

Kansas-04 Member Designated Project (T&I) Submission Form:

Deadline: April 16, 2021

Project Name: US-400 Greenwood County (KDOT Project Number 400-037 KA-5790-01)
Project Sponsor: Kansas Department of Transportation
Project Contact: Kris Norton
Contact Email: Kris.Norton@ks.gov
Contact Phone Number: (785)368-6429

Project Description:

If this project is on the STIP or TIP, the description of the project as listed on those documents should be incorporated. If the project has a website, please include a link. Please include a description of the benefits (including any benefits to help advance the goals of surface transportation reauthorization, if applicable).

In the lead up to the IKE Program, KDOT reviewed existing traffic volumes, crash histories, traffic operations and future growth projections and gathered local input to prioritize routes to extend existing passing lanes and add new passing lanes to provide enough time for traffic to get around substantial truck traffic. This passing lane project is one out of 15 passing lane projects identified in the IKE Program modernization pipeline.

Traffic from a quarry on US-400 in Greenwood County results in traffic congestion. Local consult partners requested that passing lanes be considered at this location. The passing lane in Greenwood County will address the congestion associated with the quarry traffic.

Questions:

Please answer each question below to provide more detailed information about your project for consideration. You may reference the Appendix for additional descriptions and clarification on the information that is requested.

1. What is the amount requested?

\$5M for construction costs on this project.

2. What is the total cost of the project?

Estimated construction costs are \$6.3 Million for the addition of passing lanes.

3. Is this project confirmed to be on the State, Tribal, or territorial transportation improvement program (STIP) and the metropolitan transportation improvement program (TIP), if applicable?

If the program is not on the STIP or TIP, please see questions 15-17 for additional requirements.

Yes. The project is listed on page A-43 of the FFY 2021-2024 State Transportation Improvement Program Appendix A Project Index dated 07/10/2020

4. What are the sources of funding for the full share of the cost of the project beyond the amount requested? Please include amounts.

If this project is not on the STIP or TIP, you must demonstrate identified funding to the committee and commitment by the transportation agency that controls the identified funding to use those funds on the project. The Committee will not designate funding for projects for which the requested amount represents a portion of the project costs, without the remained of funding identified.

Anticipated Funding is 79% Federal and 21% State for the proposed improvements.

5. Does this project have letters of support from KDOT, their local government, a transit agency, or another non-Federal sponsor? (If applicable please include as an attachment to this request.)

Yes. KDOT has provided a letter of support as the sponsor.

6. What project phase is the project currently in?

This includes: Planning and Environmental Review, Final Design, Right of Way, Capital purchase or lease (including bus purchases), Construction, or Other (please describe)

The project is currently in preliminary design which generally falls within Planning and Environmental Review.

7. What NEPA category of action is the project currently in?

This includes: Categorical Exclusion, Environmental Assessment, Environmental Impact Statement, or Undetermined

Categorical Exclusion IIB (currently shown on KDOT Form 883)

8. What is the environmental review status of this project?

This includes: Pre-review, Categorically excluded, Notice of intent published, FONSI issued, Draft EIS published, Final EIS published, ROD issued, or other (please describe)

Pre-review

A preliminary desktop screening has been completed by KDOT.

9. Please describe the process that will be followed to provide an opportunity for public comment on the project.

Projects that are on an approved STIP or TIP that have been through public comment do not need to solicit additional public comment. If the project has solicited public input as it advanced through the NEPA process that can also be cited under this question. If the project is not on the STIP or TIP, please identify whether the project sponsor has provided other opportunities for public input.

Public engagement is anticipated to include 1 or 2 selected stakeholder outreach activities, but is not anticipated to include a public open house.

10. Has the project received Federal funding previously? If so, provide the source and the amount.

No

11. Has the project applied for U.S. DOR discretionary grants in the past? If yes, please list which discretionary grant program and attach project application.

No

12. Letter(s) of support from the state, local government, or non-federal sponsor.

The Committee is requiring demonstrated support from the sponsor of the project to accompany each request. The submission must be on letterhead from a public agency responsible for carrying out the project, and must include an expression of willingness to carry out the project and the ability for funding to be obligated within the time period set forth under federal -aid highway or federal transit requirements.

KDOT's Local Consult process and management breakdown identified this as a project with regional support.

13. What will the district impact of this project be? How many people will it affect? What is the economic impact?

The proposed improvements will provide passing opportunities on US-400 and are expected to impact 6700 vehicles per day by the year 2043. 30 percent of the traffic is medium/heavy trucks. The passing lanes will also alleviate congestion related to truck traffic at a quarry.

14. If the program is not on the STIP or TIP and funding is provided for this project, can it be added to the STIP/TIP in a reasonable timeframe?

Please consult your state Department of Transportation or Metropolitan Planning Organization (MPO) for this question. If yes, the Committee is requesting a letter from the agency indicating this is the case. If no, that is a likely indicator that the project may not be ready for Member Designated funding.

15. If the program is not on the STIP or TIP, please provide documentation from the relevant federal agency that the project is eligible under title 23 (Highways), United States Code or title 49, United States Code (Public Transit)

16. If the program is not on the STIP or TIP, is the project on a regional or statewide long-range transportation plan?

Appendix:

Project sponsor:

The agency or other entity, including any private entity that provides funding for the project and administers any construction or construction engineering/inspection activities for the project.

State, Tribal, or territorial transportation improvement program (STIP):

The STIP is prepared annually and sets forth the specific construction projects the Illinois Department of Transportation will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, bicycle, pedestrian, and operations and maintenance projects. The STIP includes the MPO and Rural TIPS. *Link:* <https://www.ksdot.org/burProgProjMgmt/stip/stip.asp>

Metropolitan transportation improvement program (TIP):

A TIP is a capital improvement program developed cooperatively by local and state transportation entities. It includes a list of multi-modal transportation projects, such as highway, transit, and bicycle, for example. The projects are drawn from and consistent with a rural long-range plan (statewide plan) or Metropolitan Planning Organization (MPO) long-range plans known as a Metropolitan Transportation Plan (MTP.)

NEPA category of action:

NEPA or the National Environmental Policy Act requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions covered by NEPA is broad and includes making decisions on permit applications, adopting federal land management actions, and constructing highways and other publicly owned facilities.

Categorical Exclusion (CATEX):

A federal action may be “categorically excluded” from a detailed environmental analysis when the federal action normally does not have a significant effect on the human environment. The reason for the exclusion is generally detailed in NEPA procedures.

Environmental Assessment (EA):

A federal can determine that a Categorical Exclusion (CATEX) does not apply to a proposed action. The federal agency may then prepare an Environmental Assessment (EA). The EA determines whether or not a federal action has the potential to cause significant environmental effects.

Environmental Impact Statement (EIS):

Federal agencies prepare an Environmental Impact Statement (EIS) if a proposed major federal action is determined to significantly affect the quality of the human environment. The regulatory requirements for an EIS are more detailed and rigorous than the requirements for an EA.

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745
Julie L. Lorenz, Secretary



Phone: 785-296-3461
Fax: 785-368-7415
kdot#publicinfo@ks.gov
http://www.ksdot.org
Laura Kelly, Governor

The Honorable Congressman Estes
2411 Rayburn HOB
Washington, DC 20515

RE: FY2022 community funding request for the Passing Lane on US-400 in Greenwood County

Dear Congressman Estes:

On behalf of the State of Kansas and the Kansas Department of Transportation (KDOT) I write today to support your efforts to secure FY2022 community funding for the passing lanes on US-400 in Greenwood County. KDOT looks forward to partnering with you to make this project a reality for the people of Kansas.

This project is in the state transportation improvement program (STIP). It is also included in the development pipeline for KDOT's Eisenhower Legacy Transportation Program (IKE), which provides the process for KDOT to develop transportation improvement projects for Kansas.

This project would increase capacity along US-400. The proposed improvements will provide passing opportunities on US-400 and are expected to impact 6700 vehicles per day by the year 2043. With 30 percent of the traffic in the area being medium and heavy trucks, this will be a significant safety improvement, giving people a safe option to pass slow-moving trucks without risking oncoming traffic. These lanes will also alleviate congestion caused by specific truck traffic to and from a quarry on the route.

The IKE Program requires KDOT to score and prioritize larger expansion and modernization projects to maximize limited state funds for transportation improvements. This passing lane project is one out of 15 passing lane projects identified in the IKE Program modernization pipeline.

For these reasons, we support your efforts to secure funding for this project. If the Committee has any technical questions or questions, please refer their inquiries to Joel Skelley, KDOT Director of Policy Joel.Skelley@ks.gov.

Sincerely,

Lindsey Douglas
Deputy Secretary, Kansas Department of Transportation

RON ESTES
4TH DISTRICT, KANSAS

2411 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-6216
DISTRICT: (316) 262-8992

estes.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-1604

COMMITTEES:
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SUBCOMMITTEE ON SOCIAL SECURITY
JOINT ECONOMIC COMMITTEE

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for construction of additional passing lanes on US-400 in Greenwood County, Kansas in the surface transportation reauthorization legislation.

The project sponsor is the Kansas Department of Transportation (KDOT) and the project is located on US-400 in Greenwood County, Kansas (zip code 67137).

The funding is designated for constructing additional passing lanes on US-400 in Greenwood County, Kansas. KDOT reviewed existing traffic volumes, crash histories, traffic operations and future growth projections and gathered local input to prioritize routes to extend existing passing lanes and add new passing lanes to provide enough time for traffic to get around substantial truck traffic.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The proposed improvements will provide passing opportunities on US-400 and are expected to impact 6,700 vehicles per day by the year 2043. Thirty percent of the traffic is medium/heavy trucks. The passing lanes will also alleviate congestion related to truck traffic at a quarry.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Ron Estes

Member of Congress

Date: April 23, 2021