

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

Deadline: April 16, 2021

Project Name: K-96 Sedgwick County (KDOT Project Number 096-087 KA-6099-01)

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).

The planned project involves full pavement reconstruction to address deteriorating pavements and will add a third lane in each direction to address congestion resulting in a new 6-lane freeway section. Operations at the six existing interchanges will be evaluated to identify recommended improvements at the ramp terminal intersections. No specific sideroad improvements are identified at this time.

A Discovery/Screening Phase (Planning and Environmental) is currently being completed by the Program Management Consultant to identify and screen alternatives to add one lane in each direction and perform technical analyses for each alternative with a goal of minimizing and avoiding right of way acquisitions. Connections to I-135 interchange and associated auxiliary lanes at the west end of the project and interchange operations within the project will be evaluated based on traffic volume forecasts to identify the scope of interchange improvements to meet operational needs. Anticipated stakeholder activities will include coordination with Union Pacific Railroad, City of Wichita Airport Authority, City of Wichita, and other stakeholders, as well as in-person or virtual public open house meetings. Environmental constraints will be reviewed to identify the anticipated environmental classification. Findings and viable alternatives will be documented in a Discovery Phase Report. The Discovery Phase will also be evaluating Alternative Delivery for this project.

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?

\$20 M dollars

2. What is the total cost of the project?

Completion of design phases of this project is estimated at \$20 M and initial estimated construction costs are \$225 M for reconstruction of the existing lanes and the addition of a 3rd lane in each direction.

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.

The initial Discovery Phase of the project is in the Wichita Area Metropolitan Organization (WAMPO) TIP. Remaining design phases and construction are not in the TIP

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 80% Federal and 20% State for the mainline and interchange improvements. Additional funding partnerships may be identified for local road 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.

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 a Discovery Phase Screening to evaluate mainline alternatives, evaluate mainline, interchange and intersecting local street operations, identify potential improvements and review alternative delivery

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 begin after the design phase begins and is anticipated to include in-person or virtual open house style meetings to solicit public comment. Additional stakeholder engagement with the local public agencies is on-going during the Discovery Phase to identify local impacts of the project and identify opportunities for partnership.

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 are projected to impact up to 107,000 travelers per day in 2047. Much of the existing land immediately to the K-96 corridor is well developed today. Some adjacent land remains undeveloped today but is forecast to be built up by 2047. Additionally, significant growth is anticipated in NE Wichita, immediately east of Colonel James Jabara Airport along with growth out to Greenwich. The K-96 facility also links I-135 on the west with I-35 and US-54/400 (Kellogg Avenue) on the southeast. Through traffic on K-96, traffic to/from I-135 and I-35 and US-54/400, is also projected to grow significantly by 2047.

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?

The project is included in the Wichita Area Metropolitan Planning Organization (WAMPO) Reimagined Move 2020 Metropolitan Transportation Plan (June 2020) as an “Other Priority” to increase capacity by adding and additional lane and reconstructing interchanges (page 21)

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.

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Julie L. Lorenz, Secretary



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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 K-96 Hillside to Greenwich in Wichita

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 discovery phase of the K-96 project in the Wichita. KDOT looks forward to partnering with you to make this project a reality for the people of Kansas.

The beginning phase of design is on the Wichita Area Metropolitan Planning Organization (WAMPO) Transportation Improvement Program (TIP) and the remaining phases of design can be added to the TIP in a reasonable timeframe.

This project would increase capacity along K-96 from I-135 to Greenwich, adding an additional through lane to increase the freeway from a 4-lane highway to a 6-lane highway. This freeway serves development in Northeast Wichita as well as connections to Bel Aire and Kechi and links I-135 on the west with US/54/400 (Kellogg) on the Southeast. It would improve access to Northeast Wichita, which has seen significant growth recently, including new development right at K-96 and Greenwich.

It is estimated at \$20M to complete design of the project and estimated to cost \$225M construct.

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

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

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the first phase of full pavement of existing lanes and addition a third lane in each direction on K-96 in Wichita, Kansas in the surface transportation reauthorization legislation.

The project sponsor is the Kansas Department of Transportation (KDOT) and the project is located on K-96, from Hillside Street to Greenwich Street in Wichita, Kansas, (zip codes 67220 and 67226).

The funding is designated for the completion of the design phases of this project. A Discovery/Screening Phase (Planning and Environmental) is currently being completed by the Program Management Consultant to identify and screen alternatives to add one lane in each direction and perform technical analyses for each alternative with a goal of minimizing and avoiding right of way acquisitions. Connections to I-135 interchange and associated auxiliary lanes at the west end of the project and interchange operations within the project will be evaluated based on traffic volume forecasts to identify the scope of interchange improvements to meet operational needs. Environmental constraints will be reviewed to identify the anticipated environmental classification. The Discovery Phase will also be evaluating Alternative Delivery for this project.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The proposed improvements are projected to impact up to 107,000 travelers per day in 2047. Much of the existing land immediately connected to the K-96 corridor is well developed today. Some adjacent land remains undeveloped today but is forecast to be built up by 2047. Additionally, significant growth is anticipated in North East Wichita, immediately east of Colonel James Jabara Airport along with growth out to Greenwich, Kansas. The K-96 facility also links I-135 on the west with I-35 and US-54/400 (Kellogg Avenue) on the southeast side. Through traffic on K-96, traffic to/from I-135 and I-35 and US-54/400, is also projected to grow significantly by 2047.

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