



69Express Funding Fact Sheet

This fact sheet explains 69Express Project costs and funding mechanisms.

What is the 69Express Project scope and cost?

The 69Express Project includes:

- Reconstructing the existing four lanes on U.S. 69 between 103rd Street and 151st Street
- Adding two new express lanes (one northbound, one southbound) between 103rd Street and 151st Street
- Reconstructing the interchange ramps at I-435, College Blvd., 119th Street, Blue Valley Parkway, 135th Street, 151st Street and 167th Street
- Multiple bridge replacements
- Constructing 11 noise walls

The cost of that work is \$572 million.

How will that Project cost be funded?

Initial construction of the Project will be funded from the following sources:

- Federal funds = \$458 million (80%) provided through the Bi-Partisan Infrastructure Law (BIL) passed in fall 2021
- State Funds = \$114 million (20%)

After the Project is complete, tolls collected from the express lanes will fund a \$30 million local contribution from the City of Overland Park. Tolls collected over time will repay that portion of the state funds used to fund the initial construction.

How was tolling determined to be a source of funding?

69Express was selected for KDOT's project development pipeline as part of the agency's Eisenhower Legacy Transportation Program (IKE). Within this program, communities are asked to partner with KDOT in one or more ways: provide a local contribution, including funds; build the project over longer periods of time (project phasing); or negotiate the project scope to better utilize available taxpayer funding. The City of Overland Park elected to provide its local contribution through revenues collected on the new 69Express toll lanes. As the tolls are collected, that revenue over time will be used to offset KDOT's initial investment for construction of the new lanes.

What is a local contribution?

Local contributions are funds and other things of value that cities, counties and sometimes the private sector provide to advance important infrastructure projects. In the case of 69Express, the City of Overland Park's local contribution for the \$572 million first phase (between 151st and 103rd Streets, plus the 167th Street interchange) is \$30 million.

Are current state taxes (e.g., the state gas tax) being used to assist with 69Express funding?

Yes, in the sense that gas taxes provide some of KDOT's and the FHWA's funding. However, transportation needs in Kansas far exceed the funding available. In 2018, legislators identified \$18 billion worth of transportation needs across the state. The IKE Program, a 10-year infrastructure program passed in 2020, will provide nearly \$10 billion in transportation investments, of which \$5 billion will fund preservation work. The remaining \$5 billion will be applied toward the \$18 billion worth of identified transportation needs.

How much revenue will tolling raise?

The goal of the U.S. 69 express lanes is first to better manage congestion on the roadway and then to raise the City of Overland Park's \$30 million local contribution. Adjusted for inflation and accounting for the costs of operations and maintenance, it is estimated that the express lane tolls will generate the \$30 million contribution between 2037 and 2042.

Tolls will be in place until this local contribution has been fulfilled. The City could decide to remove the tolls once the local contribution is repaid or keep them to manage congestion and potentially to provide the local contribution for future corridor improvements.

Where and how can tolling revenue be spent?

By statute, toll revenue raised by 69Express must be spent on Project expenses. Toll revenue first will cover its own cost of collection (operations, maintenance and periodic replacement of the roadside toll system), and then will be used to reimburse KDOT for the City's local contribution toward initial construction costs.

Please follow the 69Express project at 69Express.org for the latest information.

