



# Project Summary

**August 2023**

**Jeff D. McKerrow, PE, PTOE**  
**Kimley-Horn and Associates**

# Agenda

Project Approach Recap

Recap of Engagement

Consolidated List of Projects

Prioritization Tool

Action Items

Conclusion

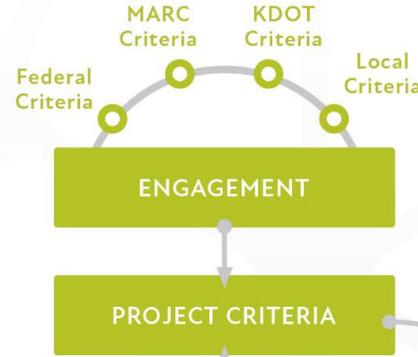
Questions

# APPROACH: PROCESS

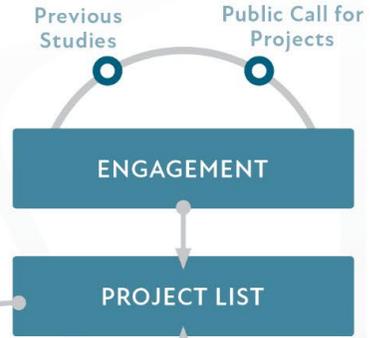
## EXAMPLE BROAD CRITERIA

KDOT IKE Program	MARC	Federal Grants
Current Congestion	Project Readiness	Project Readiness
Future Congestion	Regional Plans, Policies and Strategies	State and Local Planning
Truck Traffic	Centers and Corridors Focus	Environmental Approvals (NEPA) Status
Safety	Access to Opportunity	Right-of-Way and Design Status
Gross Regional Product/Cost	Economic Vitality	Benefit-Cost Analysis
Traveler Benefit/Cost	Transportation Choices	Access to Opportunity
Local Input	Public Health & Safety	Areas of Persistent Poverty
Route Continuity	Healthy Environment	National Economic Impacts
Previous Investment		

## CRITERIA DEVELOPMENT



## PROJECT DEFINITION



Refine

PRIORITIZATION  
TOOL/ANALYSIS

Refine

ENGAGEMENT

DRAFT PLAN

WORK SESSIONS

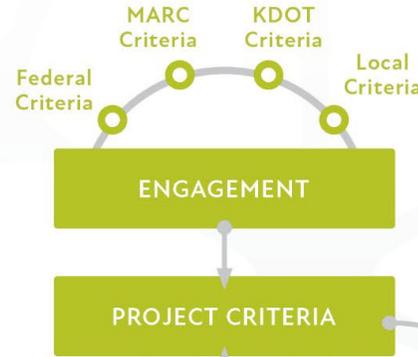
FINAL REPORT/ADOPTION

# APPROACH: PROCESS

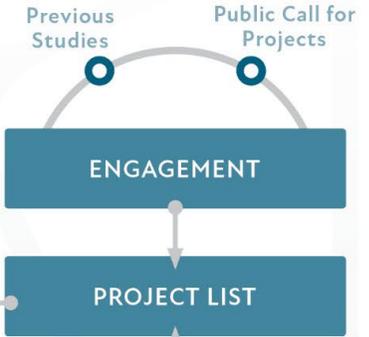
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## CRITERIA DEVELOPMENT



## PROJECT DEFINITION



Refine

Refine

# Public Engagement

## Key Stakeholders

- Virtual in Fall of 2022
- In Person in late Spring of 2023

## Public Meetings

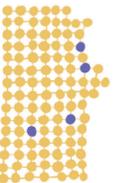
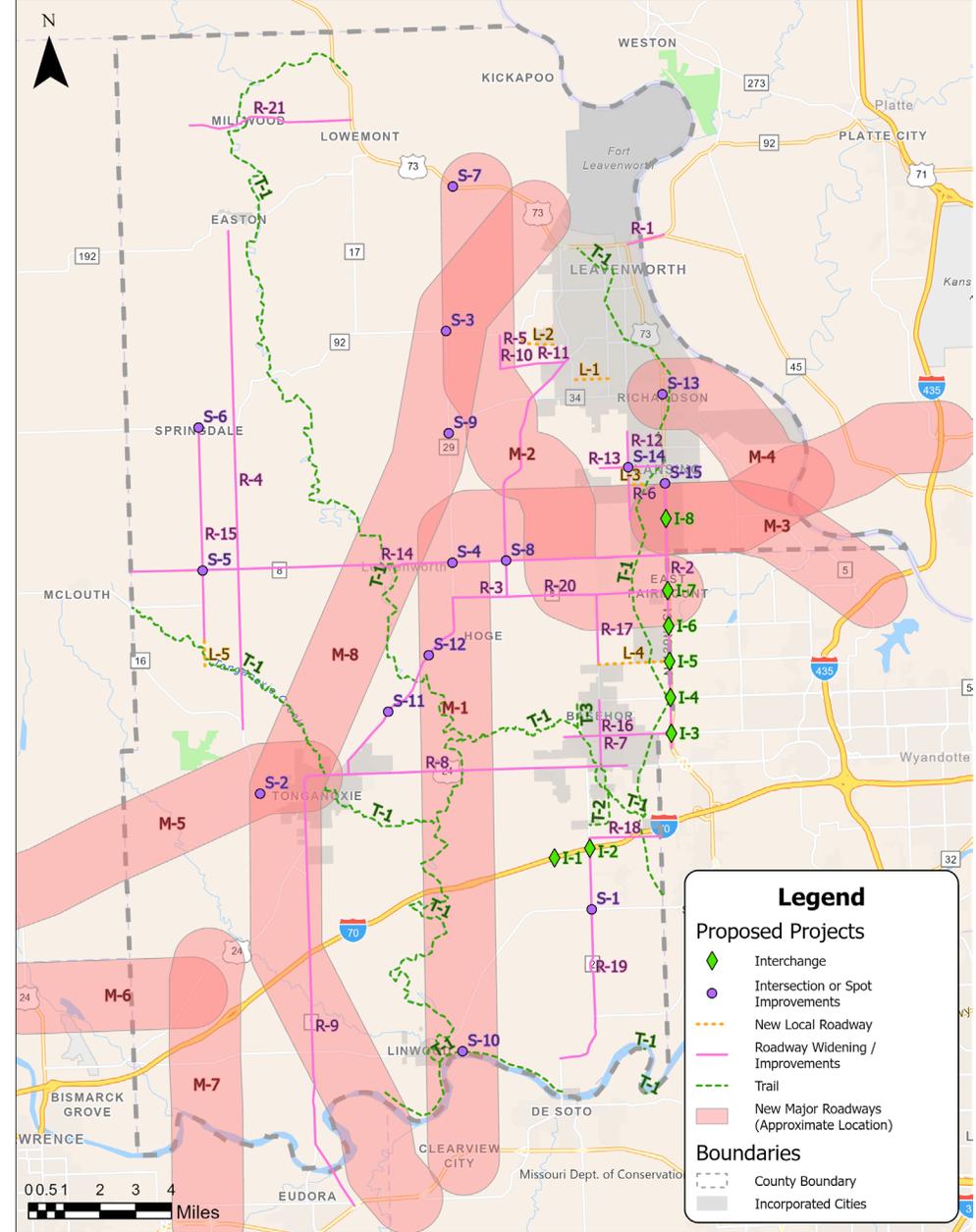
- Two hybrid (in-person and virtual) in late 2022
- Virtual online meeting late Spring of 2023

## Elected Officials Briefings

- Late Spring of 2023
- Late Summer of 2023

# Initially Identified Projects

- Based on previous studies
- Shared with public
- Overlapping corridors
- Corridor on new alignments
- Lots of feedback



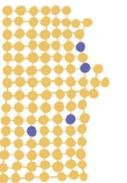
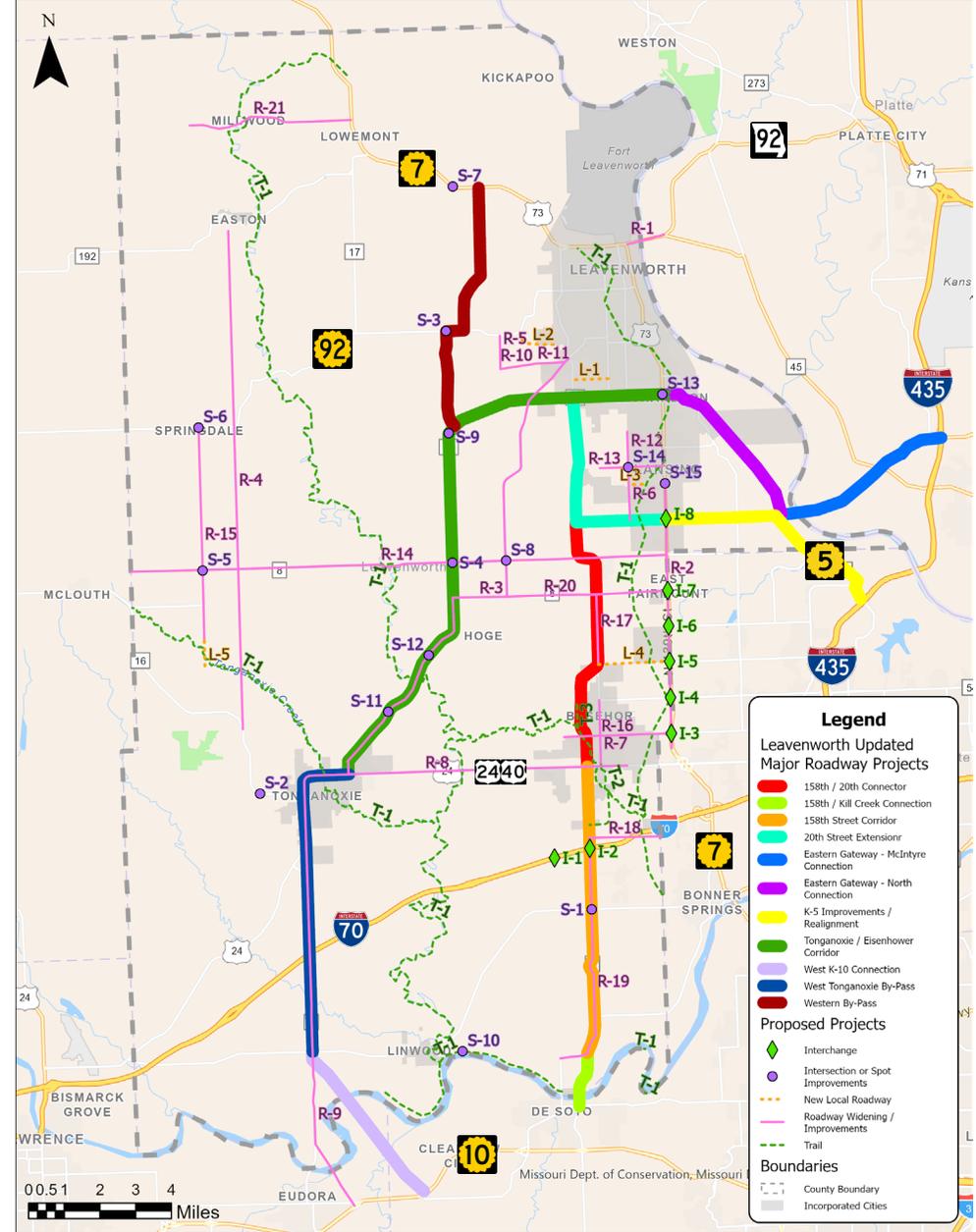
# Consolidated Project Map

## 43 Project Identified

- Projects could be combined (K-7 interchanges); OR
- Projects could be further divided (158<sup>th</sup> / 20<sup>th</sup> Street Corridor)

## Total Capital Costs Identified

- \$1.5 billion



# Project Prioritization

## Evaluation Criteria

- Traffic Operations / User Delay
- Safety
- Access to Amenities
- Economic Development / Job Access
- Equity
- Sustainability / Resiliency
- Cost Effectiveness
- Other Factors

## By Weighting

- Based on Public Input
- User Defined
- Mid-America Regional Council
- Kansas DOT
- US DOT

# Interactive Evaluation Tool



## Leavenworth CIP Projects Evaluation Tool

Evaluation Criteria	Description	User Defined Weights
Traffic Operations / User Delay	Projected future traffic volume / congestion in Project area and reduction in vehicle hours of delay due to Project	10
Safety	Existing crash history in Project area and reduction in crashes due to Project	15
Access to Amenities	Increase in access to key destinations (e.g., schools, healthcare, parks) as well as access to overall population due to Project	10
Economic Development / Job Access	Increase in access to jobs, commercial / industrial acreage, and Interstates due to Project	15
Equity	Project impact for vulnerable populations (e.g., Historically Disadvantaged Communities, Areas of Persistent Poverty, Opportunity Zones)	15
Sustainability / Resiliency	VMT reduction due to Project; also accounts for whether a project mitigates a bridge in poor condition or low-water crossing, brings a gravel road to paved, or provides additional bike/ped connections	10
Cost Effectiveness	Normalized (0 to 100) Benefit-Cost Index using travel time savings and crash reduction benefits over 20 years, as compared to project capital and 20-year O&M costs	10
Other Factors (e.g., Partnerships, Project Readiness)	Additional factors such as # of jurisdictions crossed, environmental clearance anticipated	15
		<b>Total : 100%</b>

**Select Project Types:**

- New Major Roadway
- New Local Roadway
- New Interchange
- Roadway Widening / Upgrade
- Intersection or Segment Safety Improvements
- Multimodal

**Limit Results to Applicable Funding Sources:**

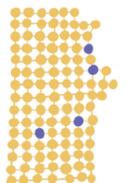
- MARC
- KDOT IKE Program

**Apply Suggested Weights for Targeted Funding Source:**

MARC (MTP)

KDOT IKE Program

USDOT (e.g., RAISE, INFRA)



# Action Items

## KDOT's IKE Development Program

- K-5 Improvements
- K-7 Interchanges (Combined or Individual)
- Leavenworth City Western By-Pass
- West K-10 Connection with West Tonganoxie By-Pass/Upgrade
- Eastern Gateway
  - Submit for Project Development Pipeline to utilize as a match for RAISE grant

(note – KDOT has many other local funding options as well)

# Action Items

## US DOT Competitive Grants

- Eastern Gateway
  - Submit for a Planning Study through the RAISE grant program
  - Will require support from KDOT, MoDOT, and active support from US Representatives and US Senators
- Safe Streets For All (SS4A) Action Plans
  - Leavenworth and Leavenworth County were awarded grant funding earlier this year
  - Tonganoxie, Basehor, and Lansing can apply for grant funding to complete
  - Currently KDOT is providing assistance w/ local match
- SS4A Implementation Grants
  - Can be pursued once the Action Plans are complete or underway

# Action Items

## MARC's STBG and STBG Set-Aside

- K-5 Improvements
- 158<sup>th</sup> / 155<sup>th</sup> Street Corridor
  - Does not include the I-70 interchange due to federal funds
- Parallel Road Complete Street Improvements
- Tonganoxie – Eisenhower Corridor Improvements
- Focused Demand-Responsive Transit Service in Leavenworth-Lansing

(note – KDOT has other programs for the non-urbanized areas)

# Action Items

## MARC's PSP Program

- Combined 158<sup>th</sup> Street and 20<sup>th</sup> Street / McIntyre Road projects into a corridor study to enhance connectivity of Basehor, Lansing and Leavenworth west of K-7
  - Including bicycles, pedestrians, and transit
- Kansas River Crossing Study to explore upgrades or new crossing over the Kansas River
  - Focus on connecting underserved populations to new job centers south of Kansas River
  - Recommend partnering with Johnson County and/or De Soto

# Conclusion

- This project had extensive public, stakeholder and elected official outreach
  - 43 Projects were identified through that outreach
- The projects were evaluated based on defined metrics, aligning with scoring criteria from different funding sources and outreach
- The community can now speak with one voice to advocate projects – bringing a stronger position with multi-jurisdictional support
  - KDOT's Local Consult is scheduled for October 17 in Lenexa



# Questions?