

Build Kansas Fund | Fiscal Year 2025 Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas Advisory Committee
Chardae Caine, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Matthew A. Volz, PE, Executive Director, Kansas Infrastructure Hub

RE: Build Kansas Fund Application #2025-066-SEKRPC

Date: August 16, 2024

Attached, please find an application made to the Build Kansas Fund by the City of Pittsburg. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 30 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 8 provides the table of funding sources.
- Attachments – a copy of the draft federal application, pages 9-30.

Project Overview

The City of Pittsburg seeks funding from the U.S. Department of Transportation for funding available through the Active Transportation Infrastructure Investment (ATIIP) program to provide pedestrian access where none exists between four hotels, retail, and restaurant amenities around the intersection of N. Broadway and Atkinson.

This opportunity is a discretionary BIL program with a local match requirement of 20% of the total project cost. The entity is requesting \$236,944.95 from the Build Kansas Fund and contributing \$110,574.31 in local match. This request has the potential to unlock \$1,232,113.74 in federal funds.

The deadline was July 17, 2024, and this Build Kansas Fund application was received on July 16, 2024.

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on August 8, 2024, following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2024 Application Package | Coversheet



Build Kansas Fund Application Number	2025-066-SEKRPC
Project Name	N. Broadway Pedestrian Safety
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	SEKRPC – Southeast Kansas Regional Planning Commission
Infrastructure Sector(s)	Transportation
BIL Program	Active Transportation Infrastructure Investment Program (ATIIP)
BIL Program Type	Discretionary
BIL Application Deadline	July 17, 2024
Build Kansas Fund Request	\$236,944.95
Technical Assistance Received	General No
	BIL Application No
	Build Kansas Fund Application Yes
	Other (Brief Description): Provided application and budget support on this and previous BKF Applications.
Application Notes	Build Kansas Fund contribution of \$236,944.95 will unlock \$1,232,113.74 in federal BIL funding. The City is providing \$110,574.31 local contribution.

Steering Committee Funding Recommendation	8/7/2024 Recommended
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Advisory Committee Funding Recommendation	8/21/2024 Recommend or Decline
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Completeness Review Data

Date Build Kansas Application Received:	7/16/2024
Date Of Completeness Check:	7/16/2024,7/30/2024,8/5/2024
Date Forwarded to Steering Committee:	8/5/2024

Title	City of Pittsburg, Kansas	07/16/2024
	by Jay Byers in Build Kansas Fund Application	id. 47012743
	jay.byers@pittks.org	

Original Submission	08/05/2024
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Score	n/a
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Part 1: Applicant Information

The name of the entity applying for the Build Kansas Fund:	City of Pittsburg, Kansas
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Project Name:	N. Broadway Pedestrian Safety
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Entity type:	Local Government
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Applicant Contact Name:	Jay Byers
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Applicant Contact Position/Title:	Deputy City Manager
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Applicant Contact Telephone Number:	+16206870675
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Applicant Contact Email Address:	jay.byers@pittks.org
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Applicant Contact Address:	201 W. 4th St
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Applicant Contact Address Line 2 (optional):	
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Applicant Contact City:	Pittsburg
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Applicant Contact State:	Kansas
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Applicant Contact Zip Code:	66762
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Is the Project Contact the same as the Applicant Contact? Yes

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing a viable Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible: Yes

Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a required non-federal match component: Yes

What is the primary county that the project will occur in? Crawford County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

Part 3: Bipartisan Infrastructure Law (BIL) - Grant Application Information
Please Note: This information is related to the federal Bipartisan Infrastructure Law (BIL) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Bipartisan Infrastructure Law (BIL) funding opportunity title that the entity is applying for: Active Transportation Infrastructure Investment Program

What is the funding agency for this Bipartisan Infrastructure Law (BIL) funding opportunity? U.S. Department of Transportation

What is the Assistance Listing Number (ALN) for this Bipartisan Infrastructure Law (BIL) funding opportunity?	20.205
What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity?	7/17/2024
What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity?	2024
Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity:	\$1,232,114.00
Enter the total project cost:	\$1,579,633.00
Enter the required non-federal match percentage:	20.0
	Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement
Enter the non-federal cash match amount being provided by the eligible applicant, if applicable:	0.0

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: \$110,574.00

Enter the non-federal cash match amount being requested from the Build Kansas Fund: \$236,945.00

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table_V2.xlsx](#)

Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? *n/a - This is a new question and was not included when they originally submitted their application*

What other available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies will be used for this match? \$110,574 of available local ARPA funds will be used for this match. Total matching funds, including BKF will be 22% in order to receive additional points for matching contribution over 20%.

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each. *n/a - This is a new question and was not included when they originally submitted their application*

What other funding sources (local, federal or non-federal) will to be used for this match? *n/a - This is a new question and was not included when they originally submitted their application*

Describe your efforts to find other available funding sources for this project: Grant funding for transportation projects is dependent on the availability of federal funding and timelines that do not allow us to budget for matching funds.

Part 6: Additional Information

Please upload a copy of the Bipartisan Infrastructure Law (BIL) program application associated with this request OR a 2-page executive summary providing an overview of the project:

[2024_ATIIP-PittsburgKS_N_Broadway_Pedestrian_Safety.docx](#)

Provide any additional information about this project (optional): This project is for final design and construction of much-needed pedestrian safety improvements at the intersection of US69 and Atkinson Road in Pittsburg, KS. The improvements will connect the largest cluster of hotels in Crawford County with the largest cluster of retail and restaurant facilities.

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

Persons and Titles: Jay Byers
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Deputy City Manager

Additional: Daron Hall

Position/Title: City Manager

Additional:

Position/Title:

Additional:

Position/Title:

Internal Form

Score

n/a

Pre-Award Information:

Post-Award Information:

Deviation Report:

		Revised
Total Project Cost	\$	1,579,633.00
Federal BIL Request Amount	78% \$	1,232,113.74
Federal Local Match Requirement		
Build Kansas Match Request	15% \$	236,944.95
Local Contribution	7% \$	<u>110,574.31</u>
Total Match Contribution	\$	<u>347,519.26</u>

Zip Code	% of project in zip code
66762	100%

2024 ATIIIP Grant Application - City of Pittsburg, KS

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I. Project Information

a) Project Description

The project will provide pedestrian access where none exists between four hotels north of Atkinson and the retail and restaurant amenities immediately to the south. The area around the intersection of N. Broadway and Atkinson developed initially in a period where infrastructure was planned according to the needs of automobile traffic. Pedestrian or other alternative modes of transportation were a secondary consideration, if they were considered at all. In the case of the project area, it appears that walking was not even contemplated. A drone flyover from south to north and an aerial photo of the primary intersection looking south is available [here](#). As a business route of a State highway, neither side of N. Broadway (US69B) had walking facilities installed, so none of the five hotels in the area have sidewalk access. The only way consumers can safely access the significant retail dining and shopping options is by driving and parking in the large lots. The city did include sidewalks on either side of N. Broadway up to Atkinson on the west side; however, from 29th to Atkinson (roughly 30th street) there are no sidewalks on the east side. There are no sidewalks at all on north of Atkinson to the city limits, which is the area with the most hotels. The only pedestrian crossing support between 20th St. and the hotels (a distance of 1¼ miles) is at 27th St. Pedestrians can be seen in the area at various hours walking on the uneven right-of-way adjacent to the road or in the road itself. In 2019, a pedestrian was killed walking at the edge of the road just south of 27th St.

This project will construct the most impactful infrastructure to address the most dangerous conditions. It will allow safe pedestrian access from the hotels to the many retail amenities in the area including ten restaurants, a grocery store, two convenience stores, a liquor store, a UPS store, and a Home Depot. It will reduce the number of automobile trips from the hotels north of Atkinson to the amenities south.

The city has some funds that have been dedicated to a 50/50 matching program to construct sidewalks, and the city has worked with businesses and landowners along N. Broadway from 25th St. north to construct sidewalks on their properties. There has been some success in adding sidewalk sections on the each side of N. Broadway, though the progress has been slow and inconsistent. Additionally, the matching program is citywide and the funds are typically spoken for every year, and this source does not fund pedestrian crossings.

The city has worked with TranSystems on a preliminary design and costing concept for connecting the hotels to the retail establishments south of Atkinson. The businesses and property owners in the project area are highly supportive, though the work will be performed in the public right-of-way, so no private access should be required. Since the work will be done adjacent to a State road, the city will comply with Kansas Department of Transportation (KDOT) requirements to ensure their backing.

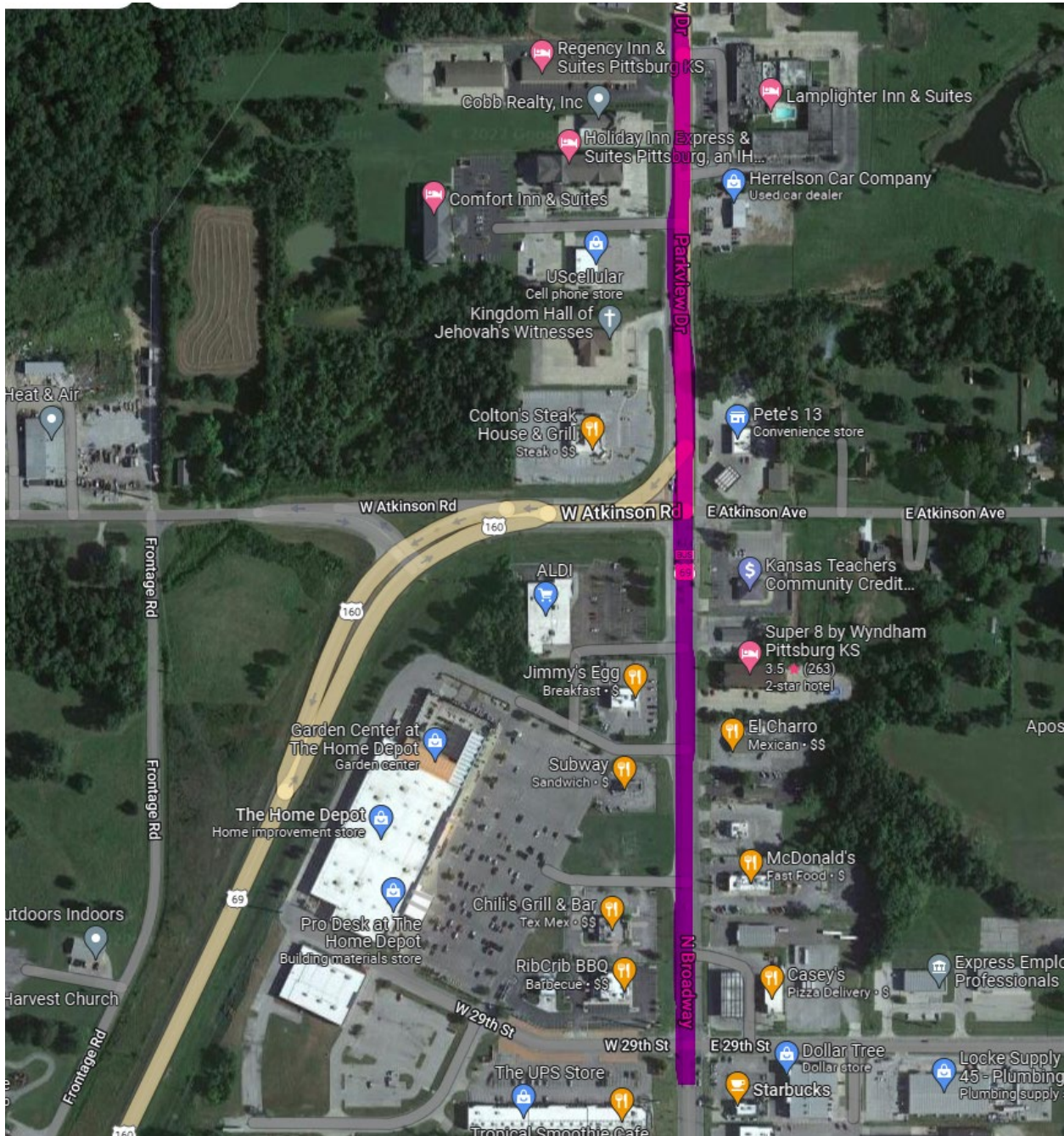
b) Project Location

The project will be located entirely within the city limits of Pittsburg, Kansas, a rural community. The project consists of pedestrian pathways on both sides of N. Broadway (also known as US69 Business) from the Regency Inn on the north to the strip retail building on the south side of 29th St. that currently has Buffalo Wild Wings and Tropical Smoothie Café among others as tenants. Current right-of-way is adequate to accommodate the improvements. Multiple crosswalk facilities are included.

US69 was fully connected as a four-lane highway between Pittsburg and Kansas City in 2022. US69 connects to most major roadways in the region including K126 and K47. US160 is three miles away and US400 is approximately eight miles away. I-49 is approximately 25 miles away, and I-44 is approximately 40 miles away. The completion of US69 has made Pittsburg an even more desirable route option, thereby increasing traffic.

The location is central among Kansas City, Wichita, Oklahoma City, Tulsa, Northwest Arkansas, and Springfield, MO, making it logistically available to all of these areas within a three-hour drive. Kansas City, Tulsa, Springfield and Bentonville/Rogers/Fayetteville are within two hours. This central location, combined with sporting, business, and entertainment events promoted by Pittsburg State University, many local businesses, the City of Pittsburg and numerous entertainment venues has resulted in consistent and growing transient guest activity. The lack of pedestrian infrastructure means these guests usually drive to anywhere they want to go outside of their hotel.

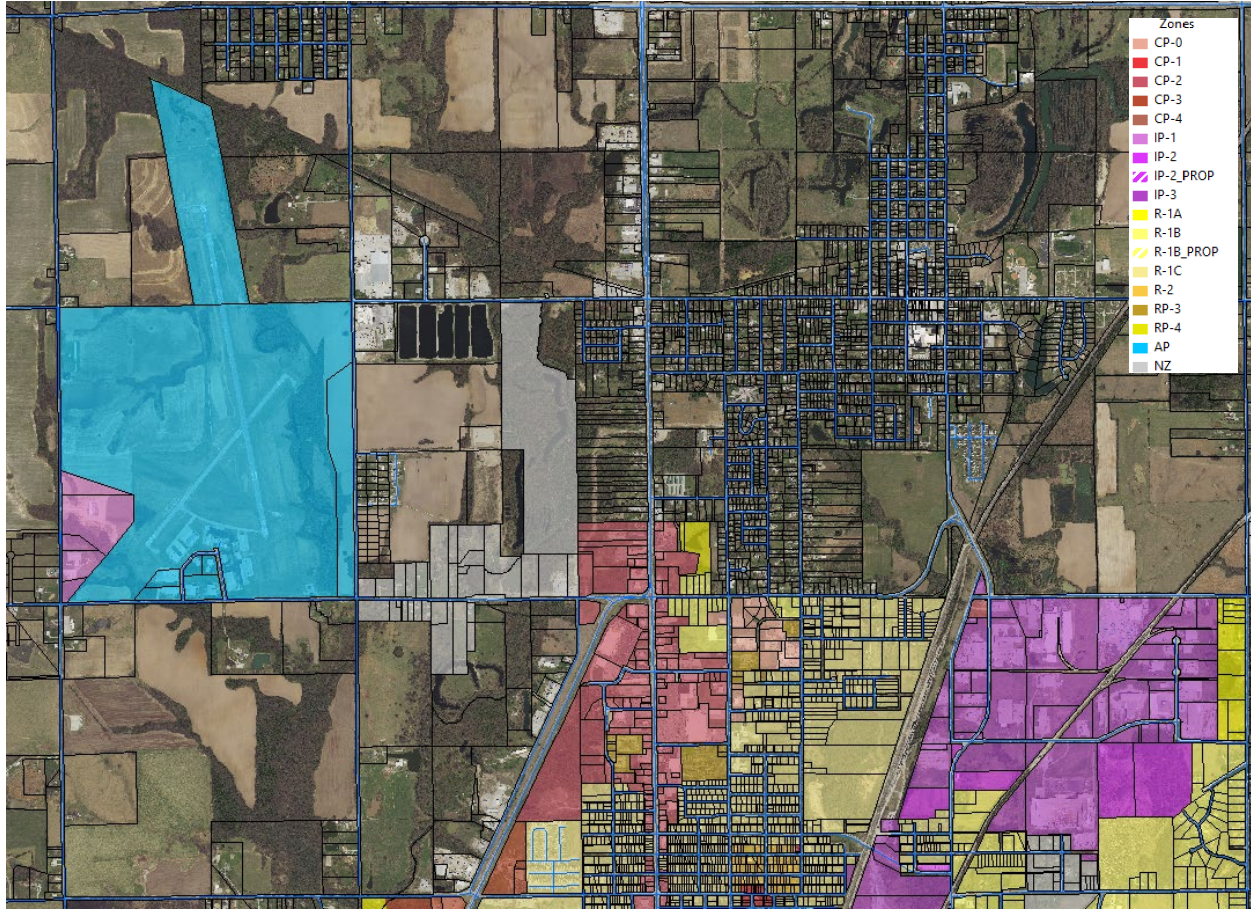
 Project Path



The intersection of N. Broadway and Atkinson marks an intersection of census tracts 9569, 9571, and 9572. The southern road portion of this project would fall within the boundary between 9571 and 9572, which is listed as an Area of Persistent Poverty (APP). Other nearby census tracts (9571, 9573, 9575, and 9576) are identified as APP and would likely be the source of the workforce that are employed, shop and dine in businesses located in the project area, so it is important to recognize that benefits arising from this project will fall largely to the distressed nearby populations.

Project Regional Location



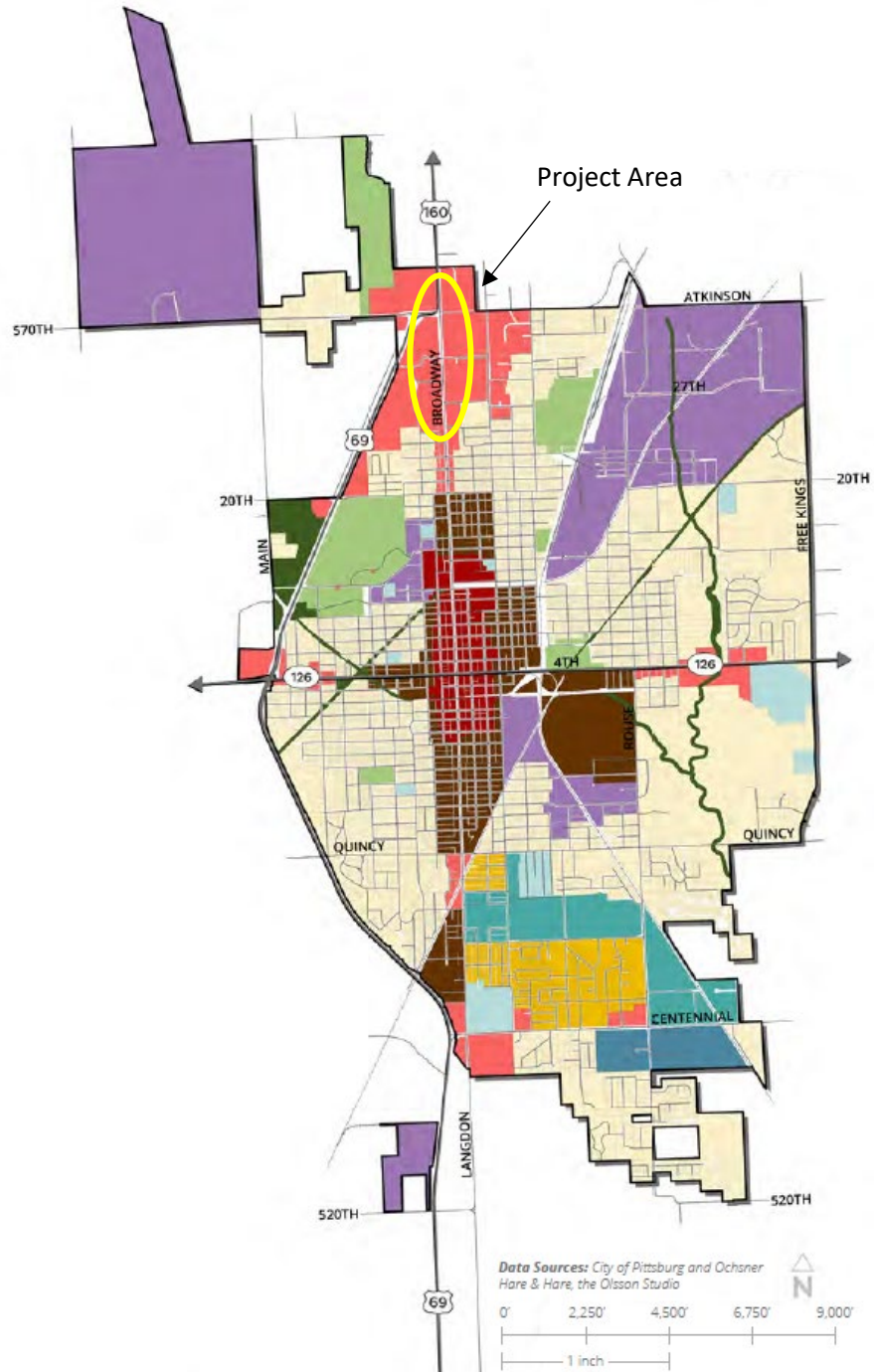


The area is currently zoned by the City for commercial activity. The map above is from the City's GIS system using the streets, parcel and zoning layers. There is also a significant amount of residential zoning in the area, primarily low and moderate income, which makes the pedestrian improvements a significant potential resource for the workforce required by the hospitality industry in the area.

The development of the N. Broadway commercial corridor corresponds with the City's formal Land Use Plan as adopted by the City Commission.

Figure 5.1
Future Land Use Plan

-  Land Use Plan Boundary
-  Highway
- Future Land Use Categories**
-  G - Greenway / Trail
-  P - Parks and Recreation
-  R - Residential
-  UR - University Residential
-  P/C/E - Public / Civic / Education
-  U - University
-  H - Hospital
-  C - Commercial
-  DT - Downtown
-  MU - Mixed Use
-  I - Industrial / Business Park



The City's Land Use Plan recognizes the N. Broadway commercial area and includes the location (identified in the yellow circle) of the area featured in the project.

c) Lead Applicant

The Lead Applicant, the City of Pittsburg, Kansas (City) is the largest municipality in southeast Kansas and a major economic engine in the region. Despite a history of generational poverty, poor health indicators, and obsolete infrastructure, the city of 20,000 residents has seen over \$500 million of investment over the last seven years and economic activity has risen consistently, even during the pandemic. This is evidenced by a 3% growth in sales tax in 2020, a 12% increase in 2021, and over 14% in 2022 to date. The city’s most recent trade pull factor of 1.9 indicates its sales are comparable to a town almost twice its size and means that there is considerable traffic from outside of town. The city has a State university and an exceptionally diverse economy that includes multiple national headquarters. It has also emerged as a regional health care hub, further increasing traffic loads. It is currently undergoing growth it has not experienced in generations.

<u>Demographic Information</u>	County	City	Statewide	National
Population:	38,968	20,171	2,913,314	328,239,523
Employment:	58.9%	58.5%	63.5%	60.2%
Poverty Rate:	20.3%	27.3%	11.4%	12.3%
Percent Minority:	8.8%	13.1%	16.4%	28.0%
Median Household Income:	\$41,004	\$34,956	\$62,087	\$62,843
Median Home Value:	\$93,900	\$88,500 ²	\$163,200	\$217,500
Home Ownership:	59.4%	41.5% ²	69.5% ¹	64.0%
Disabled Population:	15.7%	n/a	13.5%	12.7%
Without Health Insurance:	10.0%	14.7% ²	9.2%	9.2%
Data is from the 2019 American Community Survey data profile unless otherwise indicated. ¹ Homeownership Rate for Kansas (KSHOWN) FRED St. Louis Fed (stlouisfed.org) ² US Census QuickFacts: U.S. Census Bureau QuickFacts: Pittsburg city, Kansas				

As a municipal government in a town of 20,000, the city is regularly engaged in transportation projects from minor repairs to new road construction. The city has dedicated staff in its Traffic Division that is responsible for traffic signs, signals and pavement markings. This staff maintains, repairs and installs all manner of traffic control devices and physical guidance in the roadway. The city is also routinely involved in construction of pedestrian pathways and has an annual 50/50 matching program in which property owners interested in pedestrian walkways on or adjacent to their property can split the cost of construction with the city. The city will allow them to pay off the cost through their property tax bill over ten years. The city has a wealth of experience to ensure a successful pedestrian and traffic project.

The city has worked on numerous projects paid through State and federal funds. A relevant example is the South Rouse Street Widening & Trail Project, which completely reconstructed a mile-long two-lane section of unimproved road to a three-lane concrete road with an adjacent bike and pedestrian trail. Reconstruction of the road began in April of 2018 and included removing existing pavement, relocating existing utilities, installation of a new storm sewer system, curb and gutter work, pavement pouring, new sidewalks and driveways, pavement marking, reconfiguration of a major intersection and traffic crossings, and the completion of a new ten-foot hiking/biking trail. Funding for the project came from the City of Pittsburg, the

Kansas Department of Transportation, and private donors. The trail portion of the project was supported by a \$660,000 Transportation Alternatives (TA) Grant through KDOT. The total project cost was \$3.1 million, and because of the significance of funding from the TA grant, the city was required to follow all KDOT and federal construction and financial guidelines.

d) Other Parties

The primary party involved in delivering this project is the City of Pittsburg, KS, who will be the Lead Applicant, fiscal agent and project sponsor. Other parties involved will be the project engineer and the construction contractor and sub-contractors. The City will bid out the final design and construction work to private contractors using a federally-approved bidding process. The City will ensure all work is inspected to conform to the bid requirements.

All work will be performed in public right-of-way.

II. Grant Funds, Sources, and Uses of Project Funds

Anticipated Project Budget

Funding Source	Tasks				Total
	Engineering	Traffic Signal Improvements	Construction	Administration/Contingency	
Non-Federal	\$0	\$0	\$0	\$0	\$0
Other Federal	\$48,000	\$31,000	\$196,770	\$60,942	\$336,713
ATIIP Funds	\$192,000	\$124,000	\$787,081	\$243,771	\$1,346,851
Total	\$240,000	\$155,000	\$983,851	\$304,713	\$1,683,564

Detailed budget line items, including unit bid prices and quantities are included as part of engineering documents in Appendix A.

The City of Pittsburg has previously incurred a cost for the preliminary engineering work performed by TranSystems to prepare the project concept in the amount of \$9,580, which is not included in the requested project funding or as part of any match. The project budget includes a local match of **\$336,712** (20% of the total project cost) from the City of Pittsburg, who will be taking their match from available ARPA funds, though as indicated in the matching funds statement, the city has operating funds to meet the match requirement should that be required. All matching funds available to the City are currently unencumbered and readily available. This is attested in the attached memo from the City Manager in Appendix B. The breakdown of all project expenditures will be **75% ATIIP and 25% Local ARPA** funds. There will be no conditions on any non-ATIIP funds. The request from the ATIIP is **\$1,346,851**. As design is only in the preliminary stage, a construction contingency of 25% is included and should be adequate to acquire right-of-way access and meet other unforeseen expenses if necessary. No other federal funds are anticipated to be involved in this project.

III. Merit Criteria

1. Mobility and Community Connectivity

The project will provide pedestrian access where none exists between four hotels north of Atkinson and the retail and restaurant amenities immediately to the south. In the case of the project area, it appears that walking was not even contemplated. As a business route of a State highway, neither side of N. Broadway (US69B) had walking facilities installed, so none of the five hotels in the area have sidewalk access. A drone flyover from south to north and an aerial photo of the primary intersection looking south is available [here](#). The city has made some progress by constructing sidewalks on N. Broadway up to Atkinson on the west side; however, from 29th to Atkinson (roughly 30th street) there are gaps in the sidewalk on the east side. There are no sidewalks at all north of Atkinson to the city limits, which is the area with the most hotels. Pedestrians can be seen in the area at various hours walking on the uneven right-of-way adjacent to the road or in the road itself. In 2019, a pedestrian was killed walking at the edge of the road just south of 27th St.

This project will construct the most impactful infrastructure to address the most dangerous conditions and allow safe pedestrian access from the hotels to the many retail amenities in the area including ten restaurants, two convenience stores, two grocery stores, a liquor store, a UPS store, a nail care salon, phone stores, coffee shops, Hibbets Sports, Marshalls, and a Home Depot. New retail currently under construction includes Bath and Body Works, Rack Room Shoes, Five Below Clothing, and ULTA Beauty. This project would make these amenities directly and safely accessible.

There are 359 hotel rooms in the project area. Occupancy rates indicate the presence of **65,000** people throughout the year, making the lack of connectivity in this area a significant potential loss of economic activity and a significant opportunity to reduce carbon emissions.

Meaningful research ([\(PPT\) Tourism and walkability | C. Michael Hall and Yael Ram - Academia.edu](#), [Ten economic benefits of walkable places | CNU](#), [The economic power of walkability in metro areas \(brookings.edu\)](#)) has indicated that not only is walkability highly desired by visitors and residents, it is associated with increased spending and higher economic performance. Currently, walkability is a negative in the area. Increased satisfaction would encourage return visits, which would retain and potentially increase jobs. Increased spending would also potentially result in job creation.

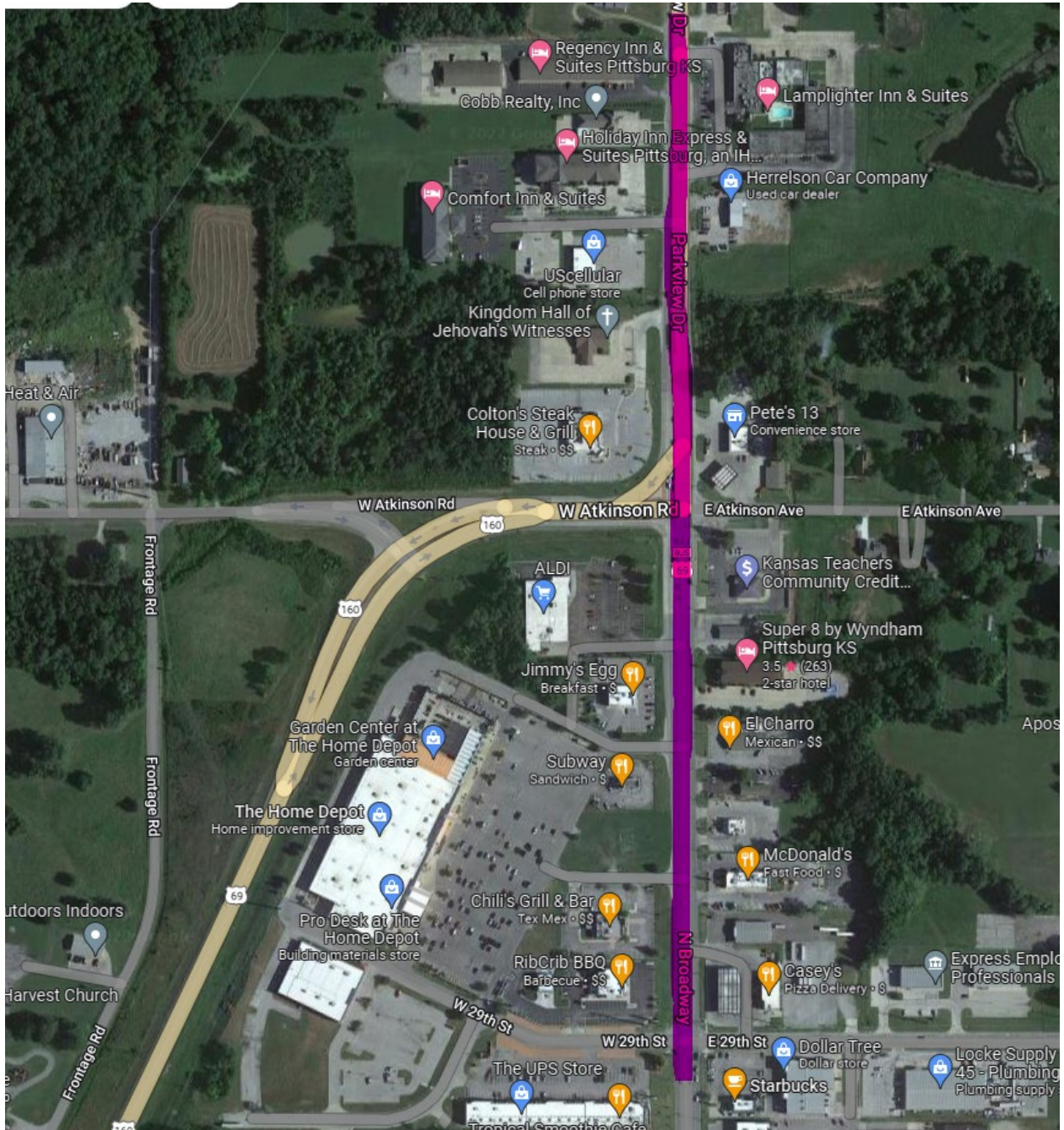
The City of Pittsburg has been actively pursuing the enhancement of its active transportation network, establishing an Active Transportation Advisory Board, formally adopting an Active Transportation Plan, adding a sidewalk matching program, and constructing significant amounts of walking and biking trails. The project area represents a significant gap in the city's active transportation system.

There continues to be regular complaints from the hotel management and from guests about the inability to access the nearby retail on foot. All parties are concerned that, given the increasing traffic (particularly truck traffic) and increasing hotel occupancy, serious accidents are likely. The recent location of a FedEx distribution center in Pittsburg has increased truck traffic in the area.

Pedestrian infrastructure will allow coordination with public transportation supplied by SEKCAP that will help with access by both hotel patrons and their employees. SEKCAP has been highly

flexible in adjusting public transportation routes to accommodate demand when supporting infrastructure is available. The City will ensure public transportation conveniences like bus stops and signage will be available once the pedestrian infrastructure is in place.

 Project Path



2. Community Support

The City of Pittsburg has made substantial commitments to improve active transportation in the community. The City Commission updated its city code in 2014 to create an Active Transportation Advisory Board (ATAB) whose mandate was “the creation of transportation alternatives that offer options to residents and visitors”. The new board was part of a process to “create a process to review transportation projects to maximize the opportunity for biking, walking and public transit”. The board membership was defined to provide geographic representation and also included “one (1) appointee from the health care industry; one (1) appointee being a disability advocate; and one (1) appointee being a member of a non- profit organization promoting healthy lifestyles in the Pittsburg area”. The board continues to be active and was instrumental in having the City Commission adopt an Active Transportation Plan. The board supports the project.

At around the same time that the ATAB was created, the City created a “sidewalk matching program” which is funded through annual appropriations to provide a 50/50 match with property owners desiring to add or improve the sidewalks adjacent to their property. This program has been quite successful and appropriated funds are consistently utilized every year.

Hotel owners and guests are constantly requesting pedestrian infrastructure be added in the project area. Furthermore, a large city park (Wilderness Park) is adjacent to hotels on the west side of N. Broadway north of Atkinson, and additional pedestrian infrastructure would facilitate increased use of that amenity.

Strong public support for the project has also been expressed by Explore Crawford County, the local convention and tourism organization, as well as by the local Chamber of Commerce and Pittsburg State University. **Letters of support are included.** There is near universal agreement that something needs to be done to address the unacceptable pedestrian conditions in the project area.

3. Commitment to Active Transportation

The City of Pittsburg recognizes that pedestrian fatalities and injuries have been increasing in recent years in the U.S., with a pedestrian being killed on average every two hours. The project targets a well-known safety problem. The project area includes the highest traffic volume in the city as well as the densest cluster of hotels. The hotels are approximately ½ mile south from the retail shopping and dining establishments, and they are separated by a busy intersection that forms the point where US69 splits and becomes a bypass around Pittsburg and a business route. The most recent traffic count available from KDOT indicates that the section of N. Broadway from Atkinson through the hotel area sees 14,000 vehicles per day (See **traffic count map in Appendix C**). The intersection sees significant pass-through traffic, including heavy trucks (historically 8% or approximately 1,100 per day), and it has no pedestrian traffic support at all, neither traffic controls nor markings. The nearest pedestrian crossing is ½ mile to the south.

Research has strongly indicated that the presence of sidewalks significantly increases pedestrian safety ([CRF.pdf \(fdot.gov\)](#)) with marked crosswalks reducing pedestrian crashes by 39% ([Proven Countermeasures for Pedestrian Safety | FHWA \(dot.gov\)](#)). In most of the project area, there are no sidewalks on either side of US69. Pedestrians brave enough to walk that stretch can be seen stumbling through the rough grassy area next to the road or walking next to traffic on the

narrow shoulder. Once they get to the intersection with Atkinson, they are faced with a triangular median on the west side and a small patch of grass on the east corner between two entrances to the convenience store.

US69 between the hotels is sixty-five feet wide. At the intersection, it is eighty-five feet wide, including a center turn lane and a lane exiting to the bypass. On the west side, crossing Atkinson south from the triangular median requires traversing over seventy feet. On the east side, crossing Atkinson to the south requires traversing another seventy feet to a rocky area on the south side. Once on the south side of Atkinson, pedestrians wishing to continue south along N. Broadway on the east side either continue walking in the uneven grassy area next to the road or on the shoulder.

From 2015-2021, this area has seen 46 non-injury and 25 injury accidents reported (71 total accidents). In the area two blocks to the south there was a pedestrian fatality.

The project design will consider and apply the NRSS in the context of the area and will include state-of-the-art traffic control technology that improves management of vehicles and pedestrians in the area. Consideration of the Accessible Transportation Technologies Research Initiative will be included in the design to take into account pedestrians of all abilities. New traffic signals in the area will utilize adaptive signal control technology to maximize responsiveness to actual traffic conditions. This will include consideration of the use of PedPal to allow special needs to be accommodated. The traffic signalization will include the capacity of the system to apply other vehicle-to-infrastructure (V2I) technology that is appropriate as it develops.

Marking and signage will be increased and designed to provide motorists with effective guidance and reminders. Calculation of the impact of safety improvements is included in the economic analysis.

The City of Pittsburg has instituted operational procedures that demonstrate commitment to traffic safety and active transportation. Examples include the creation of the Active Transportation Advisory Board with a mandate to review transportation projects, adoption of an Active Transportation Plan, annual funding of a popular sidewalk matching program, the requirement that new development include pedestrian infrastructure, and a traffic committee that meets regularly to address safety and flow concerns.

While formal non-motorized traffic counts have not been taken, with their relatively recent availability, there is widespread recognition of the increase in the use of trails and sidewalks.

4. Financial Completeness

Anticipated Project Budget

Funding Source	<u>Tasks</u>				Total	% of Total
	Engineering	Traffic Signals	Construction	Admin/Contingency		
Non-Federal	\$0	\$0	\$0	\$0	\$0	0.0%

Other Federal	\$52,800	\$34,100	\$216,447	\$67,037	\$370,384	22.0%
ATIIP Funds	\$187,200	\$120,900	\$767,404	\$237,676	\$1,313,180	78.0%
Total	\$240,000	\$155,000	\$983,851	\$304,713	\$1,683,564	

Detailed budget line items, including unit bid prices and quantities are included as part of engineering documents in Appendix A.

The City of Pittsburg has previously incurred a cost for the preliminary engineering work performed by TranSystems to prepare the project concept in the amount of \$9,580, which is not included in the requested project funding or as part of any match. The project budget includes a local match of **\$370,384** (20% of the total project cost) from the City of Pittsburg, who will be taking their match from available ARPA funds, though as indicated in the matching funds statement, the city has operating funds to meet the match requirement should that be required. All matching funds available to the City are currently unencumbered and readily available. This is attested in the attached memo from the City Manager in Appendix B. The breakdown of all project expenditures will be **78% ATIIP and 22% Local ARPA** funds. There will be no conditions on any non-ATIIP funds. The request from the ATIIP is **\$1,313,180**.

As design is only in the preliminary stage, a construction contingency of 25% is included and should be adequate to acquire right-of-way access and meet other unforeseen expenses if necessary. No other federal funds are anticipated to be involved in this project.

5. Equitable Development

The project improves the quality of life in the area by creating new non-motorized access to employment and retail zones within an Area of Persistent Poverty (census tracts 9571, 9572). This represents an increase in affordable and accessible transportation choices and equity for individuals who live in the area. It presents an improved opportunity for this disadvantaged population to access retail and employment options without a vehicle, reducing automobile dependence. It will reduce transportation cost burdens, increase walkability and accessibility for pedestrians and encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car.

The project directly impacts DOT disadvantaged census tracts. Other nearby census tracts (9571, 9573, 9575, and 9576) are identified as Areas of Persistent Poverty (APP) and would likely be the source of the workforce that are employed, shop and dine in businesses located in the project area, so it is important to recognize that benefits arising from this project will fall largely to the distressed nearby populations.

Low-income employees at the hotels, who may live near the project area, are at disproportionate risk of injury. If they do not live in the area already, they may choose to do so once the ability to safely walk to the hotels is available. They will be able to utilize the updated facilities daily, so safety improvements could be especially beneficial to this disadvantaged population.

The current conditions create substantial barriers to people with disabilities. The project will proactively address disparities and barriers to opportunity, through incorporation of design elements (Universal Design) to accommodate pedestrians of all abilities.

Making it feasible to walk to the hotel and retail employment centers would decrease transportation costs and improve commuting reliability. The project would also enhance recreational and tourism opportunities by providing easier access to the city's Wilderness Park, which is in the vicinity of the hotels. The project also improves the accessibility of the hotel and retail employment centers to the surrounding area of persistent poverty, making jobs more readily attainable and making the nearby housing more location-efficient.

Accident rates will be tracked by the Police Department to **include race and income level**. The City will utilize the USDOT Equitable Transportation Community (ETC) Explorer to establish a framework for understanding the nature of transportation disadvantages within the community and how transportation investments can mitigate the issues. The City will analyze disparities prior to the project and then annually after the project is completed.

6. DOT Goals and Priorities

As previously demonstrated, the project will promote the broad DOT goals of safety, access, competitiveness, environmental protection and quality of life. There will also be an impact on the reduction of greenhouse gas emissions.

As the project adds new pedestrian infrastructure, reduces vehicle usage, and improves traffic control, it generates benefits in a number of ways:

- Reducing vehicle miles
 - Lowering vehicle maintenance costs
 - Reducing greenhouse gas emissions
 - Reducing congestion and noise
- Increasing walking as a health value
- Reducing injury and non-injury accidents
- Adding pedestrian facilities value

One of the benefits of the project is the reduction in vehicle trips between the hotels and retail areas. Supporting the use of lower-carbon travel modes such as active transportation will reduce vehicle miles, and this will result in reducing air pollution, particularly greenhouse gas emissions. The project supports a passenger movement from driving to walking and thereby avoids environmental impact to air quality through reduction in Clean Air Act criteria pollutants. The project will be designed to encourage the use of green concrete and aggregate replacement alternatives that can have positive environmental impacts. Pedestrian access to the hotel and retail employment areas is encouraged and will most directly benefit the surrounding disadvantaged population.

A conservative estimate of the miles saved per year by the addition of sidewalks connecting the hotels and retail areas is 3,639. This would result in a reduction of 1.45 tons of CO₂ per year, or over 29 tons over the twenty-year life of the project. There are also health/mortality benefits, congestion and noise reduction benefits, vehicle maintenance cost reduction benefits, and

accident reduction benefits. Details of the positive environmental and economic impact of the project are provided in the economic analysis section later and in the benefit/cost data section in **Appendix D**.

It will be important to utilize DOT resources and establish baseline data prior to the project and then to follow up annually to determine if the project had the desired effects. An analytical structure will be prepared prior to the project that provides a methodology to measure the project's impact on safety, access, competitiveness, quality of life, and the environment. Accident data will be captured, use of the traffic signals will be tracked, hiring and wages related to the project will be tallied along with employee data, and an effort will be made to monitor the movement of vehicles to and from the hotels (there are currently license-plate readers available in the area).

The project will take advantage of the nearby Career and Technical Education center ([CTEC](#)) by hiring workers emerging from the CTEC, directing the educational programming, and by providing internships/apprenticeships.

IV. Project Readiness

a) Technical Feasibility

Preliminary project design and cost has been provided by TranSystems, with costs adjusted for inflation and work accomplished. Appendix A provides a phased project diagram and probable construction costs by line item, including unit prices and quantities.

Project tasks would be those typical to alternative transportation construction as well as planning elements to ensure environmental compliance. They would include engineering elements of planning, design and survey, construction, construction engineering and inspection, and administration and right-of-way (if necessary) costs. Tasks would also include the standard transportation construction elements of mobilization and staking, traffic and erosion control, earthwork and compaction, base preparation including drainage, and concrete work. As final design has not been completed, there would also need to be a substantial contingency included in both time and money. Meetings will be held with affected property owners. A public meeting will be held and a press release issued prior to construction activity to inform the public of the project schedule and any traffic detours that may be required. Press releases will be issued at key points in the project to inform the public of progress and any changes in traffic flows.

The original concept by TranSystems assumed a two-phase approach to the project construction, with the portion nearest the hotels and on the west side of N. Broadway being built first and the east side of N. Broadway later. The applicant would consider accepting funding for only Phase 1 if it was determined that funding of the entire request was not possible. Budget costs have been adjusted for inflation.

Activity would start with mobilization and staking, which would be the time when field markings were made, required equipment is brought to the site and the manpower identified and recruited. Throughout the project, erosion created by construction will need to be controlled and reviewed, the impact on traffic will need to be managed, and all environmental considerations observed and followed. Some utility relocation will likely be required and will be done at the

cost of the impacted utility organization. Utilities will be notified as soon as the project is approved.

This project will require earthwork to prepare for pouring the sidewalks. Base preparation will create the foundation for concrete work. Drainage considerations, defined in engineering design, will be included as part of earthwork and base preparation. Concrete work will constitute the most significant cost in the construction phase and will occur after earthwork and base preparation has progressed sufficiently. The technical work of installing new traffic signal infrastructure will occur toward the end of the project and will require extensive testing.

While construction in these circumstances and in this environment is a well-established endeavor, the project has not been fully designed and therefore will at this point require time and financial contingencies to accommodate uncertainties. The City of Pittsburg and its contractors have managed and constructed many similar projects; however, given current conditions around supply chains, manpower and inflation, it will be necessary to include a level of contingency that might otherwise be unnecessary.

b) Environmental Risk

Planning, design and surveying would need to be completed prior to bidding the construction component. Contractor selection will comply with Title VI/Civil Rights requirements. The planning component would be performed by a qualified consultant and will include NEPA review and any other required environmental approvals. The engineering work includes obtaining all required permits and, though not anticipated, the acquisition of any required right-of-way. It would result in construction-level design documentation that would be included in a bid package. These documents would be the basis for inspection throughout the project. Construction engineering and inspection would entail the in-field technical decisions required throughout construction, including adjustments and change orders.

Environmental Permits and Reviews will be undertaken upon the approval of the project and as the project is entirely in the public right-of-way and transportation system-adjacent it is anticipated that there will be few issues. Nonetheless, time and financial contingencies are included in the project schedule to ensure the project can be completed in a timely manner. The project engineer will be responsible for discussions with FWHA and acquiring NEPA and other federal and State reviews and permits. The local government is the project sponsor and lead applicant and will provide express permitting.

Kansas Department of Health and Environment provides a web site that identifies known environmental issues and provides access to documentation at [Identified Sites List | KDHE, KS](#).

Public engagement regarding the project has revolved around conversations with hotel owners and patrons and by citizens concerned after seeing people walk in the streets or attempting to cross the dangerous intersection. Numerous requests for pedestrian improvements have been received. Previous application for funding under the USDOT RURAL program has received substantial support from the State Department of Transportation and the community.

Anticipated Project Schedule

N. Broadway Pedestrian Safety Project Timeline	Q2-23	Q3-23	Q4-23	Q1-24	Q2-24	Q3-24
Engineer Selection						
City Commission Approval						
Planning, NEPA Requirements						
Engineering Design & Survey						
Permitting						
Right-of-Way Acquisition (if necessary)						
Construction Contractor Selection						
City Commission Approval						
Mobilization & Staking						
Traffic & Erosion Control						
Construction Engineering & Inspection						
Traffic Signal Installation						
Earthwork & Compaction						
Base Preparation & Drainage						
Concrete Sidewalks						
Marking, Signage & Finalization						

c) Administrative Priorities

Safety – Comments under Merit Criteria 3 demonstrate the project’s approach to safety issues. Pedestrian safety is a primary goal of the project. The project will be designed to incorporate modern standards that ensure safety and efficiency. Design will apply the National Roadway Safety Strategy (NRSS) to address the conditions in this area, and design will adopt the Safe System Approach principles. The Safer Roads objective in the NRSS is particularly relevant in order to bring the area to a common standard with multiple layers of protection that will improve all-around safety. Design will also include consideration of Safer Speeds and signage in the area as the use of the area by pedestrians will be encouraged. Enforcement activity will be increased, particularly during surge events that fill the hotel rooms.

Climate Change and Sustainability – Comments under Merit Criteria 6 provide a description of how the project addresses issues of climate change and sustainability. The reduction of greenhouse gas emissions through reducing single-occupancy vehicle trips in an Area of Persistent Poverty is a primary benefit of this project. The availability of safer pedestrian paths improves community resilience by providing transportation alternatives, thereby lowering dependence on automobiles and offering multiple commuting options.

Equity – Equity considerations and impacts on disadvantaged communities are discussed under Merit Criteria 5. Public engagement is envisaged under Merit Criteria 2. The City will take advantage of USDOT resources like the ETC Explorer to set up a methodology for evaluating

project effectiveness. Accident rates will **include race and income level** to the extent possible. The City will analyze disparities prior to the project and then annually after the project is completed. Safe pedestrian options will provide an affordable transportation option for both access to good-paying jobs and to retail outlets, especially when coordinated with public transit services.

Workforce Development, Job Quality, and Wealth Creation - As described in Merit Criteria 6, the project will provide opportunities to expand the workforce by making jobs available to people who might not have an automobile and creates opportunities for apprenticeships in coordination with the nearby Career and Technical Education Center ([CTEC](#)).

d) FHWA Priority Selection Considerations

The project will connect the largest cluster of hotels with the community's largest grouping of retail and restaurant establishments. The pedestrian amenities will be located between two Areas of Persistent Poverty and will serve the surrounding disadvantaged communities.

a) Benefit-Cost Analysis

While it is difficult to definitively calculate the benefits of adding pedestrian infrastructure in a busy hotel and retail area where none currently exists, U.S. DOT does provide some framework for a projection. The U.S. DOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs March 2022 (Revised) was used as guidance and was the source of parameter values.

The overall cost of the project is \$1,683,564, with the addition of maintenance cost over 20 years, that increases to \$2,068,563. As the project adds new pedestrian infrastructure, reduces vehicle usage, and improves traffic control, it generates benefits in a number of ways:

- Reducing vehicle miles
 - Lowering vehicle maintenance costs
 - Reducing greenhouse gas emissions
 - Reducing congestion and noise
- Increasing walking as a health value
- Reducing injury and non-injury accidents
- Adding pedestrian facilities value

The vehicle mile and health benefits were calculated based on the total number of rooms available (359), the current 12-month occupancy rate for the five hotels in the area (51%, though the occupancy rate is increasing), and the to/from travel distance between the hotels and the retail shopping and dining (.5 miles). The number of average daily trips was calculated assuming that one-third of the guests would utilize the N. Broadway retail and one-third of those would walk. This provided an average daily number of walking trips (20), which could be used to estimate the number of vehicle miles avoided.

The average number of trips also provided an estimate of the savings accountable to the new pedestrian facilities and the health value due to walking. Reports from the Pittsburg Police Department provided data on traffic accidents. An annual average of accidents over the last five years was calculated and a conservative reduction was estimated. From 2015 to 2021 the average annual number of injury accidents was 3.9, and the number of non-injury accidents was 9.6. New infrastructure added through the project will better regulate vehicular traffic in the area, including lowering speeds and coordinating traffic flows. It was projected there would be a reduction of one non-injury accident every year and a reduction of one injury accident every three years over the twenty-year life of the project facilities. Although there was a pedestrian fatality two blocks south of the area in 2019, this was not used in the benefits calculation. Even this conservative approach yielded substantial benefits.

Assuming a twenty-year project life, the project is anticipated to provide a total in benefits of \$3,404,019. This would yield a benefit/cost ratio of 1.64. It is anticipated that benefits and maintenance costs would increase in proportion, minimizing the need for inflation discounting. Details of the benefit-cost analysis are provided in the Appendix D.

b) Project Readiness

1. Technical Feasibility and Environmental Risk

The City of Pittsburg has had extensive experience working with federal agencies and compliance. It has worked successfully with federal discretionary grant programs and has the technical and financial knowledge, experience and capacity to deliver projects successfully. City resources will be formally dedicated to the project to ensure compliance and successful completion. A preliminary concept plan has been prepared by TranSystems Engineering, including an Opinion of Probable Construction Cost and a concept area plan including right-of-way and property designations. The concept plan included a two-phase approach, but the request is for the entire project concept. The phases indicate the preferred order of construction. The detailed costs and plan are included in Appendix A.

The well-known nature of sidewalk and crosswalk construction and traffic signal installation as well as the city's experience with projects of this kind and the related environmental requirements tends toward mitigating risks on this project. The city has worked on similar projects in the past and is currently working on a significant road reconstruction project in conjunction with KDOT on Quincy St. from Joplin to Rouse. For the MPDG project, the city will engage a project engineer with experience and capacity to plan, execute and meet environmental regulations. The project engineer will be responsible for environmental compliance, the overall detailed project plan and for construction engineering.

The project will require a plan that will include a project schedule identifying all major milestones, including State and local planning approvals, start and completion of NEPA and other Federal environmental reviews and approvals, design completion, right of way acquisition (if necessary), approval of plans, specifications and estimates, procurement, project partnership

and implementation agreements, and construction. As in all major projects the city participates in, the plan will include an outline of required approvals for environmental permits, studies and reviews by all relevant agencies at all levels. This would involve engaging all levels of government as necessary, and the city will work with the project engineer to assure all processes are followed.

The plan will include an initial identification of project risks and potential mitigation strategies. The city will work with affected property owners and businesses to prepare them for the impact of the construction and will regularly update the public (through traditional print and broadcast media as well as through its social media and television channels).

2. Project Schedule

The project schedule and work plan are discussed in Section IV. Grant Funds, Sources and Uses of All Project Funding.

3. Required Approvals

As indicated in the project schedule and work plan in Section IV., required approvals will be acquired as a significant task early in the project. The selected engineer will be responsible for identifying and obtaining all required approvals and permits and their experience and capability to complete this task will be a major selection criterion. The city staff is experienced in and will work with the City Commission, the State of Kansas, landowners and the public to ensure any issues are addressed in a timely manner and approvals are granted so as not to impact the project schedule.

c) Statutory Project Requirements

(1) The project will generate regional economic, mobility or safety benefits

The project addresses a long-standing issue regarding an absence of pedestrian connectivity between a cluster of hotels and nearby retail shopping and dining. Half of the hotels in the county and the most significant retail cluster are located in the project area and currently exist without pedestrian infrastructure of any kind. Project benefits are detailed in Section V.

(2) The project will be cost effective

The project is projected to provide a benefit/cost ratio of 1.61 through reducing vehicle usage, adding pedestrian facilities, increasing walking, and reducing accidents. Benefit/cost details are found in Section VI. and in the Appendix D.

(3) The project will contribute to one or more of the national goals described under Section 150

The project will significantly contribute to safety by improving traffic control and pedestrian access and safety. It will contribute to infrastructure condition by upgrading aged traffic control technology and addressing any deterioration in the project infrastructure. It will contribute to diminishing congestion by reducing the number of vehicle trips and better controlling traffic flows. It will support regional economic development by making Pittsburg a more desirable location by improving access and walkability. It will contribute to environmental sustainability by reducing greenhouse gases. The project will contribute to reducing project delivery delays by utilizing collaborative project planning tools, shared document rooms, and advanced transparent communication applications to deliver the project on time and on budget. The city will regularly report on project progress to all parties and the public, and the project will be conducted to include all environmental review and permit processes in a timely and consistent manner. Details of how the project contributes to the national goals can be found primarily in Section V.

(4) The project is based on the results of preliminary engineering

The city engaged TranSystems to prepare a preliminary concept design and probable construction costs. Preliminary engineering documents can be found in the Appendix A.

(5) The project is reasonably expected to begin not later than eighteen months after the date of obligation of funds for the project

The city anticipates the project to begin in the second quarter of 2023. The projected project schedule can be found in Section IV.