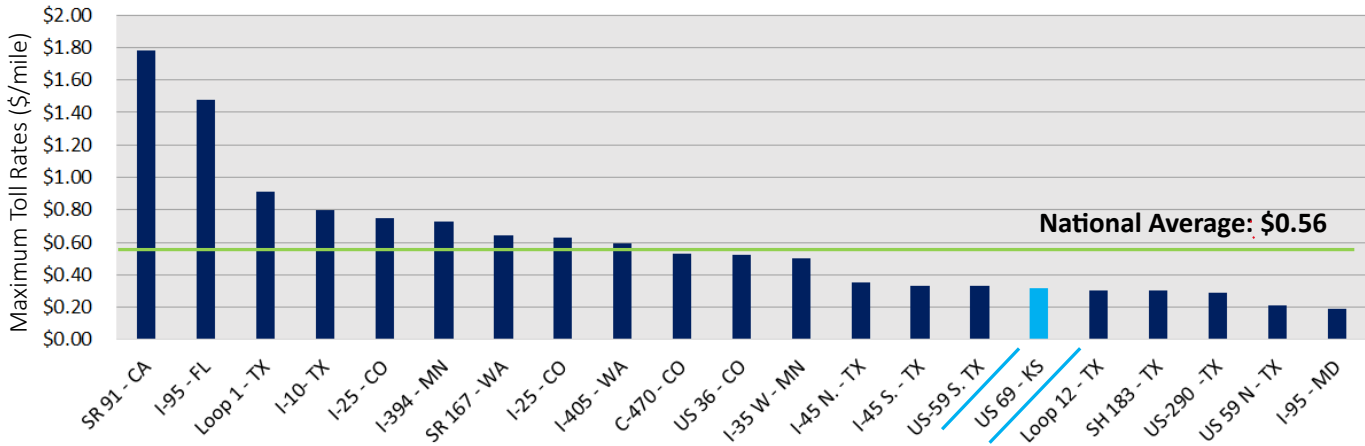
91.9% Total

- Extremely important
- Very important
- Important
- Less important
- Not important
- Don't know

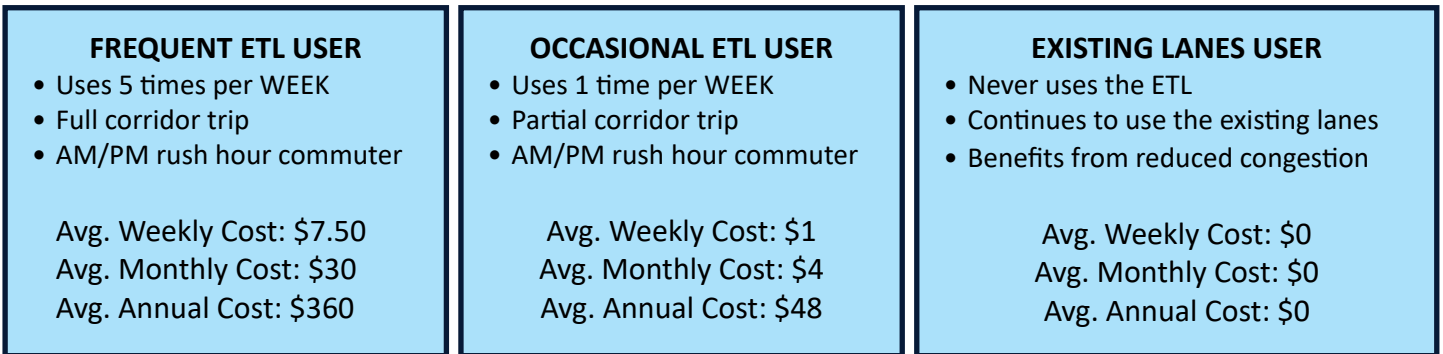
- Extremely important
- Very important
- Important
- Less important
- Not important
- Don't know

- Extremely important
- Very important
- Important
- Less important
- Not important

U.S. 69 toll rates would be about 43% below national average rates

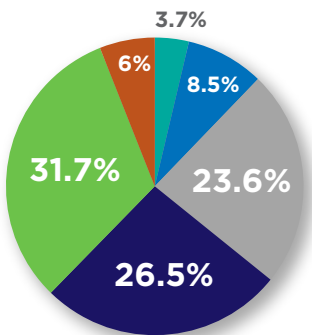


Drivers can choose to use ETLs when needed



Overland Park residents will use ETLs; believe they work and are easy to use

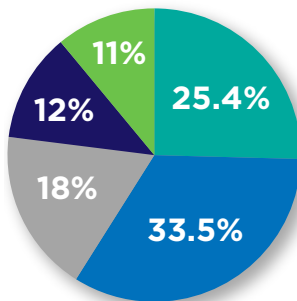
How often would you pay to use express lane to avoid congestion if the cost were between 65 cents & \$1.75 or less?



- All the time
- Most of the time
- Some of the time
- Only in emergencies
- Never
- Don't know

62.3% Total

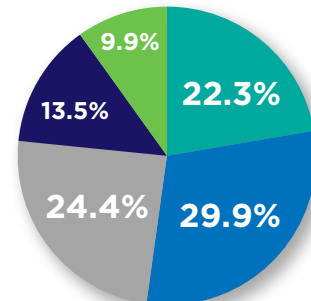
ETLs are a good way to keep traffic moving



- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

76.9% Total

ETLs are easy to use



- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

76.6% Total

Overland Park has options for funding its local contribution

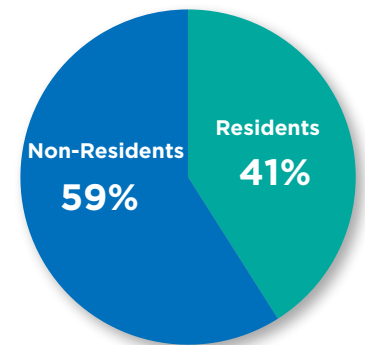
The IKE Transportation Program is built on partnerships to strengthen projects and solve transportation challenges. Communities statewide are providing local contributions to help fund locally important projects to move them from development to construction as KDOT seeks to do the most good statewide. Current examples include:

- Wichita & Sedgwick County - \$15 million on an \$86 million project (17.4%)
- Lawrence - \$1.5 million on a \$10 million project (15%)
- Topeka - \$20 million on a \$234 million project (8.5%)

To advance the near-term \$300 million U.S. 69 improvements, KDOT requests a \$20 million (6.7%) local contribution from Overland Park. The City would determine how it makes its local contribution.

If the City opts for Express Toll Lanes as its preferred improvement strategy:

- Tolls would be collected until sometime between 2037 and 2042;
- Based on traffic and revenue modeling, 59% of the tolls would be paid for by non-Overland Park residents; and
- The City could decide to remove the tolls once the local contribution is repaid - or keep them to manage congestion and to potentially provide the local contribution for future corridor improvements.



For the Traditional Widening solution, the City has two options for its local contribution:

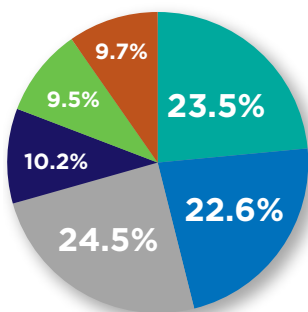
- \$22 million in installment payments of \$2.2 million over 10 years; or
- \$20 million up-front cash contribution at the beginning of construction.

For comparison purposes, \$20 million from the City budget is equivalent to:

- 15.4% of the City's General Fund Operating Budget;
- 38.2% of the City's unrestricted cash reserves; or
- 100% of PAYGO funding for public works projects for 3.75 years

Overland Park residents prefer ETLs to fund the City's local contribution because they ...

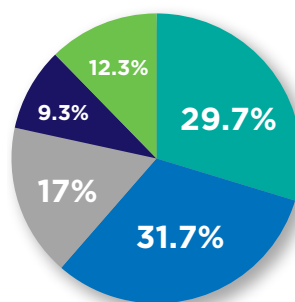
Allow improvements to be completed sooner



- Extremely important
- Very important
- Important
- Less important
- Not important
- Don't know

70.6% Total

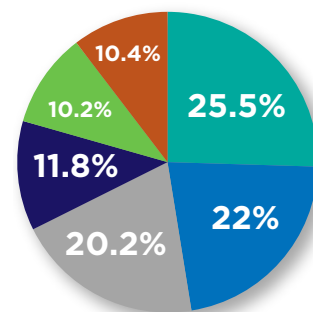
Are fair because tolls are paid only by people who use them



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

61.4% Total

Pay for the local contribution without using sales or property tax dollars



- Extremely important
- Very important
- Important
- Less important
- Not important
- Don't know

67.7% Total

For More Information:

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