



I-29 / I-35 CORRIDOR STUDY PLANNING APPLICATION

**for Better Utilizing Investments
to Leverage Development (BUILD)
Transportation Discretionary
Grants Program**

May 18, 2020

Sponsors



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BUILD 2020 FORM

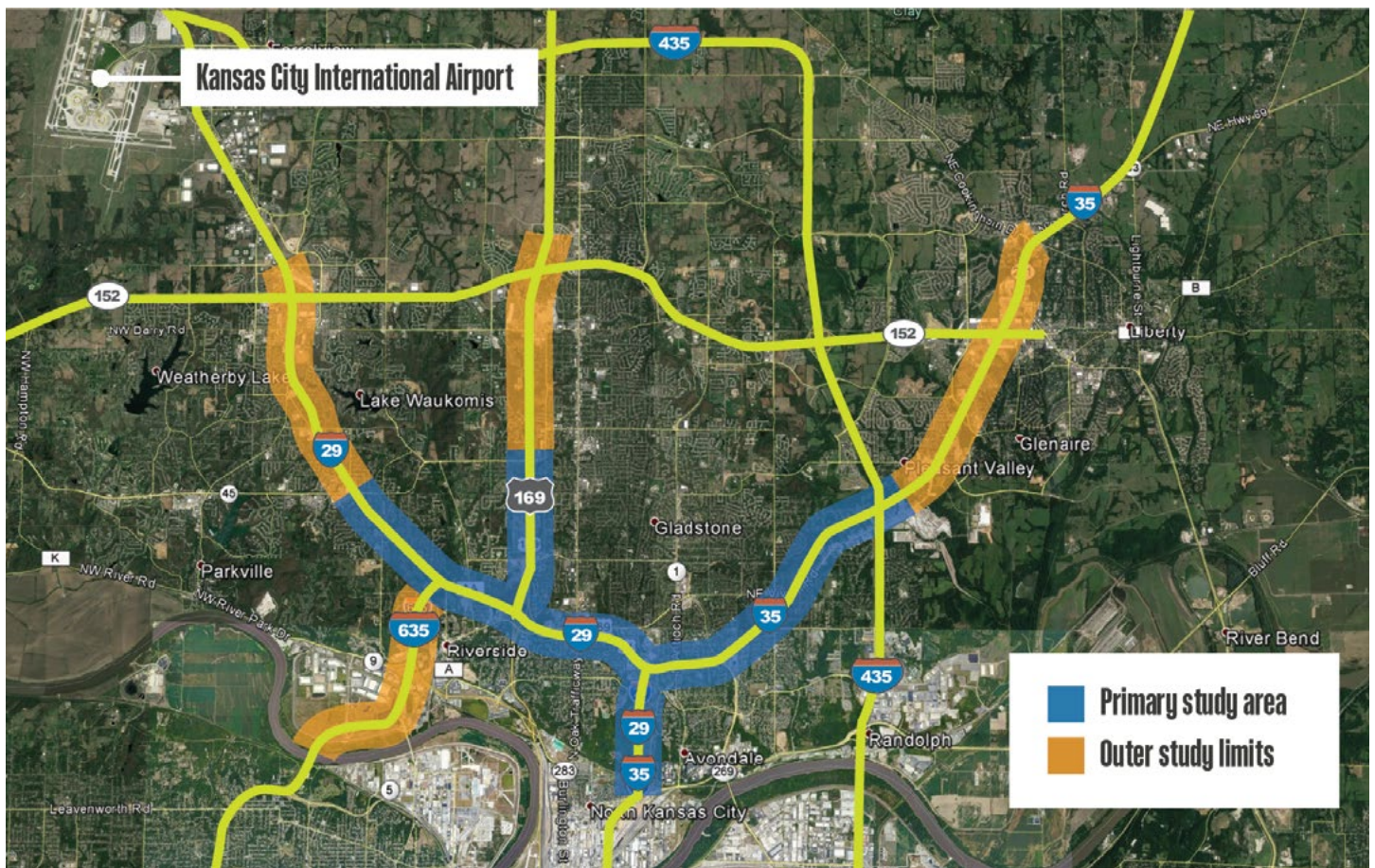


Figure 1 Study Area.

PROJECT NARRATIVE

The I-29 / I-35 Corridor Study includes the analysis of two interstates that merge directly north of the Central Business District of Kansas City. These two interstates, which join significant cities to the north stretching into Minnesota and, in the case of I-29, into Canada, provide a critical linkage to the central regions of the United States, with further linkages south to Texas and Louisiana via I-35 and I-49, respectively.

This project will include the first significant study of these principal corridors, along with US-169, to complete a corridor study. I-29 and I-35 are principally four-lane (two lanes in each direction) for much of the primary study area as shown on Figure 1 above, with portions of southbound I-29 dropping to but a single lane. Both of these facilities carry approximately 85,000 vehicles per day, with a high percentage of truck volumes at

approximately 35%, representing the significant freight movements through the area. The combination of a limited number of traffic lanes, combined with a relatively high volume of traffic and truck traffic, means that even minor incidents or maintenance activities can result in excessive delays to not only drivers, but also to the critical freight movements that support the region and central portions of the United States. With significant amount of manufacturing in the area, including Ford's Claycomo plant, these delays can create financial hardships on industries that rely on the timely delivery of goods and materials.

This study will document the existing conditions, impact to freight, and potential solutions to serve the movement of goods and people. It is anticipated that improvements will be identified, with the input from key public and private partners in the area, to support the long-term economic health of the region. Further, it is anticipated that the ultimate solutions

will be developed in a manner that can be phased in for construction in cost-effective manners.

This project lies predominately within the City of Kansas City, Missouri, who is providing the local match of \$160,000, to be combined with the BUILD planning funds of \$640,000, for a total project of \$800,000. This project will be conducted in cooperation with the Missouri Department of Transportation (MoDOT) and the Mid-America Regional Council (MARC), the designated metropolitan planning organization for the area. While the primary study area will focus on the I-29 / I-35 split, we recognize the impact on safe and reliable transportation will extend beyond these limits, and the outer study areas will extend north of Missouri Route 152, a major east/west freeway / expressway, and south along I-635 to the Missouri River.

BUILD MERIT CRITERIA

Five primary selection criteria and two secondary selection criteria have been identified as part of the BUILD grant evaluations. Those include the following:

- Safety (primary)
- State of Good Repair (primary)
- Economic Competitiveness (primary)
- Environmental Sustainability (primary)
- Quality of Life (primary)
- Innovation (secondary)
- Partnership (secondary)

The BUILD grant application also requests both an Environmental Risk Review and a Financial Capacity Review, albeit to a lesser degree for planning applications as opposed to construction projects. Each of these criteria and reviews will be discussed briefly in the following spaces.

SAFETY

This corridor study will document the existing crashes (including injuries and fatalities) along I-29 and I-35. As major freight corridors, this safety analysis will also include documentations of potential hazardous materials that are shipped through the corridor and the risks of exposure to the surrounding communities and environment.

STATE OF GOOD REPAIR

This study will include a documentation of state of repair and condition for the infrastructure in the primary study areas, including pavement and bridge conditions. Much of this infrastructure was constructed several decades ago and, as such, evaluations will also be conducted to assess potential impacts on flooding and the resiliency of the transportation system during major storm events.

ECONOMIC COMPETITIVENESS

This corridor study provides critical linkages for the movement of workers and goods through the Kansas City metropolitan area as the primary corridors that connect the northern portion of the metropolitan area with the southern portion. Further, this corridor supports the state of Missouri, and the central United States with direct linkages to Mexico and Canada that provide critical linkages to international markets. There are numerous freight hubs in the vicinity, as shown on Figure 2, that provide freight connections to rail, river, and air travel. There are also numerous nearby warehouse / distribution centers as shown on Figure 3. Identifying improvements to provide safe, reliable, and resilient transportation to maintain and enhance the economic competitiveness of this region on a national and global scale will be an essential component of the I-29 / I-35 Corridor Study.

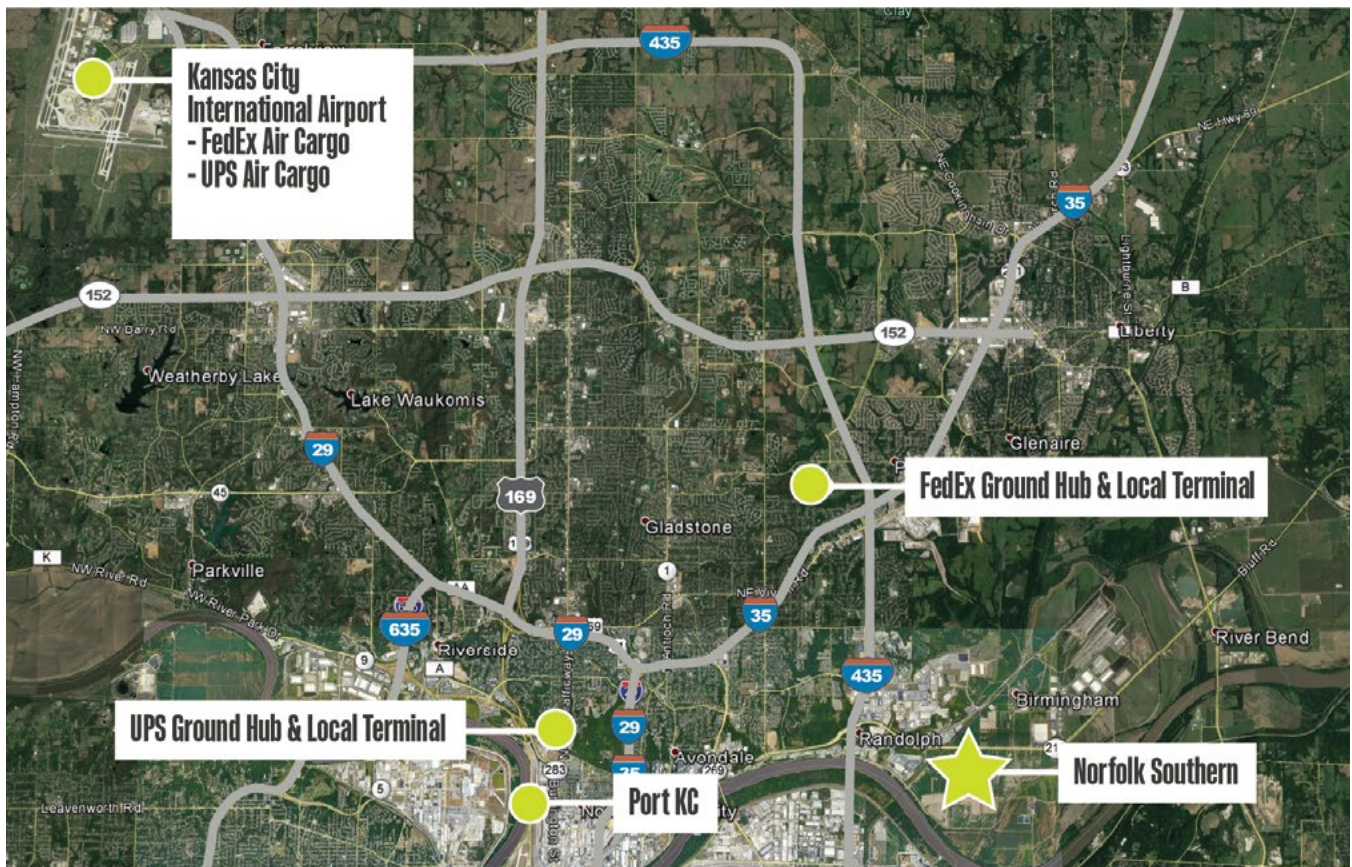


Figure 2 Freight Terminals in Vicinity.

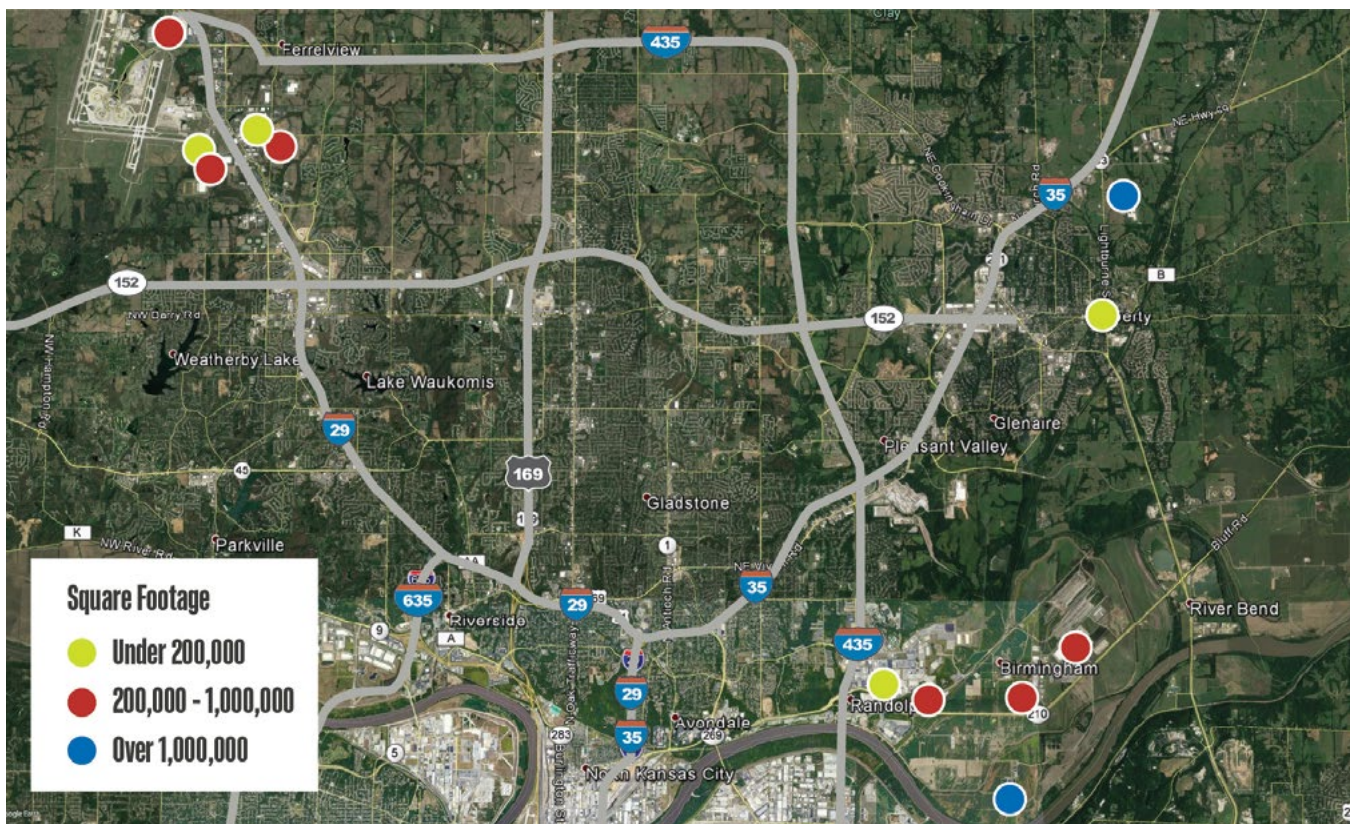


Figure 3 Warehouse / Distribution Centers in Vicinity.

ENVIRONMENTAL SUSTAINABILITY

The I-29 / I-35 Corridor Study will address environmental sustainability working in conjunction with regional plans developed through MARC, including but not limited to:

- Clean Air Action Plan
- Regional Climate Resilience Strategy
- Green Infrastructure Framework
- Regional Forestry Framework
- MetroGreen (greenways, trails, open spaces, etc.)
- Greater Kansas City Bikeway Plan

This study will seek to identify improve efficiency and thereby reduce air pollution and energy use, while also identifying means to improve stormwater mitigation strategies.

QUALITY OF LIFE

This study will include multimodal solutions to improve options for travelers by addressing bicycle / pedestrian accommodations with mobility hubs that can service transit and vehicular transportation options as well. The evaluation of these potential mobility hubs will be included in the study to help expand job access while connecting the northern and southern portions of the Kansas City metropolitan area.

INNOVATION

The I-29 / I-35 corridor study will include an assessment of the applicability of innovative project delivery, including public-private partnerships, as permitted under federal and state laws. To ensure the project is developed with fiscally-responsible, targeted solutions, advanced technology and data analytics will be used to understand travel patterns of both people and freight through innovative transportation data sources such as Replica (www.replicahq.com) or StreetLight Data (www.streetlightdata.com). The corridor study will include how technology can be used to manage congestion, including diverting drivers to alternative routes, and documenting and informing on the travel time savings and safety improvements available through Transportation Systems Management and Operations (TSMO) investments.



PARTNERSHIP

The I-29 / I-35 Corridor Study will be developed with input from a strong partnership of public and private entities that are directly adjacent to, or impacted by, these boundaries. In addition to the freight and logistics hubs detailed earlier, the following local communities and counties will be invited to an advisory panel providing input through the process:

- Kansas City, Missouri
- North Kansas City, Missouri
- Claycomo, Missouri
- Pleasant Valley, Missouri
- Liberty, Missouri
- Gladstone, Missouri
- Riverside, Missouri

- Clay County, Missouri
- Platte County, Missouri

As transit represents an essential component of the overall transportation network, including providing essential job access, representatives from the Kansas City Area Transportation Authority (KCATA) will also participate in this corridor study. The use of enhanced transit service, including extensions of Kansas City's successful Streetcar line and KCATA's Bus Rapid Transit lines, will be evaluated as potential solutions for this corridor study, including connections to an expanding bicycle and trail network and potential new park and ride facilities.

Innovative finance solutions, such as public-private partnerships, innovative financing, and project delivery will be assessed as options to provide the ultimate funding for the improvements.

ENVIRONMENTAL RISK REVIEW

An environmental screening of the primary study area will be included to identify potential constraints. This screening process will also include an assessment of potential next steps following the NEPA process (e.g. the development of a Planning and Environmental Linkages Study).

FINANCIAL CAPACITY REVIEW

The I-29 / I-35 Corridor Study will define the vision for these two critical interstate freeways in the Kansas City metropolitan area, including the long-term fiscal needs to see these projects to completion. Recognizing the importance of these corridors to the community, region, and national freight infrastructure, letters of support have been provided from:

- U.S. Congress Representative Sam Graves, 6th District, Missouri
- Council Members Kevin O'Neil, Dan Fowler, Teresa Loar, and Heather Hall, City of Kansas City, Missouri

- David Silvester, District Engineer, Missouri Department of Transportation (MoDOT)
- David Warm, Executive Director, Mid-America Regional Council

The City of Kansas City, Missouri, is committed to providing the matching funds of \$160,000.

Congress of the United States
House of Representatives
Washington, DC 20515-2506

May 14, 2020

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

I am writing in support of the City of Kansas City's application for funding for a comprehensive study of the I-29/I-35 Corridor through the United States Department of Transportation BUILD Grants program. I believe that the I-29/I-35 Corridor Study in Kansas City, Missouri is an excellent candidate to receive this grant.

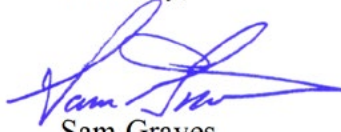
The study that the City of Kansas City is seeking funds for will allow for a thorough examination of one of the most significant traffic arteries in the Midwest. The study will allow the City of Kansas City, in partnership with the Missouri Department of Transportation (MoDOT), to not only determine safety and traffic congestion issues, but set the foundation for a master plan for this vital transportation hub. A master plan will allow for long-term budgeting and planning. Additionally, it will allow the City of Kansas City and MoDOT to make the most efficient use of funds moving forward.

The positive impacts this corridor will have on the region are innumerable. To refer to this corridor as the definition of a multimodal hub would not be hyperbole. It is a critical component for this area's continued transportation and economic development and will affect any vehicle or truck in Kansas City, whether they are headed North or South.

I believe that the City of Kansas City is well-suited for this project. I request your full and fair consideration for this application. In addition, I would ask that you keep my office informed of the progress of the proposal and notify me when a decision regarding the recipients is made.

If you have any questions, please feel free to contact Matt Barry at my Kansas City District office at 816.792.3976 or by e-mail at matthew.barry@mail.house.gov.

Sincerely,



Sam Graves
Member of Congress

City Hall

414 East 12th Street, 22nd Floor
Kansas City, Missouri 64106- 2786



Councilman Kevin O'Neill
Councilwoman Heather Hall
Councilwoman Teresa Loar
Councilman Dan Fowler

May 14, 2020

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

The undersigned are the Kansas City Missouri City Councilmembers for the 1st and 2nd Districts of Kansas City. The comprehensive study of the I-29/I-35 Corridor that is the subject of the application through the United States Department of Transportation BUILD Grants program is in our respective districts. We strongly support this application. We believe that the I-29/I-35 Corridor Study in Kansas City, Missouri is an excellent candidate to receive this grant.

The study that the City of Kansas City is seeking funds for will allow for a thorough examination of one of the most significant traffic arteries in the Midwest. The study will allow the City of Kansas City, in partnership with the Missouri Department of Transportation (MoDOT), to not only determine safety and traffic congestion issues, but set the foundation for a master plan for this vital transportation hub. A master plan will allow for long-term budgeting and planning. Additionally, it will allow the City of Kansas City and MoDOT to make the most efficient use of funds moving forward.

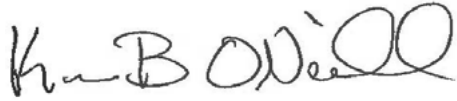
The positive impacts this corridor will have on the region are innumerable. To refer to this corridor as the definition of a multimodal hub would not be hyperbole. It is a critical component for this area's continued transportation and economic development and will affect any vehicle or truck in Kansas City, whether they are headed North or South.

We are hereby committing to support the grant with a 20% match using in-district PIAC funds over which we have discretionary control.

We believe that the City of Kansas City is well-suited for this project. We request your full and fair consideration for this application. In addition, we ask that you keep our offices informed of the progress of the proposal and notify us when a decision regarding the recipients is made.

If you have any questions, please feel free to contact us at our respective offices. Our contact information is listed below.

Respectfully,



Kevin O'Neill, Councilman
1st District – At Large
Email – Kevin.ONeill@kcmo.org
Phone – (816) 513-6503



Heather Hall, Councilwoman
1st District – In District
Email – Heather.Hall@kcmo.org
Phone – (816) 513-6505



Teresa Loar, Councilwoman
2nd District – At Large
Email – Teresa.Loar@kcmo.org
Phone – (816) 513-6507



Dan Fowler, Councilman
2nd District – In District
Email – Dan.Fowler@kcmo.org
Phone – (816) 513-6509



Missouri Department of Transportation

Kansas City District
David T. Silvester, P.E., District Engineer

600 Northeast Colbern Rd.
Lee's Summit, Missouri 64086
816.607.2280
Fax: 816.622.6550
1.888.ASK MODOT (275.6636)

May 18, 2020

The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey, Ave., SE
Washington, D.C. 20590

Dear Secretary Chao:

The Missouri Department of Transportation respectfully submits this letter of support for the Mid-America Regional Council in Kansas City, Missouri, BUILD grant application for I-29/I-35 corridor study. This study will seek operational and safety improvements along these two significant north-south corridors in the Kansas City metropolitan area.

MoDOT is not able to provide funding toward this study. Our limited funding is focused on maintaining existing state transportation system. MoDOT will serve as a key advisor and provide appropriate reviews should this study be selected for funding.

The broad coalition of support that this study has received from elected officials, the business community and transportation stakeholders, exemplifies the regional commitment to improving transportation safety and congestion mitigation.

Sincerely,

David T. Silvester, P.E.
District Engineer, Kansas City



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

www.modot.org

600 Broadway, Suite 200
Kansas City, Missouri 64105-1659

816-474-4240
816-421-7758 FAX
www.marc.org



May 18, 2020

Secretary Elaine L. Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for I-29/I-35 Corridor Study BUILD Grant Application

Dear Secretary Chao:

As the U.S. Department of Transportation considers applications for BUILD Discretionary Grants, the Mid-America Regional Council wishes to convey support for application submitted by the City of Kansas City, Missouri in partnership with the Missouri Department of Transportation. MARC serves as the council of governments and metropolitan planning organization for Greater Kansas City.

This important corridor planning project will address safety, capacity and operational issues for one of highest travelled and most congested Interstate highway routes in greater Kansas City. The planning study will support a high-priority illustrative project identified in the region's pending long-range transportation plan and, as such, demonstrates the support of the entire Kansas City region for this important investment.

The Mid-America Regional Council supports funding this BUILD application; and we look forward to working with you to make this important project a reality.

Sincerely,

A handwritten signature in black ink, appearing to read "David A. Warm", with a stylized flourish at the end.

David A. Warm
Executive Director

Chair
Rob Roberts
Commissioner
Miami County,
Kansas

1st Vice Chair
Jimmy Odom
Commissioner
Cass County,
Missouri

2nd Vice Chair
Harold Johnson Jr.
Commissioner
Unified Government
of Wyandotte County/
Kansas City, Kansas

Treasurer
Eileen Weir
Mayor
Independence,
Missouri

Secretary
Carson Ross
Mayor
Blue Springs,
Missouri

Executive Director
David A. Warm

BUILD 2020 Project Information - Please complete all fields.
****PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE**
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Field Name	Response	Instructions
Project Name	I-29 / I-35 Corridor Study	Enter a concise descriptive title for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	The project will fund a planning study for the I-29 and I-35 corridors north of the Missouri River to identify the ultimate solutions for these interstates and adjacent highways serving the northern portions of the Kansas City metropolitan area.	Describe the project in plain English terms generally understood by the public, using no more than 100 words . For example, "The project will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z" or "the BUILD Grant will fund construction activities for streetcar service from location X to location Y." Please do not describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Urban	Identify whether the project is located in a rural or urban area , using the drop-down menu. For BUILD 2020, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. All other projects will be designated as rural.
Urbanized Area	Kansas City, MO--KS	If you have identified the project as "urban," please select the associated 2010 Census-designated urbanized area (UA) from the drop-down. If you identified the project as "rural" but it is located in an UA with a population under 200,000, please select the UA from the drop-down. If you have identified the project as "rural" and it is not located in a non-urbanized area, please select "Not located in an urbanized area" from the drop-down.
Capital or Planning	Planning	Identify the project as capital or planning . The " capital " designation should be used for projects that are requesting funding primarily for the physical development, acquisition, or improvement of surface transportation capital infrastructure. The " planning " designation should be used for projects that are requesting funding primarily for aspects of planning, preparation, or design.
Project Type	Road - New Capacity	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
Primary Project Location Zip Code	64116	Identify the 5-digit zip code of the project location . If the project is located in multiple zip codes, please identify the most centrally located zip code.

BUILD 2020 Project Information - Please complete all fields.
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Field Name	Response	Instructions
Project Previously Submitted?	No	Identify whether the project was <u>submitted in a prior BUILD/TIGER or INFRA round</u> , using the drop-down menu.
Prior BUILD/TIGER Funds Awarded to Project?	No	Identify <u>whether the project has previously received BUILD/TIGER funding</u> , and if so, whether that funding was through a planning or capital grant, using the drop-down menu.
FY20 INFRA or PIDP Applications?	No	Identify whether this project is <u>also being submitted to the Nationally Significant Freight and Highway Projects Program</u> (also known as INFRA) or the <u>Port Infrastructure Development Program</u> (also known as PIDP) for Fiscal Year 2020.
Amount Requested	\$640,000	Enter the <u>total amount of BUILD funds requested</u> for this project in this application. [For <i>capital</i> projects, the minimum urban entry is \$5,000,000 and the minimum rural entry is \$1,000,000. For <i>planning</i> projects, the minimum entry is \$1. The maximum entry for both types is \$25,000,000].
Total Project Cost	\$800,000	Enter the <u>total cost of the project</u> . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i>
Total Federal Funding	\$640,000	Enter the <u>amount of funds committed to the project from ALL Federal sources including the proposed BUILD amount</u> . For BUILD projects designated as urban, Federal funding cannot exceed 80% of total project cost.
Total Non-Federal Funding	\$160,000	Enter the <u>amount of funds committed to the project from non-Federal sources</u> . For BUILD projects designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the project cost.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a <u>Federally recognized tribal government</u> .
Tribal Benefits?	N/A	<u>If the applicant is not a Federally recognized tribal government</u> , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project <u>involve (a) private entity(ies) that will receive a direct and predictable financial benefit</u> if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)		<u>If this project directly involves or benefits a specific private corporation</u> , please list the corporation(s).

BUILD 2020 Project Information - Please complete all fields.
****PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE**
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Field Name	Response	Instructions
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) <u>loans</u> ?
Department Financing Program?	No	If your application is unsuccessful, would you like to be contacted about the Department's financing program ?
Designated Opportunity Zone?	The project is not located within an Opportunity Zone	Please indicate if this project is located within a designated Opportunity Zone . To make this determination, review the Department of Housing and Urban Development's interactive map of designated Opportunity Zones by clicking on this cell.