



US 71 RECONNECTING NEIGHBORHOODS

PHASE 1-3: PEL STUDY, CONSENT DECREE & NEPA

October 27, 2023



TRANSYSTEMS

October 27, 2023

Mr. Cory Burress
Procurement Manager
City of Kansas City, MO
816-513-0808

RE: US-71 Reconnecting Neighborhoods RFP: Phases 1-3


Dear Mr. Burress and Selection Committee Members,


The City of Kansas City, MO, has seized an opportunity to improve and reconnect two sections of the city that were divided by US 71, 40 years ago. The community affected by this roadway separation had their homes and businesses taken, altering their safety, health, economy, and neighborhood culture. They have since pleaded to be heard and seen and for their community to be repaired. While the past can't be changed, we can certainly work together to make the present and future brighter for everyone.

This RFP is proof that the city has heard the community. Our team understands that project goals and objectives include:

- ✓ **Holistic Community Development: "Kit of Parts" Approach**
- ✓ **Focusing on the Community**
- ✓ **Feasibility & Appropriateness of Potential Approaches**
- ✓ **Reduction of Serious & Deadly Crashes**
- ✓ **Increasing Mobility & Connectivity for All**

To meet the project goals and objectives, our team was carefully formed to:

 **ACKNOWLEDGE PROJECT'S RICH HISTORY** | TranSystems has intentionally built a team with the majority of project leads directly and indirectly connected to the community, not just a combination of DBE subs. We looked beyond our traditional partners and reached out to **Dr. Troy Nash** of The Nash Group. Dr. Nash is intimately aware of the community, its leaders, and its needs. He grew up in this neighborhood and has worked hard with his daughter Arielle Nash to provide millions of dollars of affordable housing in this area. Dr. Nash is the perfect person to lead community empowerment for our team. In addition to Dr. Nash, this is a passion project for some of Taliaferro and Browne's (T&B) staff since they had family that were displaced with the original US-71 highway plan. **Leonard Graham, PE** will lead design for concepts and **Tim McKinnie, PE** and **Lamin Nyang, PE** will provide additional engineering services. T&B's leadership throughout concept development is key because T&B is intimately familiar with the people that live near US-71 and will make sure that the community members are engaged and neighborhood goals are preserved throughout concept reviews. In addition, TranSystems' **Gail Woods, PE** will be engaged throughout all phases of the project to provide Justice40 QA/QC, for continuity.

 **UNDERSTAND PROJECT CHALLENGES** | One key project challenge is making sure the community feels heard. Capturing the community's vision through active participatory exercises and engaging community members to understand the needs that exist will be critical throughout this process. Our team features public involvement innovator **Triveece Penelton, AICP, NOMA**, with Vireo, who will be leading our community engagement and public/stakeholder involvement efforts. Triveece is a well-respected public involvement innovator and communicator, and she will ensure the community needs are seen and heard. In addition to Triveece, our community engagement team includes Single Wing Creative for media visuals. TranSystems and Wilson will add to this highly capable staff with well qualified and experienced planners and engineers to provide feasible and appropriate potential approaches, focus on the reduction of serious and deadly crashes, and increase mobility and connectivity for all.

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Suite 400
Kansas City, MO 64108



Dr. Troy Nash



Arielle Nash



Leonard
Graham, PE



Tim
McKinnie, PE



Lamin Nyang, PE



Gail Woods, PE



Triveece Penelton,
AICP, NOMA



DEMONSTRATE SUBSTANTIAL EXPERIENCE ACROSS ALL THREE PHASES | Clyde

Prem, PTP our project manager, has been involved in PEL-like corridor studies for decades, well before PEL was established as the term for this pre-NEPA process.

Dr. Nash and Clyde are well acquainted and have worked together for years. Leading the PEL process will be **Jim Townsend, AICP** from Wilson, who has completed many successful PEL studies recently. **Frank Weatherford, PE** will assist the city as a resource to address consent decree in phase 2. **Barb Frost, PE** will share her decades of experience developing successful NEPA documents to make sure the PEL process efficiently leads into the seamless delivery of a decision document to advance the project readiness for final design and construction.

The people in Kansas City's 3rd and 5th council districts want to be seen and heard in ways they haven't been empowered before. Our team is built to go into the community and bring the community into our team to truly influence the entire project; the community will be leading the way. We intend to take our community engagement efforts to the next level. **We will go door-to-door to homes, businesses, and multi family dwellings throughout the community to talk with residents directly to ensure maximum neighborhood and community participation.** We are prepared to attend every single neighborhood and community meeting. We are **100% committed to giving voice to the residents** and are willing to do whatever it takes to achieve that.

Our teams' response in the following pages includes weaving in our past record of performance; qualification of personnel assigned; general experience and technical competence of firm; familiarity, capacity, and capability; and accessibility of firm and staff into our project understanding and innovation. Criteria will be noted with the following icons:



PAST RECORD OF PERFORMANCE



QUALIFICATIONS OF PERSONNEL ASSIGNED



GENERAL EXPERIENCE & TECHNICAL COMPETENCE OF FIRM



FAMILIARITY, CAPACITY & CAPABILITY



ACCESSIBILITY OF FIRM & STAFF



PROJECT UNDERSTANDING & INNOVATION

Our team is registered and in good standing with the State of Missouri. Our combined staff is highly proficient in MoDOT's Engineering Policy Guide and MoDOT LPA standards.



Clyde Prem, PTP



Jim Townsend, PE



Frank Weatherford, PE



Barb Frost, PE

WHY TRANSYSTEMS

- ✓ **Intentionally crafted team with leadership directly connected to the community, exclusively amplified with the experience of Dr. Troy Nash.**
- ✓ **A team built from the community for the community has the pre-established trust to provide smooth empowerment efforts throughout the project.**
- ✓ **Inclusive team with history of successfully delivering controversial projects.**

Please allow the passion of TranSystems' team to be a driving force to focus on the community and make this corridor safer and better for the current and future generations.

Thank you,

FRANK WEATHERFORD, PE

Consent Decree Liaison

flweatherford@transystems.com

CLYDE PREM, PTP

Project Manager

ceprem@transystems.com



PROJECT UNDERSTANDING & INNOVATION

In 1951, Kansas City’s elected officials proposed connecting downtown to the Northland, Lee’s Summit, and Grandview via a new project: The South Midtown Freeway. As was common for freeway projects developed across the United States during that time, their plan would bisect established African American neighborhoods for the sake of improving vehicular connections for suburban motorists. Philosophically, and as a matter of right and wrong, we vehemently disagree with this approach, and will do what we can to correct past wrongs and grievances rightly held and felt by the neighborhood and community residents in the area.

In response, the corridor’s neighborhoods organized and sued the government. After years of court proceedings and right-of-way acquisition (some happening while redlining, blockbusting, and White flight), a compromise was reached, and a consent decree was established. The decree specified a parkway section with at-grade intersections at 55th Street, 59th Street, and Gregory Boulevard with the intent that these intersections would provide adequate connectivity. However, the improved highway created a wide barrier bisecting the community. The final project included design modifications, such as eye-catching bridges, signalized intersections, and enhanced landscaping between 55th Street and Gregory Boulevard, that many hoped would help address the neighborhood’s lost connections and elevate its economic development potential. The project was also renamed Bruce R. Watkins Drive after Kansas City’s first African American Councilmember, despite his opposition.

Following the Consent Decree, the city responded with mitigation efforts to improve housing and public services. However, property acquisition and construction took many years, and during that time, this disruption contributed to neighborhood decline.

Completed in 2001, Bruce R. Watkins Drive has brought little of the anticipated economic growth. Safety is also a substantial concern. Crashes at its key intersections (55th Street, 59th Street, and Gregory Boulevard) are commonplace. A three-vehicle crash happened in August 2023 at 85th Street, resulting in a fatality.¹ Although residents use the project’s bridges and are developing footpaths to make the connections important to them, neighborhoods remain divided. In addition, U.S. Representative and former Kansas City Councilperson and Mayor Emmanuel Cleaver said regarding the project, “One of the negatives that we may never be able to erase is the perception that government cannot be trusted.”²

PROJECT CHALLENGE

A fundamental challenge is to establish trust with the neighborhoods divided by US-71 for the last 70 years and that the city and MoDOT will follow through with their promises. This project challenge involves a long history of neighborhood intrusion. We understand this; in fact, there are members on our project team with family members whose houses were taken by this project. For improvements to move forward and for the Consent Decree to be changed, the project must reach a level of community consensus to help the community reap the benefits related to more access and economic development opportunities through this project. The TranSystems team can help develop and build the foundation of that trust, and our proposal outlines how we will address this challenge to develop a solution that will better connect the communities and build a safe and equitable environment for all residents in these neighborhoods and Kansas City.

The successful outcomes from this project are:

- Community generated multi-modal plan
- Improved safety for all travelers
- Rebuilt trust with surrounding neighborhoods
- Economic development and affordable housing strategies to foster positive outcomes
- Additional funding through federal or state grants

¹ <https://www.kmbc.com/article/kansas-city-missouri-71-highway-85th-street-fatal-crash-winnebago-dodge-hit-and-run/41281245>

² <https://www.kclibrary.org/blog/kc-q-71-highway-traffic-signals>

PATH TO COMMUNITY ENGAGEMENT SOLUTION



Within the context of forced capital projects, broken connections, serious safety issues, and years of demonstrated distrust, we endeavor to engage the Bruce R. Watkins Drive community in deep conversations on reconnecting their neighborhoods. Working with trusted team members Dr. Troy Nash, Taliaferro & Browne, a mayor-appointed Community Advisory Board (CAB) of community members, and the city's Communications Office, Vireo's Triveece Penelton, AICP, NOMA, will lead our community conversations and coordinate communication. She is a city planner and public involvement innovator with over 20 years of transportation-specific engagement and communications experience, including environmental impact statements along I-70 in the Kansas City Metro, plan/environmental documents, and PEL.



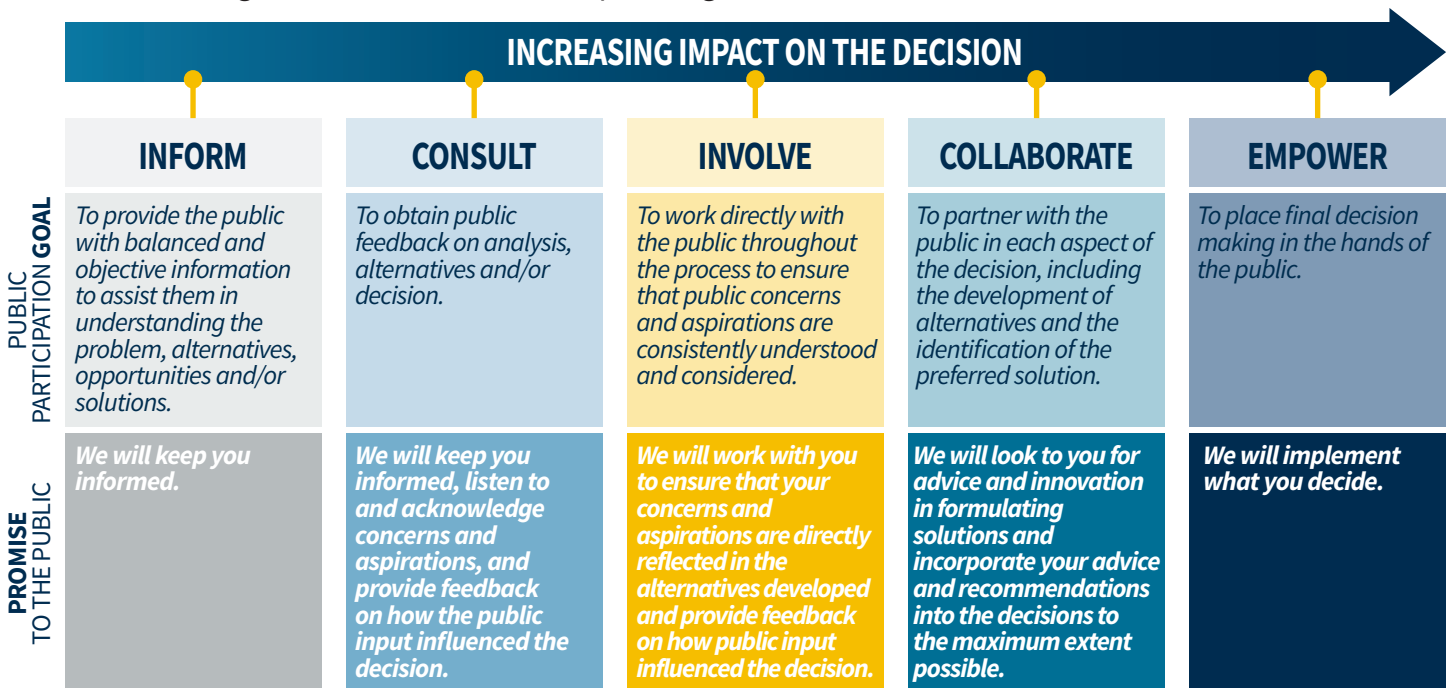
Triveece is an Inaugural Steering Committee Member of PHEAL and an alumna of the Racial Equity Institute. Together, the group created the PHEAL document, which serves as an adoptable mindset for built environment professionals and advocates working with communities overburdened with health inequities, such as those in the Reconnecting Neighborhoods PEL study area. Her work has won national and state awards for engagement, journalism, and communications along with a NOMA NAACP Seed Award for Justice, Equity, Diversity and Inclusion (JEDI) in Design.



Our engagement team will prepare for the multi-layered conversations ahead by developing an Empowerment Plan anchored in Planning for Health Equity, Advocacy & Leadership (PHEAL) three principles: Community-based Advocacy, Healing through Leadership, and Community Health and Regeneration. The plan will emphasize centering the community, specifically making the corridor's neighborhoods the project's focus. It will also outline goals, key persons, strategies, activities, tools, metrics, and a schedule that results in community-backed decision-making. As we work to ensure community empowerment, we will also inform, consult, involve, and collaborate through Phases 1, 2, and 3 of the planning effort.



Triveece and Vireo facilitated strategic engagement for the equity, mobility, livability, and serviceability elements of the award-winning KC Spirit Playbook. Her team's efforts resulted in the policy proposals that became Playbook recommendations. We know these and related topics will be top of mind for the corridor community.



Graphic of IAP2 Spectrum of Public Participation. Designed to assist the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world. Source: International Association for Public Participation.

EMPOWERMENT PROCESS & TASKS



As a well-respected **Public Involvement Innovator** in the community Triveece is leading the extensive engagement efforts encompassing all phases of the US-71 Reconnecting Neighborhoods Project. **“Inspiring through Collaboration”** is what **Vireo** is known for with a philosophy that prioritizes teamwork and a collective mentality over individual agendas. This approach aligns with the needs of the African American community divided by the US-71 corridor to be a true mechanism for change in the decision-making process through the community engagement efforts from project scoping through the PEL and NEPA processes to obtain the approvals needed to secure funding and implement the project:

- ✔ Listen to the Community
- ✔ Build Additional Trust
- ✔ Be Transparent
- ✔ Have a Fresh, Relevant, Community-Driven Perspective
- ✔ Apply Lessons Learned
- ✔ Be Available & Passionate

The public engagement team will conduct a robust and inclusive public outreach program with an emphasis on participation by the citizens, civic leaders, and community stakeholders within this community of up to 16 neighborhoods. The primary targeted population is the neighborhoods surrounding US-71, paying particularly close attention to those around the intersections of 55th, 59th, and Gregory Blvd. as well as the broader neighborhood and community interests. Additionally, private companies that may have a need for affordable housing, as well as not-for-profit organizations and other potential regional partners. **We will go door-to-door to homes, businesses, and multi family dwellings throughout the community to talk with residents directly to ensure maximum neighborhood and community participation.** TranSystems’ team has successfully led numerous multifaceted, context-sensitive solution forums for contentious and complex projects. Therefore, our staff of communication, public involvement, marketing, and visual simulation experts will support Triveece and her team working together to convey the verbal and visual information for public consumption.

The US-71 Reconnecting Communities work plan illustrates the magnitude of Project Working Group involvement, critical Points of Consensus milestones through the PEL and NEPA phases well beyond standard public involvement for transportation corridors. Status Quo isn’t good enough to achieve the informed consent desired for true community support of the solution for the US-71 Reconnecting Neighborhoods corridor. The community engagement will educate participants on the influence of their input into the development of not only the transportation linkages but also sincerely considering the multifaceted community development envisioned for the project. From the initiation of the community engagement through the identification of viable alternatives developed through 30% design, we are focused on addressing the problems in a manner that gains consensus along the way.

Project Working Groups would be established to involve citizens, civic leaders, stakeholders, and community stakeholders (Schools, Places of Worship, Businesses, Community Services, etc.) The TranSystems’ team will engage youth delegates to provide targeted input for the Project Working Group consideration.



PROJECT HIGHLIGHTS



Via a multi-year process, the City Planning and Development Department updated its Comprehensive Plan—*The KC Spirit Playbook*. Mobility was one of four strategy groups that helped distill existing policy, ongoing engagement, and high-level discussion into policy proposals. Later, the policies were bolstered by action steps, and the plan won the 2023 Missouri APA Outstanding Plan Award. Vireo led strategic engagement for Playbook mobility as well as livability and serviceability. Key tasks involved:

- ✔ Helping the community reflect on data findings and develop personas that reflect who will be using the city’s future mobility network and impacted by policy proposals.
- ✔ Facilitating meetings using digital tools (Mentimeter, Mural, Zoom, MS Teams, and Bang The Table).
- ✔ Coordinating other strategy groups and collaborating with KC Spirit Playbook Communications and Engagement.

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Project Working Groups would participate in Action Teams such as Safety Audits and Walkability Assessments to review the corridor, on foot, and apply practical knowledge of the function and disparities throughout the corridor from the community perspective. The input from the Action Teams will inform the Existing Condition assessment and, to some degree, influence the inputs beyond the data to create more realistic modeling to evaluate the existing system and forecast the future needs.

Points of Concurrence merit open house public meetings to engage the greater community with participation from the Project Working Groups. Meetings will be held at three locations to be identified with the consensus of the Project Working Groups in ADA compliant facilities situated in appropriate geographic locations to facilitate maximum accessibility and participation.

Accessibility of information is paramount to TranSystems' community engagement approach. Maintaining Section 508 compliance and accessibility requirements, our team ensures deliverables derived from electronic content are accessible by the visually impaired. In addition, audible information exchange through meetings is accessible to the hearing impaired (Closed Captioning and ASL for virtual and in-person exchanges, respectively with transcripts for future reference.) Spanish translation services will be available for public meetings and translated materials for distribution. Team members facilitating community outreach and meeting include diverse backgrounds and ethnicities including personal connections to the neighborhoods affiliated with the US 71 Reconnecting Neighborhoods project area. Social media applications are powerful tools to keep people informed as long as internet or cellular access is available. Maintaining current material for information centers identified throughout the community is necessary to provide relevant, timely content for those without access to electronic media. The Project Working Groups will identify the most beneficial information centers to support the full project area via pedestrian access.

Other innovative strategies may include considering the benefit of staffing a 'storefront' along the corridor to provide direct community access to real-time project development information and a setting for one-on-one interaction for listening and sharing project information. In other cities, TranSystems has also employed community members to assist with neighborhood canvassing to disseminate information and notifications.

MANAGEMENT SUMMARY




TranSystems has built our team from the community we will serve. The TranSystems team is stronger because we have more professionals that know firsthand the impact US-71 has had on the African American community in Kansas City. Some team members grew up in the US-71 corridor neighborhoods and experienced and witnessed families and friends being displaced. They provide our team two significant benefits. **One is the passion to deliver this project to reconnect the neighborhood and two is the trust of the community along this corridor.**





PROJECT HIGHLIGHTS

SARPY COUNTY
I-80 Interchange PEL Study

Virtual Public Meeting #1 July 2020







Vireo assisted the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), Sarpy County, and Cities of Gretna and Papillion with the I-80 PEL. The project explored and analyzed location for industrial growth, traffic and land use analyses, alternatives development & assessment, and community engagement. Vireo was responsible for:

- ✓ Conducting Detailed Demographic & Land Use Review and Analyses
- ✓ Facilitating Highly Interactive and Online Stakeholder Meetings, and a Virtual Visioning Workshop to Frame Realistic Development Concepts
- ✓ Crafting & Implementing PEL Engagement Plan

*Omaha-Council Bluffs MAPA - Mike Helgerson, Executive Director
2222 Cuming Street, Omaha, NE 68102 | 402.444.6866 |
mhelgerson@mapacog.org*

The project management team will guide the project by working with the leads for each phase to develop a successful work plan driven by the overarching community engagement plan. The project management team will provide high level coordination with the city and MoDOT. Leading our team alongside Clyde Prem, PTP, our project manager, are five professionals that embody these qualifications: Dr. Troy Nash; Triveece Penelton, AICP, NOMA; Jim Townsend, AICP; Leonard Graham, PE; and Barb Frost, PE. Clyde will provide day-to-day project coordination and project administration. Dr. Nash, Community Empowerment Lead, will be the primary liaison with elected officials and community leaders and his firm will lead our affordable housing tasks. Dr. Nash will serve as a senior advisor with oversight throughout the entire project. As mentioned before, Triveece will be leading the public engagement and will be integral in bridging the view and desires of the citizens and other stakeholders with the project team. Jim will be leading the PEL phase of the project and will utilize his experience developing NEPA ready studies and guide our team on the requirements of PEL studies. Leonard Graham, PE will lead our design team of experts and will also serve as a senior advisor with oversight of the entire project. Barb is a NEPA expert and will monitor the progress being made in Phase 1 so we are able to efficiently transition into NEPA and avoid unnecessary rework. Another senior advisor will be Gail Woods, PE, Justice40 QA/QC, who will provide continuity from the Justice40 perspective throughout project execution and deliverables.



Gail Woods, Justice40 QA/QC is tasked with offering her professional and personal experience to keep the initiative of addressing decades of underinvestment in disadvantaged communities in mind with consistency through all project activities and deliverables. She will be an active member of the project leadership team through all phases of the U.S. 71 Reconnecting Neighborhoods project, integrating lessons learned from projects she has managed with the same context – Black community divided by a transportation corridor in the past and righting that wrong with transportation improvements now to accommodate a better future.

Clyde will maintain an organized effort across the teams so we stay on schedule and on budget. He will use his years of experience leading teams to empower the professionals around him to fulfill their function while inspiring them with the vision and goals of the project. Jim and Barb are experts in the PEL and NEPA processes and will be able to lead the technical process smoothly. This project is far more than a technical process though. **Public Engagement will be the primary driving force and barometer for success from start to finish.**

Familiarity, Capacity & Capability

We have assembled a passionate team that can begin work immediately and with ample resources to deliver this project successfully. We have carefully selected local teaming partners that align with the scope of services, emphasizing their experience in the US-71 community, track record with the City of Kansas City and MoDOT, and working relationships among team members. Our robust team will provide the complete suite of services needed for this project. Our management group is all local and available to put in the time needed to lead our team and this project successfully. TranSystems fully commits to maximizing the project roles for our subconsultants and will exceed the project's DBE goals.

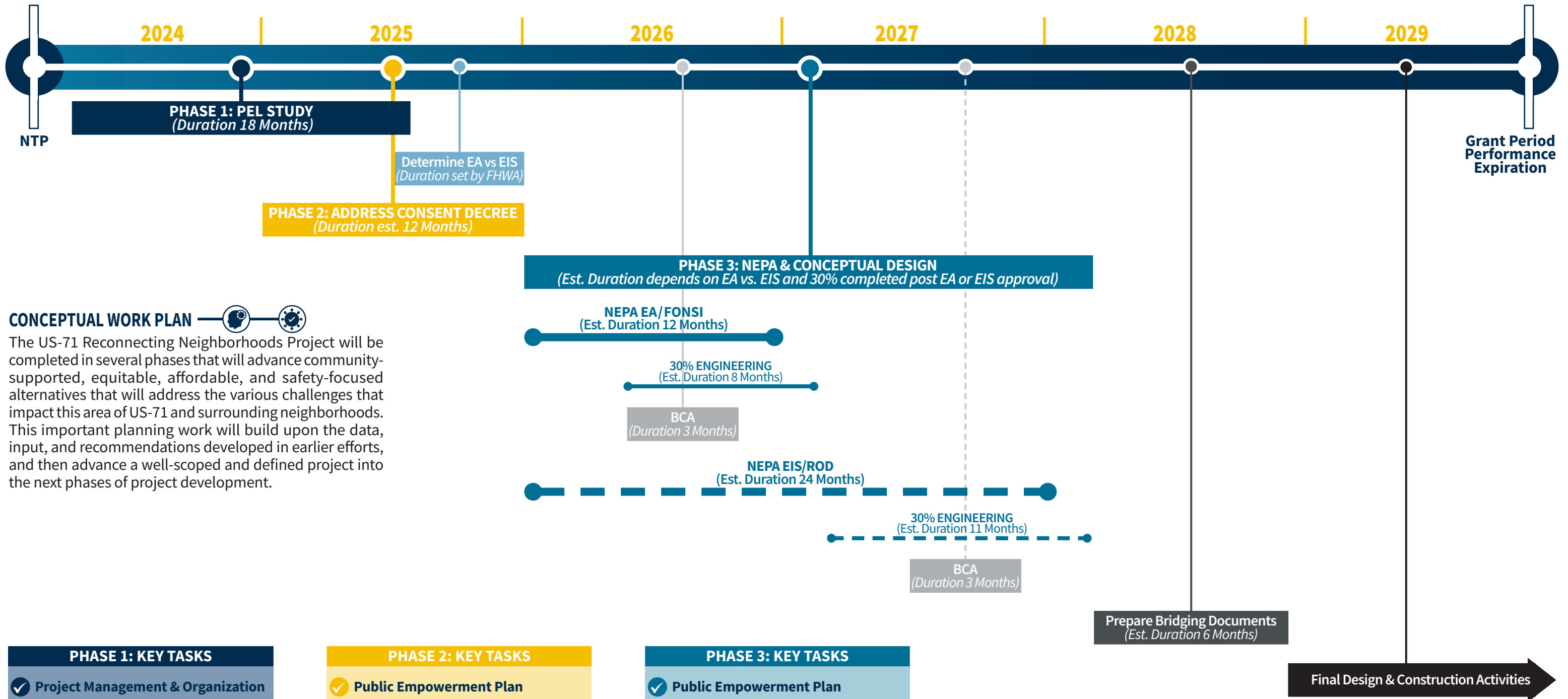
Our team is robust in our capacity to perform the various tasks that will be needed to successfully deliver this project. With the combined staff of 11 firms (8 DBE firms), we will deliver this multi-phased project on time for every milestone that we establish with the city. TranSystems leads our team and has a total staff of 1,700 with a local presence of over 100 staff members. Our team in total brings well over 250 local staff members that will be able to support this project.

Accessibility of Firm & Staff

The leadership group for our team are all based in Kansas City and most of them are from the neighborhoods adjacent to this corridor. The majority of our team is located in Kansas City with only a few experts located elsewhere. Our project manager will be available to you every day via cell phone and laptop. The TranSystems offices are in Crown Center, only a short distance to City Hall. We can host project meetings in person in our office, by video or as a hybrid meeting as needed. Our team will use the latest tools, such as Microsoft Project, eBuilder, Teams, and Excel, to manage the project. Clyde will complete weekly updates to monitor the schedule and budget

All of the key staff members we are listing for our team have the availability to take on this assignment based on recent workload projections that we update monthly. As noted in this response this project would be a passion project for our team as it is an opportunity to address the mistakes made 40 years ago that have impacted family and friends.

US-71 RECONNECTING NEIGHBORHOODS PROJECT TIMELINE



CONCEPTUAL WORK PLAN

The US-71 Reconnecting Neighborhoods Project will be completed in several phases that will advance community-supported, equitable, affordable, and safety-focused alternatives that will address the various challenges that impact this area of US-71 and surrounding neighborhoods. This important planning work will build upon the data, input, and recommendations developed in earlier efforts, and then advance a well-scoped and defined project into the next phases of project development.

- ### PHASE 1: KEY TASKS
- ✓ Project Management & Organization
 - ✓ Public Empowerment Plan
 - ✓ Vision
 - ✓ Purpose & Need
 - ✓ Alternatives Screening Process
 - ✓ Environmental Resource Review
 - ✓ Economic Development Plan
 - ✓ Affordable Housing Plan
 - ✓ Review Concept Plans

- ### PHASE 2: KEY TASKS
- ✓ Public Empowerment Plan
 - ✓ Address Consent Decree
 - ✓ FHWA Determination of the NEPA Class of Action
- Based on the early process review, the duration of the process may be better defined by the city to determine duration. This may continue concurrently into the NEPA Phase but must be completed to obtain approval of the NEPA decision document FONSI or ROD.*

- ### PHASE 3: KEY TASKS
- ✓ Public Empowerment Plan
 - ✓ NEPA Integration with PEL
 - ✓ Agency Coordination
 - ✓ Final Purpose & Need
 - ✓ Alternatives Analysis
 - ✓ Affected Environment & Consequences
 - ✓ Securing Environmental Clearance
 - ✓ 30% Plans
 - ✓ Benefit Cost Analysis

FHWA will determine if the project goes to EA or EIS and determines the duration of review. Phase 3 shows two different timeline options if the project goes EA (solid line) or EIS (dashed line). 30% Engineering will be completed a few months after the NEPA EA/FONSI or NEPA EIS/ROD approval, which is why the timeframe above is estimated. To account for potential federal delays, there is more than a year float in the schedule to complete NEPA and Preliminary Engineering prior to the Expiration of Grant Period of Performance.

PHASE 1 PEL STUDY

PHASE 1 PUBLIC EMPOWERMENT PLAN

We will coordinate four rounds of empowerment-focused community conversations as our team endeavors to connect with the whole corridor community during the project's first phase.

Round 1.1 Outcomes: Defining a vision, issues, and impacts that will frame the Purpose and Need.

Round 1.2 Conditions and Measures: Reviewing existing conditions and determining what should be included with potential improvements along with meaningful evaluation criteria and weighting.

Round 1.3 Alternatives: Screening proposed alternatives based on the existing conditions assessment, community comments, Purpose and Need, and metrics.

Round 1.4 Locally Accepted Alternative (LAA): Present the LAA to the community for detailed review, discussion, and advocacy for its recommendations.

A sample list of proposed tools and activities for each round includes:

- CAB Coordination
- Meetings with Each Neighborhood Association in the Corridor
- Meetings with Targeted Faith-Based Groups in the Corridor
- Community-Wide Meetings
- Identification and Coordination with Additional Community Champions
- Postcard Mailings to Affected Property Owners
- Kiosks at Public Libraries or Community Centers
- Television, Radio, & Newspaper Coordination, Including Releases, Display Ads, & Spots
- Targeted, Paid Social Media
- Letters of Support
- Action Teams with Citizen Volunteers
- Door-to-Door Conversations

THE PEL PROCESS

The primary objective of Phase 1 of the US-71 Reconnecting Neighborhoods Project is a Planning and Environmental Linkages (PEL) effort to **collaborate extensively** with residents, neighborhood associations, business owners, institutions, and other critical stakeholders in the project area, along with daily commuters using the US-71 corridor. While this is a federally developed project development process, we understand the importance of making this a locally-driven process that leads to a locally satisfying result. Below is a graphic outlining the elements of the PEL process.



PEL PROCESS GOALS

The overarching goal of this PEL study is to understand community (re)connectivity goals, local and regional transportation mobility goals and study area stakeholder goals/needs. Understanding these key elements will allow the team to develop and screen alternatives to arrive at a set of “best performing” elements that align with the community goals and have the greatest positive impact to recommend for NEPA phase evaluations. It is important that all agencies/stakeholders agree with the goals and intent of the PEL study from the beginning – this will take a concerted effort to listen first and communicate transparently. The PEL phase will consist of the following tasks:

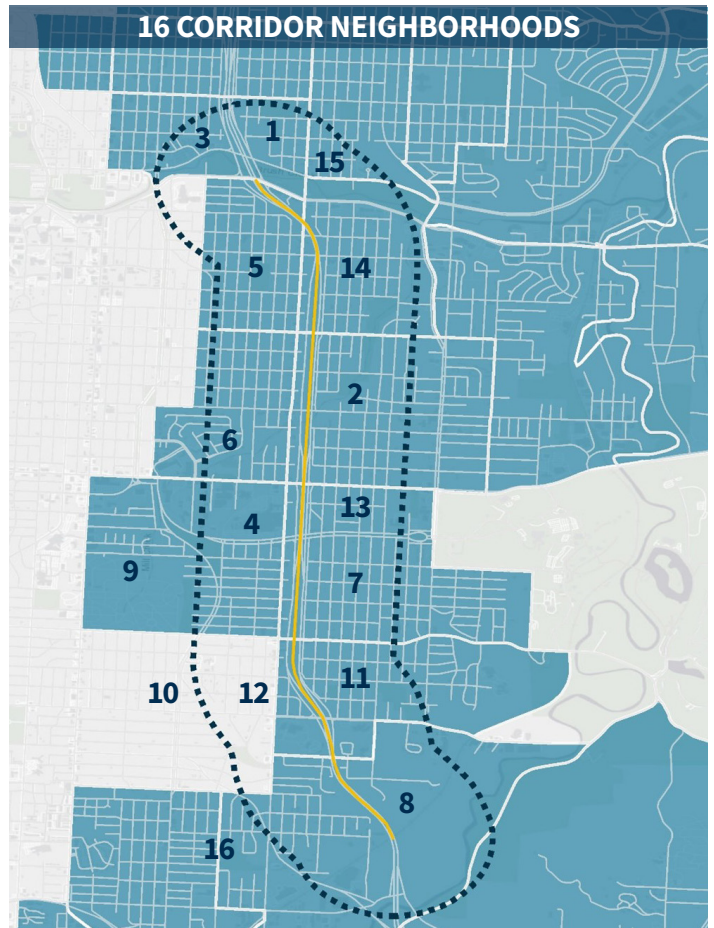
- ✓ Develop and endorse a draft “Purpose & Need” for the project that can be carried forward and enhanced in NEPA.
- ✓ Develop “Evaluation Criteria” and associated performance measures that will be used to evaluate various alternatives during screening analysis.
- ✓ Perform necessary technical analysis (*including alternative conceptual designs, safety evaluations, multimodal connectivity analysis, updated traffic modeling and traffic analysis, etc.*) required for the project and utilize technical memos to document data, analysis, and decisions during the screening process.
- ✓ Conduct up to three levels of alternatives screening (level 1, level 2, and level 3), each level with increasing level of detail and analysis. The alternatives evaluation will be conducted to support a set of viable alternatives that will be considered in the NEPA phase, along with the No Action Alternative.
- ✓ Develop and implement a robust public and agency outreach plan so it is done in such a way that it can be carried forward seamlessly in the NEPA phase not “repeated” during NEPA.

Conducting this PEL study will establish the framework for understanding the community needs and desires, allowing our team to develop a durable and long-lasting vision. Being able to roll directly into NEPA after the PEL will take some strategy as some improvements outlined in the process may need to be phased in over time due to complexity, cost, or other factors. Working to develop this implementation strategy with all of the funding partners will be critical so a viable solution is developed in a manner that aligns with the appropriate project delivery method.

PURPOSE & NEED FOR THE PROJECT

The Purpose & Need is the metrics by which the alternatives are screened during the PEL and evaluated during NEPA by identifying the degree to which each alternative addresses the Purpose & Need for the US-71 Reconnecting Neighborhoods Project. Purpose & Need is a critical Point of Concurrence with participating and cooperating agencies during the PEL for a seamless transition into NEPA. Understanding the issues surrounding the area and collectively developing a problem Statement with stakeholders will result in a solid foundation to develop and test alternatives moving forward. Therefore, it is imperative that the community is engaged in its development:

- ✓ Residents of the 16 corridor neighborhoods
- ✓ Civic leaders (presumably the start of the proposal mentioned names from Dr. Nash’s input.)
- ✓ Community Stakeholders including:
 - Kansas City Public and Charter Schools (Southeast High School, Chester A Franklin Elementary, Ewing Marion Kauffman School)
 - Places of Worship (i.e. Swope Parkway Church of Christ, Faith Fellowship Baptist Church, Church of Faith International)
 - Businesses (African-Centered College Preparatory Academy, Transformed Barber & Cosmetology Academy, Urban Ranger Corps, Harris Garage, J&L AutoCenter, Kansas City Zoo, & Starlight Theater...)



1 Ivanhoe Southeast	9 Neighbors United for Action
2 South Town Fork Creek	10 East Meyer 6
3 Ivanhoe Southwest	11 Noble & Gregory Ridge
4 Blenheim Square Research Hospital	12 East Meyer 7
5 Blue Hills	13 Swope Park Campus
6 Citadel	14 North Town Fork Creek
7 Self Help Neighborhood Council	15 Oak Park Southwest
8 Marlborough East	16 Marlborough Heights/ Marlborough Pride

- Quality of life support centers like Gregory Ridge Health Center for seniors and Alphapointe for the visually impaired.
- Patrons of Parks and Green Spaces
- Emergency Response Services & Healthcare Facilities like Research Medical Center

✓ **Local stakeholders: Parks & Recreation, Housing & Community Development, Neighborhood Services, etc.**

The draft Purpose & Need will be based on reconnecting the east- and west-side of the US-71 corridor, be cognizant of the current and forecasted future socioeconomic, traffic and development conditions, feedback from agency scoping, and other available data based on the phase of the project development. The local agencies anticipate that once the draft purpose and need has been finalized, the various project stakeholders will memorialize this project milestone and obtain concurrence through agreement of any consent decree modifications and alignment before advancing other activities independent of the purpose and need being finalized. The draft purpose and need statement will be developed early in the engagement process; and the project shall incorporate public comments to align with the community’s desires, safety and mobility needs, and the implementable vision for the corridor.

Major elements to be included in the project will be used to establish the purpose and need and inform evaluation criteria and may include:

- ✓ Enhanced Levels of Neighborhood Connectedness, Resiliency & Sustainability
- ✓ Improved Transportation Safety (Vehicle Crashes, Bicycle, Pedestrian, Transit, etc)
- ✓ Improved Vulnerable Road User Accommodation
- ✓ Enhanced Multimodal Mobility
- ✓ Appropriate Level of Accommodation of Area-Wide Forecasted Traffic Volumes
- ✓ Maximize Economic Development and Low Affordable Housing Opportunities
- ✓ Measures Required by FHWA (Applicable Variances or Design Exceptions)

The draft purpose and need will inform the evaluation criteria used in the alternatives development and screening. It is important that all agencies/stakeholders agree with the purpose and need and the screening evaluation criteria in order to achieve unified support for the screened alternatives considered but not recommended, and for the set of viable alternatives to advance into NEPA.

ALTERNATIVES ANALYSIS PROCESS — 

The alternatives analysis process is a critical component of this overall PEL strategy. It provides the foundational evaluation and direction forward for identifying potential solutions that will roll into the NEPA process. A framework and evaluation methodology will be developed. The evaluation criteria will focus on the eight areas below as well as other key factors identified in the public empowerment process and will be used evaluate and compare a set of viable alternatives to advance. The criteria may include:

- | | |
|---------------------------------------|------------------------------------------|
| ✓ Safety | ✓ Economic Competitiveness & Opportunity |
| ✓ Environmental Sustainability | ✓ State of Good Repair |
| ✓ Quality of Life | ✓ Partnership and Collaboration |
| ✓ Mobility and Community Connectivity | ✓ Innovation |

We propose to develop a process that has a tiered approach to understanding opportunity and performance. Three levels of analysis will be used. In Level One, this will involve utilizing working groups to define a listing of potential improvements to address individual modes. For example, it would be beneficial to develop separate, stand-alone evaluations for pedestrian modal connections, bicycle modal connections, and transit, auto, freight, and so on. This would enable us to better quantify and predict the level of community connectedness and safety improvement

relating to each separate modal split. This provides great insight into the level of criticality of connection and the level of importance to the community that each evaluation holds.

Preliminary Alternatives will be defined in Level 2. We will work with the community to identify primary and complementary solutions by combining the best solutions identified in Level 1. The Level 2 Alternatives will be presented back to the community. Based on input these will be refined in the Level 3 analysis ultimately leading to the recommended alternatives to be carried forward into NEPA.

Data Collection

The TranSystems team will collect socioeconomic, safety, health, economic development, land use, transportation, multimodal, environmental, mobility and traffic data to support the alternatives analysis activities. In addition, many studies have been completed leading up to this work effort. It will be important to fully vet the findings and recommendations from those past studies to understand the level of community support to include and fold into the alternatives. Just like this work effort, the community has been engaged many times in the past; however, no constructible actions have been advanced to date. It will be very important that the community understands that their previous efforts have led to this important and defining work project. TranSystems' ongoing community engagement will clearly communicate what information is being gathered for what purpose to maintain transparency from the initial scoping outreach through articulating the next steps after the NEPA approval has been obtained.

Multimodal

This PEL study will include evaluating pedestrian and bicycle access to points of interest throughout the community – schools, churches, businesses, healthcare, open areas and parks including regional connections beyond the US-71 corridor neighborhoods. The purpose of advancing this task is to create absolute alignment between integrating essential pedestrian infrastructure that may accommodate bicycles, where appropriate, with any proposed alternative actions to be evaluated in NEPA. Transit is another important modal consideration. Recent significant work has been completed to advance the ProspectUS Prospect Avenue BRT corridor land use, zoning, connectivity and transit service goals. Connecting the community with that regional and federal corridor investment will be imperative for advancing mobility in this part of the region. Compatibility with other planning initiatives starts with the PEL and is carried forward through NEPA so as not to preclude future improvements. Every transit trip in this area begins and ends as a pedestrian or a bicyclist.

As such, the infrastructure supporting safe, connected and reliable multimodal infrastructure, regardless of time of day or the age of individual using the facility, will be critical to the ultimate success and outcomes of this effort.



For the US-169/I-70 Beyond the Loop PEL, Jim Townsend, AICP assisted the team in the alternatives development stage by recommending on focusing attention to locations where physically realigning the US-169 bridge could be feasibly tied in and classified with different levels of difficulty and complexity. This aided in identifying the recommended alignment and alternative that is being constructed today.



PROJECT HIGHLIGHTS



Prospect MAX is KCATA's third Bus Rapid Transit (BRT) route with 48 stations and runs along the 10-mile corridor of Prospect Avenue from Downtown Kansas City, MO, to 75th Street. The T&B project also features the Downtown East Village Transit Center and the 75th Street Transit Center at Alphapointe. Prospect MAX features new smart technologies to enhance the "Smart City" program and make Prospect a Smart Transit Corridor similar to the KC Streetcar.

Similar scope items:

- ✓ Public infrastructure upgrades include new sidewalks, curbs, ADA ramps, crosswalks, intersection upgrades, and traffic calming features.
- ✓ Project management and development, civil engineering, landscape architecture, survey, and planning.
- ✓ Innovative practices include free public WiFi on buses and at stations, interactive smart kiosks, real-time arrival signage, level boarding platforms, traffic signal priority for buses, bike share stations, & a unique deicing technology called conductive concrete.

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The initial data collection effort will include an inventory of bicycle and pedestrian facilities in the study area. Some of this work has been recently inventoried by the study team from the ProspectUS work program. A full inventory of the study area of existing facilities (sidewalks, paths, traffic control, lighting, ADA accessibility, street crossings, transit routes, transit stops) will be conducted to understand current mobility options, explore opportunities for gap connections and enhancements, and setting up the area for creating key connections that don't exist today.



An ill-conceived entrance onto US-71 with no ramp and 20 yards from homes.

Safety & Health

The crash data will be reviewed to provide an initial understanding of existing safety issues in the study area to strive for avoiding, minimizing, and mitigating with the proposed alternatives. Currently, there is a crash in the corridor nearly every three days. Many of these crashes involve the community members that live within the US-71 corridor study area. Of these, there were 25 bicycle and pedestrian related crashes that were reported, resulting in 9 fatalities and three major injury crashes. This impact to the community demonstrates a fundamental need for strategies and improvements that enhance roadway safety for all users and create a seamlessly connected environment for the neighborhoods so community members are not taking undue chances crossing the very busy US-71 corridor. Health and noise issues will also be reviewed. Air pollution can be a factor in high instances of asthma in the area.

ENVIRONMENTAL RESOURCES REVIEW

This pre-NEPA phase will initiate the evaluation of the human and natural environment associated with the Project study area. This will begin with desktop analysis and preliminary observations through site visits for cursory presence/absence. Some of the components of the environment are also being considered for the greater Holistic Community Development goals for the neighborhoods as well.

The evaluation of environmental resources will inform the development of the conceptual alternatives and create metrics for the screening process by which the alternatives will be compared. TranSystems' team will clearly indicate what methods were used and to what level of detail resources were or were not evaluated in the PEL study. The assessment of social, economic, and environmental impacts and benefits is paramount to the NEPA decision-making framework so this effort will continue to a greater level of detail, analysis, and documentation during NEPA (Phase 3). Thorough considerations for environmental impact avoidance, minimization, and mitigation early will provide a foundation for sound, defensible concepts to be screened through the PEL and ultimately carried forward into NEPA. Key environmental considerations involve Environmental Justice evaluation including the association with the air quality, noise, and public health concerns through project implementation. Connectivity to the community facilities and services is part of the human environment evaluations as well as resources including parklands and green spaces, review of known hazardous materials, cultural resources/historic, and potential noise receptors to be studied for noise impacts during NEPA.

HOLISTIC COMMUNITY DEVELOPMENT (A "KIT OF PARTS" APPROACH)

The city has asked for an extended look at the corridor to encompass potential land use, economic development, and affordable housing, among other things. Land use, economics and mobility all play roles in advancing prosperity to an area. The TranSystems' team would develop our kit of parts with the goal of healing and connecting these neighborhoods.

Land Use

The land use analysis will begin during the PEL for further evaluation during NEPA to determine the impacts and benefits associated with the alternatives carried forward. However, land use will also be assessed in a broader sense for existing conditions to inform the affordable housing and economic development potential beyond the context of the transportation linkages. The existing land use will provide the foundation for planning for future land uses and urban planning within the community of neighborhoods associated with the Project influence.



Arielle Nash is President of the Nash Group. Previously, she interned on Capitol Hill over a three-year period for United States Congressman Emanuel Cleaver, the ranking member on the subcommittee responsible for all housing funding in the country. Her technical skills include: Real estate and affordable housing valuation analysis; housing market research; data mining; leading due diligence and execution of transactions; assisting with legal negotiations; and due diligence.

TranSystems' team will work with the City Planning and Development Department not only regarding the existing land use but the city's look ahead at the future land uses in the context of the city's long-term vision. The extensive community engagement and influence of the Action Teams with citizen volunteers will enhance this collaboration to set the course for the future.

Economic Development

The economic development analysis for the US-71 Corridor will include all types of development to assure opportunities are not missed. Special consideration will be given for opportunities that can be fulfilled by small local businesses because they support local entrepreneurs and job growth. The 63rd Street corridor will be a focus area for analysis of commercial development. This type of development is needed and will benefit from the public investment recently made. The community needs critical neighborhood services such as groceries, routine and emergency medical care, and day care.

A focus of the Kansas City Economic Development Corporation through Smartport and Port KC is industrial development. Unlike other types of development industrial development in KC is thriving. Currently at 3% vacancy rates and a 2022 absorption rate of 2.5M sq ft industrial development is a big factor in KC job growth. We will consider this corridor for small modern industrial site opportunities that could bring training and high wages to the community. Access to new jobs and services will be supported by the multi-modal solutions we generate.

Affordable Housing

The purpose of developing the Affordable Housing Strategy component of the Holistic Community Development Plan for the surrounding US-71 neighborhoods is to establish a clear framework for how the City of Kansas City will work towards improving housing affordability. The Affordable Housing Strategy for the surrounding US-71 neighborhoods will have consideration for the following:

- ✓ Listen to the residents from the surrounding neighborhoods to determine what they would like to see in their community
 - Clarifying the city's role in the provision of affordable housing
- ✓ Identifying policies and programs that may be adopted or amended to encourage the development of affordable housing
- ✓ Identifying partnership opportunities for the provision of affordable housing
- ✓ Engaging with industry to address and explore Public Private Partnerships
- ✓ Identifying key performance indicators (KPIs) that will be used to monitor the progress of the strategy
- ✓ Identifying high potential opportunities and sites for the development of affordable housing
- ✓ Exploring opportunities for broader approaches to affordable housing
- ✓ Developing a long-term plan for current areas affordable housing assets
- ✓ Establishing a consistent process for how city lands may be made available to other organizations for the provision of affordable housing
- ✓ Creating an implementation plan with budget estimates and potential funding sources



PROJECT HIGHLIGHT



Emmanuel Family & Early Childhood Daycare Center (EFDC) is an accredited, not-for-profit organization that has served the urban core community of KCMO since 1986. The EFDC provides outstanding early childcare services in a safe, loving, and educational environment for children in poverty through empowering their families through advocacy, emergency aid, and education. The EFDC is a 28,000-square-foot, \$9M facility at Prospect Avenue and one of the first new developments to be built in the neighborhood in more than 25 years. **Similar scope items to this T & B project include:**

- ✓ Empowering Community through Advocacy, Emergency Aid & Education
- ✓ Site Development/Land Use



PROJECT HIGHLIGHT

The Nash Group worked with KCATA and the city to develop plans for two sites to offer more affordable housing near the Prospect MAX Bus Rapid Transit Line. The Promise Place is located in the Ivanhoe neighborhood at 45th St. between Olive and Wabach Streets. The Promise Place will have 101 affordable apartments in eight buildings. The Mabion is located at 27th Street and Forest in Beacon Hill. It will feature 57 multi-family units. **Similar scope items to this project include:**

- ✓ Transit-oriented Affordable Housing
- ✓ Coordination with city and key stakeholders

Developing an Affordable Housing Strategy, The Nash Group will focus on gathering information that will influence decisions based on the information gathered by TranSystems’ team regarding existing conditions for the PEL as well as more detailed economic development data discussed above. As with all components of the Project, community engagement will be driving the development of the housing strategies.

The community engagement will be used to assess the neighborhood’s experience with housing services and their needs. Information from the public will help to create the guiding principles for the initiatives. It will also include consultation with people in the industry to understand some of the issues that are increasing housing costs and creating barriers for multi-family development. Consultation with not-for-profits involved in housing will help to clarify their role in housing and their current needs and challenges for the surrounding US-71 neighborhoods.

The team will review options for housing initiatives and identify what options are likely to have the most impact for the surrounding US-71 neighborhoods. An evaluation matrix will illustrate which have the greatest potential for success. The housing initiative options will be further refined through engagement with key stakeholders. This targeted engagement will include neighborhood and community residents directly impacted by or involved in projects being considered. More specific engagement will take place with potential partners to identify the viability of various concepts based on what the neighborhood would like to see.

The draft Affordable Housing Strategies section of the Holistic Community Development Plan will identify projects that may be undertaken. The team will provide key performance indicators (KPIs) and an implementation plan with estimated budget considerations. The draft Strategies will be circulated for stakeholder review and refined based on feedback. This round of outreach will be limited to those specifically engaged with impacted neighborhoods, organizations, or departments to provide guidance on the specific strategies relevant to them. Subsequently, the draft will be made publicly available and circulated for feedback before presenting the draft to decision-makers. As a separate deliverable from the PEL report, the Affordable Housing Strategies will be presented to the city council representatives for consideration and, ultimately, approval for implementation. This will be based on the implementation plan established in the strategy and the intent and willingness of the city council. Ongoing communication and engagement will be a key component of delivering the strategy. Each project related to the strategy will have its own communication plan.

Other Considerations

As described in the context of the Environmental Resource Review, the PEL report and Community Development Strategies resulting from Phase I will include the evaluation of quality-of-life aspects of the human and natural environment inherent to the detailed evaluations during the NEPA environmental evaluations in Phase 3. TranSystems’ recognizes the city’s desire to focus on critical areas such as public health, air quality, green space, and the educational institutions and programs.

PHASE 1 DELIVERABLES



PHASE 2 ADDRESS CONSENT DECREE & Justification for Enhancing the US-71 Corridor

PHASE 2 PUBLIC EMPOWERMENT PLAN

Keeping consent decree benchmarks in mind, our team we will reach out to the community during the second phase of the project.

Round 2.1 Strategic Communication: Providing strategic updates to the corridor community.

A sample list of proposed tools and includes:

- Community Advisory Board (CAB) Coordination
- Postcard Mailings to the Project Contact List
- News & Social Media Coordination

ADDRESS CONSENT DECREE

The city and MoDOT will take the results of Phase 1, specifically the public input, to seek a modification or termination of the 1985 Citizens Environmental Council vs. Elizabeth H. Dole Federal consent decree. Our team will assist this effort by providing any information, exhibits, and reports needed. For each key design topic noted in the consent decree we can prepare summaries of the public input and the corresponding potential solutions to provide relevant information for consideration and inclusion in the legal brief. These topics include congestion, air quality, safety, and economic development to name a few.

From our review of the consent decree, a first step could be to have the city council pass a resolution that modifies, nullifies or provides flexibility to alter to the July 31, 1980 resolution number 51859 that stated the city's preference for the proposed improvements of the "South Midtown Freeway." It should be noted that the South Midtown Roadway Restudy provided the option for alteration of the compromise roadway configuration to reduce traffic congestion and eliminate traffic hazards. See page 33, Paragraph "Future Upgrading Possibilities".

We suggest that there are several meaningful tasks related to Phase 2 that could begin during Phase 1. By doing this, the overall schedule of the project can be reduced. If desired by the city and MoDOT to retain outside council, we can assist with the selection of the legal counsel during Phase 1 and place the legal team under our contract if it accelerates the schedule. We will coordinate with the legal team during the later stages of Phase 1 to provide supporting material developed during the PEL process.

During Phase 1, the legal team could review the Consent Decree, examine case law, determine which Federal court and judge will have jurisdiction, and meet with the judge to have an initial discussion about the case and potential directions for the future. These steps will reduce the time to accomplish Phase 2 by providing the legal team a running start.

The questions that need to be addressed by the legal team include: Is the Consent Decree still in affect or did the initial construction fulfill the requirements and so it has expired? Can the Consent Decree be modified, or must it be revoked, and if so what would be the requirements to cause this? If it can be modified to what degree can it be modified and by what steps? What will be required by the federal judge to generate modifications to the Consent Decree?

We do not want to have Phase 2 delay the project as the original legal case did for years. We are ready to assist the city and MoDOT in any manner possible to accelerate the tasks in Phase 2 that can begin now.

PHASE 3 NEPA & CONCEPTUAL DESIGN

PHASE 3 PUBLIC EMPOWERMENT PLAN

Soon after the Class of Action has been determined, our team will build on the engagement initiated in Phase 1 for the study's third phase in the context of working together to obtain the required environmental clearances.

NEPA INTEGRATION WITH PEL

The PEL process and documentation enables us to get a jumpstart on NEPA without starting the clock on time limits for preparation of an Environmental Assessment or Environmental Impact Statement being one and two years, respectively. The PEL is a fantastic strategy for the due diligence the US-71 Reconnecting Neighborhoods demands and deserves for a community-driven collaborative and integrated approach to transportation decision-making. The Class of Action Determination will start that clock for NEPA Documentation. Our team will prepare the PEL deliverables with this in mind because they will assist FHWA in making the Class of Action determination when the timing is right.

FHWA DETERMINATION OF THE NEPA CLASS OF ACTION

Phase 2 efforts to address the compatibility of the US-71 Reconnecting Neighborhoods proposed range of alternatives is a vital step in the process that is the predecessor for beginning Phase 3. TranSystems' team of engineers, planners, environmental scientists, and technicians are at the ready to respond to FHWA's subsequent determination of the appropriate Class of Action: Environmental Assessment or Environmental Impact Statement. Barb Frost, PE, will lead Phase 3 having been engaged through Phase 1 to maintain the continuum of evaluation

initiated through the pre-NEPA efforts associated with the PEL to be carried forward in compliance with the documentation requirements to obtaining FHWA NEPA approval through the corresponding decision document (Finding of No Significant Impact or Record of Decision, respectively).

AGENCY COORDINATION

Led by Barb Frost, TranSystems’ environmental team is adept at agency coordination with an experienced team of established subject matter experts to support the City of Kansas City and MoDOT with the delivery of quality, compliant, resource specific submittal packages to obtain the necessary local, state, and federal agency approvals and concurrences. TranSystems’ team has active, working relationships with agency personnel affiliated with the US-71 Reconnecting Neighborhoods project area to reach out through the coordination process. This will help navigate the process and gain first-hand understanding of the agency reviewer’s expectations to right-size the supporting documentation accordingly.

Phase 1, the PEL, will have initiated the agency coordination with targeted, meaningful engagement with the agencies to determine the scope of potential resource issues for analysis. The early, open process facilitated during the PEL provides agency input to inform the expectations for the depth of the resource assessments in the NEPA document. Our NEPA lead will be engaged in the discussions, in partnership with the PEL process, when the agencies share their perspective of the likely environmental impacts from the Phase 1 desktop survey. The environmental scientists and planners from the NEPA team will have participated in the Action Teams in the Phase 1 community engagement to contribute preliminary field observations during Phase 1. While official consultation may not be initiated during the PEL, the City and MoDOT will do so during NEPA Phase 3 and TranSystems will provide defensible documentation for expedited approvals. TranSystems team is sensitive to the reality that the critical path is often associated with these agency review cycles.

ALTERNATIVES

The environmental document will utilize the Purpose & Need developed from the PEL. The alternatives evaluated in the environment study will refine the PEL recommended alternatives to develop a preferred alternative.

AFFECTED ENVIRONMENT & CONSEQUENCES

The PEL obtains consensus on the Draft Purpose & Need by considering the environmental, community, and economic goals early in the process with the depth of meaningful community engagement and stakeholder involvement necessary to get it right for the US-71 corridor neighborhoods. This is imperative to the success of the NEPA process where the Purpose & Need is finalized as the foundation for the decision-making process for the Alternative Analysis. “To what degree do the alternatives carried forward address the Purpose & Need?” is the fundamental question to get to a Preferred Alternative. The PEL’s Screening of Alternatives provides substantive documentation for the Alternatives Analysis within the NEPA document. In summary, the information, analysis, and documentation TranSystems’ team develops during the PEL will directly inform and be built up for the more expansive environmental review that TranSystems will perform for the NEPA document in Phase 3. This will facilitate keeping the project on schedule because Chapter 1 Purpose and Need and Chapter 2 Alternatives are well underway with the basis for the Affected Environment and Environmental Consequences established. This is why TranSystems’ NEPA Lead will be engaged during the Phase 1 PEL for continuity.

The assessment of the affected environment acknowledges the impacts and benefits to the human and natural environmental associated with the US-71 Reconnecting Neighborhoods project. Our team is personally and analytically aware that there are high minority and low-income populations within the project study area with poverty rates nearly double the state level characterizing the entire project area as an Environmental Justice community.



PROJECT HIGHLIGHT

Chicago Region Environmental and Transportation Efficiency Program (CREATE) similar scope items to this project include:

- ✓ Minority & Low-Income Community
- ✓ Workshops to Connect Small Businesses with Larger Contractors
- ✓ Job Creation Program to Employee Community for Project Implementation
- ✓ Hired Interns from Local Schools



The Environmental Justice framework contains three fundamental principles: **To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.**

The TranSystems team will work diligently with the guidance of the Project Working Groups and on-going community engagement to avoid or minimize potential impacts associated with community facilities and services, accessibility (pedestrian, transit, vehicle, bicycle), noise levels, air quality and public health, historic and cultural resources, and economic impacts including job opportunities/training. For example, during the CREATE NEPA/PE phases, strategies were developed to create internship opportunities for community members, and temporary job opportunities to facilitate community outreach.

In addition to the impacts of the current US-71 infrastructure disrupting community cohesion in the study area, the entire project area is also ranked as the worst or next worst rating for all public health categories including overall life expectancy, sleep, stroke, asthma, smoking, exercise, and diabetes. From a transportation perspective, for example, sidewalks are associated with the exercise category and are generally fair or poor in the entire area. These human environment factors increase the sensitivity to the standard air quality analysis and multimodal transportation evaluations associated with environmental consequences evaluations.

TranSystems acknowledges the goal of avoiding and minimizing impacts through implementing improvements within the existing right of way to the extent practicable. However, land use and the associated community facilities and services beyond the footprint of the existing US-71 corridor are important factors associated with evaluating the connectivity and access characteristics of the proposed alternatives in comparison with the no-build condition of today. Visual and aesthetics are environmental factors that will impact the holistic community development goals associated with the residential quality of life, economic development for current and future businesses and the community at large. That was an important factor for the development of a recommended alternative for the CTA RLE project in the Far South Side of Chicago. The southern terminus of the passenger rail transit corridor is Altgeld Gardens, where Hazel Johnson, legendary activist known as the ‘mother of environmental justice’ founded the organization in 1979 to fight discriminatory planning and land use practices. Barb Frost led the NEPA document preparation and approval process for the Combined FEIS/ROD. Grace Dysico served as the oversight lead for both the FEIS/ROD and preceding Supplemental Environmental Assessment (EA), and she will provide QA/QC oversight for the US-71 Reconnecting Neighborhoods project as well.

TranSystems team will evaluate all of the human and natural environmental resources associated with the project area. In addition to the environmental justice community previously described some of the notable resources include parklands and green spaces, cultural and historic resources like the Blenheim School, below ground hazardous



PROJECT HIGHLIGHTS

TranSystems has experience in successfully and efficiently obtaining NEPA decision documents in like communities, mindful of holistic community development.



Chicago Transit Authority (CTA) Red Line Extension (RLE) Combined FEIS/ROD

- Entirely a Minority Community
- Community Driven, Based on Equity
- ROD Signed in 2022
- FTA's Outstanding Achievement Award for Excellence in Environmental Documentation

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Jane Byrne Interchange EA



- Interstate Divided Minority Communities
- 50 One-on-One Meetings in Addition to Public Outreach Program within the 15-month NEPA Timeframe
- ACEC's National Honor Award

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and regulated materials, wetlands and waterways such as Mill Creek which is also listed as a 303(d) polluted stream, mapped floodway and adjacent floodplains, as well as Threatened and Endangered species associated with this urbanized area, for example, bats.

Barb will also coordinate between our team members' environmental and engineering efforts to foster the collaboration through the development of the reasonable and feasible alternatives that will meet the Purpose & Need and considers regulatory agency concerns for timely approvals.

Round 3.1 Engineering Drawings: Providing input on the final Purpose & Need that the community helped develop in Phase 1, the range of those locally accepted alternatives to be carried forward for NEPA, and the schedule for the entire NEPA process. The community will be involved in the process of evaluating the impacts of the alternatives considered. When the resulting NEPA document is published for public review and the community will have another formal opportunity to provide input on the impacts and benefits for the decision document identifying the preferred alternative.

A sample list of proposed tools and includes:

- CAB Coordination
- Meetings with Each Neighborhood Association in the Corridor
- Meetings with Targeted Faith-Based Groups in the Corridor
- Community-Wide Meetings
- Identification and Coordination with Additional Community Champions
- Postcard Mailings to Affected Property Owners
- Television, Radio, & Newspaper Coordination, Including Releases, Display Ads, & Spots
- Targeted, Paid Social Media
- Letters of Support

CONCEPTUAL AND 30% PLANS



The Locally Accepted Alternatives screened during Phase 1 will be carried forward for further evaluation for the Alternatives Analysis documentation for those carried forward into NEPA. Concurrently, the conceptual designs will be refined through the NEPA Alternatives Analysis process in preparation for the ultimate delivery of the preliminary engineering for the Recommended Preferred Alternative.

T&B will guide the overall design process and TranSystems' team will develop the preferred alternative from the NEPA process to prepare 30% Plans along with cost estimates, a Memorandum of Utility Conflicts, a Proposal for Implementation Funding using Federal, State, city and private funding and finally a Work Plan for Implementation. These deliverables will provide the city and MoDOT all they need to have a path from the 30% plans to full implementation.

TranSystems offers a robust team of discipline experts for the design tasks that is a true collaboration among the team members including several local DBE firms – all with meaningful technical contributions. In addition to task oversight, T&B will provide topographical survey control and land survey while TranSystems provides the aerial LiDAR and photography. TranSystems and Wilson will jointly provide the traffic engineering, highway and bridge design. T&B will design the local street improvements. Custom Engineering will handle the street lighting design and SE3 will address any ITS improvements in the US-71 corridor. VSM Engineering will provide utility coordination for the complete corridor and city streets. For corridor character and aesthetics T&B will lead our team's efforts with support from TranSystems.

If desired by the city and MoDOT we can develop the 30% Plans in a manner so that they are best suited to be used as part of a future design build project. Both TranSystems and Wilson have significant design build experience to

PROJECT HIGHLIGHT

Bradenton-Palmetto Connector
BRIDGING COMMUNITIES

Bradenton-Palmetto Connector similar scope items to this TranSystems project include:

- ✓ Robust Public Engagement Effort so Communities Wants and Needs are Acknowledged
- ✓ Evaluated Alternatives for Corridor
- ✓ Increasing Mobility & Greater Connectivity for All

draw from for this potential task. A design build delivery method might provide the city and MoDOT a better ability to obtain Federal funding for implementation as it is an innovative means to provide the improvements sooner.

The scope of the complete improvements is unknown, but we have assembled a flexible team with holistic and robust design capabilities for every potential improvement. This includes green space additions and enhancements, safety improvements, landscaping, wall and bridge aesthetics, stormwater management, transit service and pedestrian and bicycle accommodations. The Concept plans could also include the possibility of site layouts for potential private development sites for economic development and low income housing. These development site layouts would include the means for transit access, as well as bicycle and pedestrian connections.

For both the Concept and 30% Plans we will prepare detailed cost estimates that are separated by type of improvement such as US-71, city street, transit, economic development etc. Our team will do this so that we understand the different costs and to better position to capture various grant funding. Some grants can be used for a wide range of improvements while others have a narrow focus. We want to be positioned to pursue many grants. As noted we will provide a memorandum of utility conflicts as one of our deliverables. This will serve as a guide for the future efforts to relocate utilities that are in the way of the preferred alternative solution. These relocation efforts can be a next step for the city and MoDOT as the pursuit of funding for final design and implementation is on-going.

After the NEPA decision document has been approved by FHWA, then the corresponding 30% plans may be accepted for the preferred alternative. The lifespan of the NEPA document will have started at this point so our Work Plan for Implementation will be a road map to follow towards implementation for the city and MoDOT. FHWA requires reevaluations for NEPA approvals more than three years old. Therefore, TranSystems will detail the timeline and next steps to be taken and that is how the Work Plan for Implementation will be so valuable.

SECURING ENVIRONMENTAL CLEARANCE

TranSystems' team has a proven track record for obtaining approval for NEPA decision documents within the preferred timelines set forth by USDOT. TranSystems' collaboration between the PEL and NEPA phases will enable a continuity and seamless flow of information without duplication of planning and environmental resource evaluation. This is the benefit to the project delivery timeline. The FONSI or ROD, based on the Class of Action Determination, will be obtained to enable advancement of the project into the next phase of implementation. The decision document also satisfies the requirement for "NEPA Readiness" for the aware of federal discretionary funds for final design and construction to get the US-71 Reconnecting Neighborhoods infrastructure improvements built. That is the end goal for the community.

The total costs for the environmentally preferred alternative will be determined as we prepare the plans. It is understood that the city and MoDOT will want to leverage any investment with funding from the Federal, state, local, and private sources. To assist with this effort, TranSystems' team will provide a Work Plan for Implementation that includes the track for potential funding. In addition to a matrix of funding opportunities, this Work Plan will include recommended phasing of the recommended preferred alternative, and strategies that can be used for a wider range of improvements associated with broader transit related improvements, as may be identified. Our team will prepare the city and MoDOT to pursue several federal funding opportunities, so that each aspect of the corridor can be improved as envisioned. Only then will we have accomplished our goal.

Completing the multimodal transportation planning and environmental analyses not only informs the NEPA process but also provides data that can assist with federal discretionary funding pursuits by addressing competitive criteria. The key to a successful Benefit Cost Analysis (BCA) is considering costs and benefits during project development. As project elements are



PROJECT HIGHLIGHT

El Paso is experiencing significant growth and development, but its unique geographical location limits alternative routing options and puts more demand on the I-10 corridor. The project aims to provide long-term transportation solutions for the El Paso region. A full benefit-cost analysis was conducted for the preferred alternative, showing substantial project benefits related to travel time savings, safety benefits, and benefits related to maintaining a state of good repair. The project resulted in a cost-effective benefit-cost ratio of 1.06 with a total cost of \$1.280 billion (in 2021 dollars).

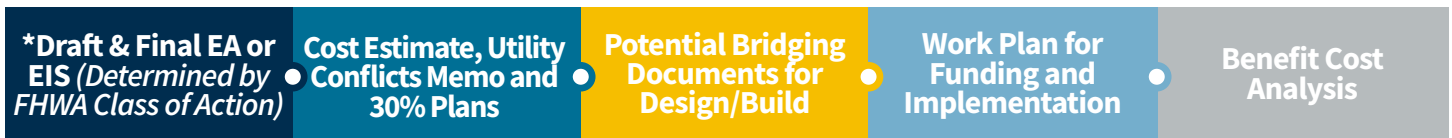
Similar scope items to this TranSystems project include:

- ✓ Initial screening benefit-cost analysis to determine the preferred project alternative
- ✓ Grant Funding (Multimodal Project Discretionary Grant (MPDG))

being screened through the alternatives analysis process, TranSystems’ analysis may focus the BCA screening measures on elements including design features, construction delivery, and safety measures that can impact the BCA score. This is the value of engaging TranSystems’ analysis in Phase 3, not subsequent to a NEPA decision, to gain knowledge of the project development; the analyst will be better informed of the elements that contribute to a favorable BCA. TranSystems’ team has developed numerous BCAs following both federal project and grant application guidance. The team’s approach to identifying a variety of quantifiable costs and benefits has helped our clients regularly get BCAs over the coveted 1.0.

The BCA will evaluate the effectiveness of the preferred alternative over a no-build. This is an essential step in the project development process. The BCA is a systematic process for identifying, quantifying, and comparing expected benefits and costs of a proposed project. A BCA provides estimates of the anticipated benefits that are expected to accrue from a project over a specified period and compares them to the anticipated costs of the project. TranSystems will prepare a BCA for the city so decisions makers may assess if the proposed project would be a strong candidate to pursue federal funds.

PHASE 3 DELIVERABLES



*Draft & Final EA or EIS (Determined by FHWA Class of Action)

- Includes Supporting Technical Memoranda for Resource Evaluations
- Combined Decision Document (Finding of No Significant Impacts or Record of Decision)
- Matrix of Commitments

QUALITY ASSURANCE/QUALITY CONTROL



TranSystems’ team places high value on the assignment of our concerted QA/QC team of experts. We will engage the QA/QC team in project scoping for continuity of deliverables and the seamless continuum of project development from initiating the PEL process through the NEPA process to obtaining approval of the decision document and acceptance of the associated design.



We have Gail Woods, PE, to provide Justice40 QA/QC tasked to define specific areas of accountability for maintaining the overarching objective of project delivery to reflect the best interest of the environmental justice community comprising the entirety of the Project area neighborhoods. Gail has experience delivering projects with a contentious history of disinvestment and disregard for community cohesion. Her lessons learned will benefit TranSystems’ team approach toward engagement, modal and environmental evaluations, alternatives screening, and the documentation required to advance the US-71 corridor toward implementing solutions.

Michelle Kratzer, PE, and Grace Dysico, PE, will spearhead the PEL and NEPA processes QA/QC. TranSystems' team includes subject matter experts and discipline leads to provide the initial QA/QC review for technical contributions of the environmental analyses and design engineering. TranSystems guarantees a second expert for each of these disciplines will provide sincere, independent reviews of these deliverables before they are compiled for submittal and review by Michelle and Grace. Michelle provides decades of multimodal planning background from her career at MoDOT to oversee the quality delivery of the PEL process. Grace is a senior NEPA specialist and advisor to TranSystems' national environmental practice, making her highly qualified to oversee the quality delivery of the NEPA process and its deliverables. Grace and our NEPA Lead, Barb Frost, PE, have a proven track record working together to establish a QA/QC protocol that efficiently approved the CTA RLE combined FEIS/ROD with minimal agency comments. That document subsequently received an award from the lead agency to acknowledge Excellence in Documentation Preparation. Michelle will continue to be engaged. Although, to a lesser degree, the NEPA process follows the PEL process to provide insight regarding the continuity of information exchange and intent. Chad Banka, PE, PTOE will perform QA/QC for preliminary engineering and 30% plans.

Engaging agency contacts early in the process helps us identify expectations for satisfactory analyses and documentation level of detail to facilitate efficient review cycles and approvals from respective agencies. TranSystems will prepare style guides for consistency among deliverables to confirm the desired terminology and references with input from the city and MoDOT. This tool enables TanSystems' team of subject matter experts to prepare documentation that contributes to the greater deliverables with minimal revision to be presented as an author of one voice. In anticipating submittals, TranSystems often uses Microsoft Teams to facilitate in-house over-the-shoulder reviews with select technical staff and the primary QA/QC lead(s) for efficient collaboration to obtain consensus during the quality review process. For the city, MoDOT, and stakeholder reviews, TranSystems will facilitate briefings to provide efficient over-the-shoulder reviews for draft documents in advance of external submittals to focus the city's review team on targeted content after the team members have been provided advanced copies of the document to prepare. Other standard tools like track changes and insertion of comments enable quick revisions and accurate documentation of comment resolution for the project record.

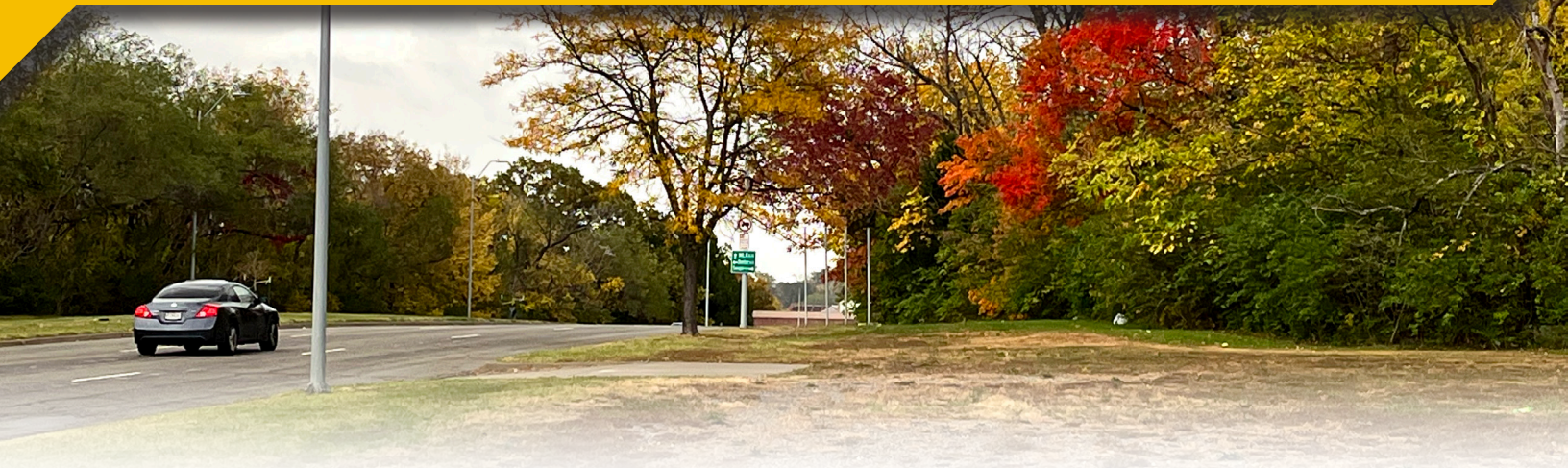
TranSystems' delivery of the NEPA decision document and BCA will satisfy criteria defining a 'shovel ready' project for funding the final phase of project implementation.

WHY TRANSYSTEMS



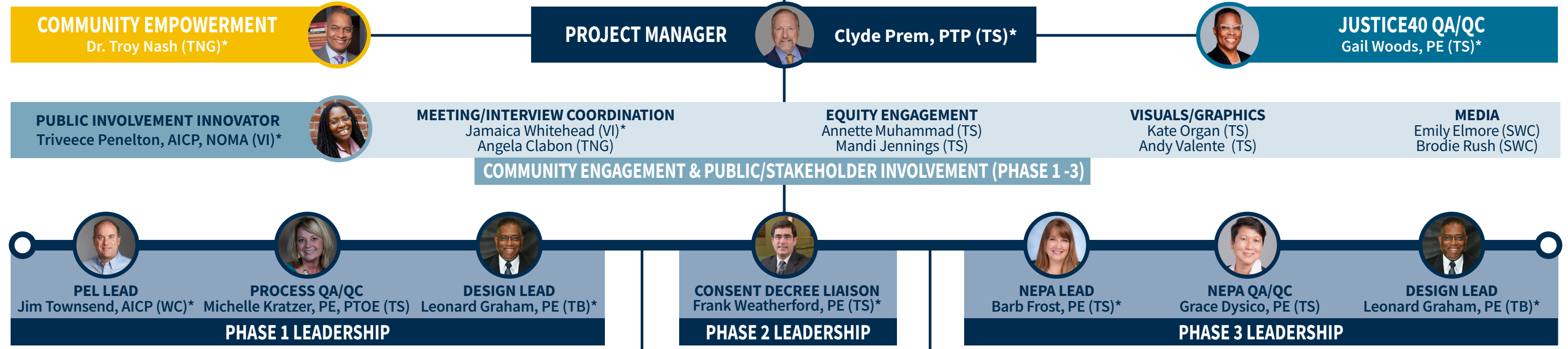
Our team combines strong experience, staff qualifications, technical competence, familiarity with the project, and accessibility of our firms with our passion for understanding the project and commits to working with the city and MoDOT in building the community trust critical to this project's success.

- ✓ ***Intentionally crafted team with leadership directly connected to the community, exclusively amplified with the experience of Dr. Troy Nash.***
- ✓ ***A team built from the community for the community has the pre-established trust to provide smooth empowerment efforts throughout the project.***
- ✓ ***Inclusive team with history of successfully delivering controversial projects.***



ORGANIZATIONAL CHART

* Identifies Key Staff (12)



HOLISTIC COMMUNITY DEVELOPMENT <i>(Kit of Parts)</i>			CORRIDOR ANALYSIS BY MODE <i>(Existing & Future Conditions)</i>		ALTERNATIVES DEVELOPMENT	
LAND USE DEVELOPMENT & SUSTAINABILITY Julia Patterson (TNG)	AFFORDABLE HOUSING Arielle Nash (TNG)	ECONOMIC DEVELOPMENT Phillip Walters, AICP (UR3)	MULTI-MODAL CONNECTIVITY Mike Wahlstedt, PE, PTOE (TS)*	CONCEPTUAL DESIGN (10%) & PRELIMINARY ENGINEERING (30%) Lamin Nyang, PE (TB)* Timothy McKinnie, PE (TB) Doug Parke, PE (TS)	30% ENGINEERING QA/QC Chad Banka, PE, PTOE (TS)	
ENVIRONMENTAL JUSTICE/ SOCIOECONOMICS Andrew Young, AICP (TS)	PUBLIC HEALTH Emma Martin, PE (TS)	AIR QUALITY Tim Krause (TS)	TRAFFIC ANALYSIS Shivraj Patil, PE, PTOE (TS)	(ITS) INTELLIGENT TRANSPORTATION SYSTEMS Brian Scifers, PE, PTOE (SE3)	STRUCTURES Matt Johnson, PE, SE (TS)	
PARKLANDS & GREEN SPACES Bethany Murphy (TS)	NOISE Brian Holman (TS)	SAFETY & SECURITY Matt Parker, PE, PTOE (TS) Todd Libengood (TS)	TRAFFIC MODELING/DTA Wayne Miczek, PE (TS)	GEOTECHNICAL Andrew DeClue, PE (TSI)	LANDSCAPE ARCHITECTURE Steven Bauer, PLA (TB) Stephen Rhoades, PLA (VI)	
COMMUNITY FACILITIES <i>(Schools, Churches, Hospitals)</i> Andrew Parker, AICP (TS)	VISUAL & AESTHETICS Deanne Winkelmann, AICP (TS)	CULTURAL/HISTORIC RESOURCES Amber Taylor, RPA (TS)	TRANSIT ACCESS Sarah Frost, AICP (TS)	UTILITIES COORDINATION Valerie McCaw, PE, CFM (VSM)	LIGHTING Lance Bright (CE)	
HAZARDOUS MATERIALS Brian Metz, CP (TS)	FLOODPLAIN & WATERWAYS Aaron More, PE CPESC (TS)	THREATENED & ENDANGERED SPECIES Kelsey Kropp (TS)	PEDESTRIAN/BIKE ACCESS Drew Pearson, AICP (WC)*	BENEFIT COST ANALYSIS Will Burke (TS)	SURVEY Rick Gard, PLS (TB)	

SUBJECT MATTER EXPERTS INVOLVED IN PHASES 1 & 3

CONSULTANT TEAM

TS TranSystems	TNG The Nash Group ✓	WC Wilson & Company	TB Taliaferro & Browne ✓	VI Vireo ✓	UR3 Urban3
VSM VSM Engineering ✓	TSI TSi Geotechnic ✓	CE Custom Engineering ✓	SWC Single Wing Creative ✓	SE3 SE3, LLC ✓	

FIRMS WITH ARE MBE/WBE PARTNERS

CLYDE PREM, PTP | PROJECT MANAGER

Clyde recently joined TranSystems and brings over 30 years of experience and passion for transportation planning, which can be seen in his sustainable transportation planning, which looks at how travel corridors can better accommodate different modes of traffic. Clyde has managed and prepared major corridor studies for numerous state, regional, and local clients. He specializes in preparing corridor and location studies that involve determining project feasibility. These plans have been accepted by state and federal departments of transportation in conformance with ISTEA and TEA-21 regulations.

His multi-modal project experience involved analysis of existing traffic data, analysis and simulation of future year traffic conditions, and examination of capacity and non-capacity solutions, including evaluation of trip reduction strategies, neo-traditional design, travel demand management, ITS, TSM, bus transit, rail transit, and roadway improvements. Additionally, Clyde has experience with environmental impact statements, long-range transportation plans, and transportation grant preparation.

I-29/35 ENVIRONMENTAL IMPACT STATEMENT, KANSAS CITY, MO

Project Manager responsible for coordinating engineering, environmental and public involvement aspects of completing an EIS for this corridor in central Kansas City. Project is an eight mile long project and includes a new Missouri River crossing. Project provided traffic study and environmental record of decision to enter into a design-build contract, resulting in the Bond Bridge and connecting freeway improvements.

I-70 MAJOR INVESTMENT STUDY, KANSAS CITY, MISSOURI

Clyde was task leader completing activities including the analysis of the CBD loop, evaluation of I-70 alternative strategies and preparing project cost estimates. He assisted in the collection of traffic data, analysis of levels-of-service and multi-modal alternatives.

I-470 PURPOSE AND NEED STUDY, KANSAS CITY - LEE'S SUMMIT, MO

Led development of travel demand model to produce forecasted traffic using TransCAD, development of a 16-mile long traffic simulation model to analyze traffic operations using Vissim. Prepared technical memorandum on existing traffic conditions, future traffic conditions, and on traffic operations. Assisted in the development of the project Purpose and Need statement.

KCMO DOWNTOWN TRAFFIC CIRCULATION STUDY, KANSAS CITY, MO

Clyde developed a circulation plan integrating numerous transportation modes in CBD. He examined linkages between the CBD loop and parking destinations and further studied methods to optimize transit travel movements. Clyde looked at potential light rail, pedestrian (skywalk), and other user-friendly improvement alternatives.

I-70 CONGESTION MITIGATION STUDY - ROUTE 40/61 TO I-270, ST. LOUIS, MO

Clyde determined strategies for reducing traffic congestion at interchanges with I-70 and parallel routes between Route 40/61 and I-270, considering the impacts of transportation projects outside the corridor. The study involved numerous alternatives, including interchange concept studies, investigating new arterials, frontage roads, or bridges, access control, improving traffic signal coordination, and a wide range of ITS improvements.



TRANSYSTEMS

REGISTRATIONS

PTP: Professional Transportation Planner

EDUCATION

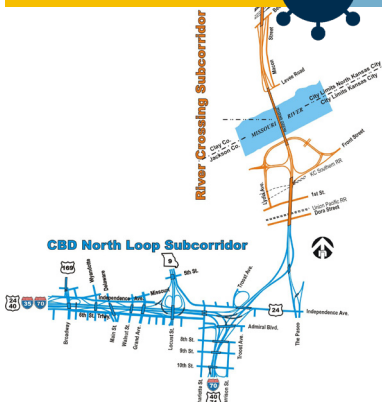
MS, Urban Planning-Transportation, University of Illinois at Urbana-Champaign

BS, Economics, University of Iowa

AFFILIATIONS AND COMMUNITY INVOLVEMENT

Institute of Transportation Engineers
American Planning Association

BENEFIT TO PROJECT



Clyde brings a strong background of corridor studies and planning to connect communities and regions.

CLYDE PREM, PTP | PROJECT MANAGER | CONT.

SMART MOVES REGIONAL TRANSIT IMPLEMENTATION PLAN: URBAN CORRIDORS (MARC), KANSAS CITY, MO

Clyde oversaw a project to provide greater definition to the rapid transit network described in the Smart Moves Regional Transit Vision. Tasks included completing the Smart Moves Urban Corridors Study, which provided an implementation strategy to guide developing a rapid transit system. The Urban Corridor network portion of Smart Moves is composed of seven rapid transit corridors. This study focused on how BRT service could be provided in these corridors. Clyde directed work to analyze how these Urban Corridor routes connect population and employment centers, offering rapid transit to areas with higher levels of transit propensity characteristics, including low vehicle ownership rates, higher population and job density, and lower income levels. Projects and corridors were prioritized, with capital projects identified.

MISSOURI RIVER CORRIDOR STUDY ENVIRONMENTAL IMPACT STATEMENT, KANSAS CITY, MO

Clyde was responsible for a socioeconomic study supporting this environmental impact statement for a new corridor.

KCATA - NORTHLAND TRANSIT STUDY, KANSAS CITY, MO

Clyde completed the study to determine the best method to serve transit needs in the northland portion of the Kansas City metropolitan region.

I-70 AND US ROUTE 63 MAJOR INVESTMENT STUDY, COLUMBIA, MO

Clyde was the project manager and organized data collection, data analysis, and evaluation of interchange improvements for this significant investment study.

I-70 CORRIDOR/STATEWIDE MODEL, STATEWIDE, MO

Clyde assisted in developing a statewide modeling project using the travel demand software TRANPLAN. The project included a corridor-level model of I-70 from St. Louis to Kansas City. Prepared demographic forecasts and calibrated models to identify improvement in the statewide system.

EAST US-60 CORRIDOR STUDY, SPRINGFIELD AND GREENE COUNTY, MO

Clyde conducted the land use and transportation study of the east US-60 corridor in Springfield, Missouri. The study aimed to develop a recommended land use and access management plan for the corridor.

JOPLIN PUBLIC TRANSPORTATION PLAN, JOPLIN, MO

Clyde studied public transportation alternatives to develop a public system. The transit demand results were developed through an origin-destination study, transportation provider inventory, and GIS transit rider profile. The implementation plan was prepared to identify social service partnerships and to provide an integrated social service-public transportation system.

DR. TROY NASH | COMMUNITY EMPOWERMENT



THE NASH GROUP
BUILDING COMMUNITY
RESTORING HOPE

EDUCATION

Doctor of Education, Saint Louis University

MA, Economics, University of Missouri, KC

MA, Political Science, University of Missouri, KC

Master of Urban Planning, University of Southern California

MBA, University of Missouri, KC

Master of Public Health, Brown University

Master of Real Estate, Georgetown University

JD, University of Missouri KC School of Law

AFFILIATIONS AND COMMUNITY INVOLVEMENT

Board of Directors of the Starlight Theater, the Kansas University Advancement Board

BENEFIT TO PROJECT



Dr. Nash's connections in this neighborhood and the city will help build trust in the process and final deliverables.

His experience with low-income housing will help with economic planning.

Dr. Troy Nash is an Air Force veteran, an economist, political scientist, financial analyst, education advocate, assistant professor, urban planner, aspiring epidemiologist, social entrepreneur, global humanitarian, and affordable housing real estate developer. Today, Dr. Nash uses his formal education and lived experience to find solutions to problems facing underserved and economically deprived communities across the country and around the world. From real estate advisory and consultant services to structuring successful public private partnerships between nonprofit, philanthropic, and community based groups, The Nash Group, a company co-founded with Arielle Nash, works closely with local, county, state, and federal entities to create meaningful community and economic development projects to include providing affordable, and mixed income housing.

CITY COUNCIL MEMBER, KANSAS CITY, MO

At 29 years old, Troy was elected to the Kansas City, Missouri, City Council. He was re-elected in 2003 and served until May 2007, when term limits brought his public service to an end. As an at-large city councilman of the largest city in the state of Missouri with nearly 4,560 employees and a budget over \$1.2 billion, Nash was responsible for the direct representation of over 450,000 citizens. Troy served as Vice Chair of the Planning, Zoning, and Economic Development Committee from 1999 to 2003 and the committee's chairman from 2003 to 2007. As chair of that influential committee, Nash presided over the largest economic development boom in the history of the city. He directly impacted over \$10 billion of residential, retail, office, entertainment and industrial development in Kansas City, Missouri. Nash also served as Vice Chairman of the Budget and Audit Committee with jurisdiction over the city's nearly \$1 billion budget. As councilman from the poorest district in the city, Nash became intimately involved with the administration and use of various HUD programs on behalf of the city.

In the summer of 2000, Troy camped out for six days on one of the most crime-ridden corners in America at the time – Kansas City's 39th and Prospect. The goal was to focus attention on the economic and public health crisis created by decades of poor urban planning, redlining, and discrimination. His efforts resulted in the creation of a citizen driven economic development corridor plan, that attracted much needed private investment to the area — working directly with companies to structure public/private partnerships that would be beneficial to the community and profitable for investors. Troy aggressively courted investors to bring economic development to the area including two new grocery stores. Fighting for underserved and forgotten residents against corrupt management, Troy personally lived for over a month in one of the city's most crime-ridden housing complexes, well-known for its open-air drug sales and associated violence. As a result, the property was cleaned up, streets were paved, weeds were cut, and at the time the property was placed under new management.

While on the city council, Troy learned about the horrible living conditions of the city's firefighters in many of Kansas City's fire stations. Troy took action and spent the night in six fire stations throughout the city (one in each council district). He wanted to experience directly what these women and men experienced every day. The resulting public outrage and media



DR. TROY NASH | COMMUNITY EMPOWERMENT | CONT.

exposure led to the successful passage of a \$276 million sales tax dedicated exclusively to the renovation, modernization, and improvement of Kansas City's public safety facilities.

REAL ESTATE ENTREPRENEUR, KANSAS CITY, MO

In 2007, he joined Zimmer Real Estate Services, L.C., (d/b/a Newmark Zimmer) a prestigious full-service commercial real estate firm in Kansas City. Mentored by legendary real estate developer and business leader Hugh J. Zimmer, in 2014, Dr. Nash made history becoming the very first African-American executive to become a principal/shareholder/partner in a top ten commercial real estate firm in Missouri's history. Today, Dr. Nash continues to serve as a mentor to others.



Dr. Nash's passion is providing communities across the country with clean, safe, high quality affordable, attainable, and workforce housing as part of dynamic mix-use developments. Dr. Nash is considered an expert in structuring successful public-private partnerships between private developers and public sector entities. Nash successfully completed the Urban Land Institute Real Estate School and holds both the Housing Development Finance Certification (HDFP) and the Economic Development Finance Certification (EDFP) issued by the National Development Council (NDC). He also completed all the coursework toward the Certified Commercial Investment Manager (CCIM) designation. In 2015, Dr. Nash achieved another professional milestone by being inducted into the exclusive 2015 Commercial Real Estate Hall of Fame. In 2009, Dr. Nash was nominated by the Democratic Governor of Missouri and confirmed by the Republican led Missouri Senate to the Missouri Housing Development Commission (MHDC).

Dr. Nash served as vice chairman of the commission from 2009 to 2017. The commission administers the United States Department of Housing and Urban Development or HUD's most successful affordable housing programs.



ASSISTANT PROFESSOR OF ENTREPRENEURSHIP AND MANAGEMENT, KANSAS CITY, MO

Assistant Teaching Professor of Entrepreneurship and Management in the Henry W. Bloch School of Management at the University of Missouri-Kansas City. In addition to his faculty appointment he is provided with a title of distinction in the Bloch School of Management, Executive in Residence. This is a working title of honor in the school reserved for those faculty who's executive, industry, administrative and/or entrepreneurial careers have been stellar, innovative, and exhibited great accomplishment benefiting their colleagues, the business communities, and those who follow in their career footsteps.

GAIL WOODS, PE | JUSTICE40 QA/QC

Gail is a transportation department manager with 37 years of experience and dedicated to client service excellence, offering significant project experience and capabilities in reviewing, managing, and designing small and large transportation projects. She has been a critical voice internally with TranSystems and involved in creating our Diversity, Equity, & Inclusion Committee and Diversity Action Council and externally with her experience with WTS as a leader on the DEI and Transportation YOU Committees.

Justice40 was an executive order that directed 40% of the benefits of federal climate action to disadvantaged communities, and supporters are known as **accelerators as they represent the wants and the needs for environmental justice for communities of color across the country**. Gail's effective Justice40 QA/QC role stems from clearly defining and establishing specific areas of accountability. She has strong communication skills, is a compassionate listener, takes pride in proactively addressing project objectives/goals and challenges, and has a **proven ability to advise on controversial projects**. Most importantly, **Gail is committed and excited to help review and advise our team on best practices to reconnect and bridge communities**.

BRADENTON-PALMETTO CONNECTOR, DISTRICT 1, FL

As project manager and public engagement lead, Gail leads the team to complete an Alternative Corridor Evaluation (ACE) and Project Development and Environmental (PD&E) study to establish viable corridors to accommodate regional improvements for traffic traveling between Bradenton and Palmetto in Manatee County. The project will establish viable alternatives to address regional congestion and determine whether or not a new bridge crossing over the Manatee River is required. TranSystems provides typical sections and aerials depicting alternative corridors and alternative alignments and analyzes and assesses the project's impact on the social, economic, cultural, natural, and physical environment to develop the Location and Design Concept of the Project. This highly controversial project involves a robust public engagement effort that Gail leads so that communities' wants and needs are acknowledged.

SOUTH POMEGRANATE AVENUE IMPROVEMENTS, SANFORD, FL

Gail was the project manager for this off-system project to extend S. Pomegranate Avenue in Sanford southward from the existing termini at W. 4th Street to provide for a grade-separated overpass over the Amtrak/CSX railroad. S. Pomegranate Avenue extension will terminate at W. 8th Street with a roundabout east of Persimmon Avenue. This project impacted the Goldsboro community, Florida's 2nd oldest African-American community. The project included a 10-foot sidewalk placed along the east side, a 5-foot sidewalk placed on the west side of S. Pomegranate Avenue, and ADA and sidewalk improvements along SR 46. Additionally, the project included coordination with Amtrak, drainage improvements, permitting, utility coordination, and signing and marking plans. This project provides a much-needed link between the north and south sides of the Goldsboro community.



TRANSYSTEMS

REGISTRATIONS

Professional Engineer: FL

EDUCATION

BS, Civil Engineering,
Florida A&M University

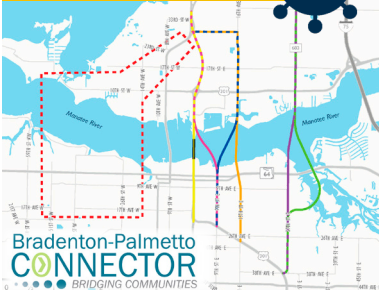
INTERNAL PROGRAMS

Original Diversity,
Equity, & Inclusion (DEI)
Committee Co-Chair
for TranSystems and
helped develop the firm's
Diversity Action Council

AFFILIATIONS AND COMMUNITY INVOLVEMENT

WTS member involved
with the: DEI Committee
& Transportation YOU
Committee

BENEFIT TO PROJECT



Gail's proven ability to
advise on controversial
projects.

TRIVEECE PENELTON, AICP, NOMA | PI INNOVATOR



vireo

REGISTRATIONS

AICP Certified Planner

EDUCATION

Master of Urban Planning, University of Kansas, 2002

Bachelor of Architectural Studies, University of Kansas, 2000

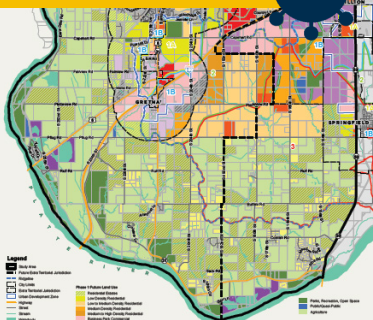
AFFILIATIONS AND COMMUNITY INVOLVEMENT

Advisory Board for Center for Neighborhoods, University of Missouri - Kansas City, 2016-present

National Organization of Minority Architects (NOMA), National Communication

Committee, 2020-present

BENEFIT TO PROJECT



Triveece is a public involvement innovator with extensive community experience.

Triveece is a city planner and public involvement innovator. She's also the creator of the Digicate® software application for community engagement. Triveece works with community organizations and government agencies. Her projects blend community planning with intensive public engagement, education, information sharing, messaging, and branding. Her strengths lie in developing and executing planning/engagement processes that use creative and innovative tools. Triveece is an Inaugural Steering Committee Member of Planning for Health Equity, Advocacy & Leadership (PHEAL) and an alumna of the Racial Equity Institute. In addition, her work has won an APWA National Exceptional Performance Award - Journalism, MOVITE Excellence in Transportation Achievement Award, WTS Rosa Parks Diversity Leadership Award, a NOMA NAACP Seed Award for Justice, Equity, Diversity and Inclusion in Design, and an AASHTO TransComm Award - Video Production Series.

Prior to joining Vireo, Triveece served as a long-range planner with Kansas City, Missouri's Planning and Development Department in its Planning, Preservation and Urban Design Division. Her work involved detailed analysis of changing community issues and urban design guideline implementation.

I-80 PEL STUDY, SARPY COUNTY, NE

KC SPIRIT PLAYBOOK - MOBILITY, LIVABILITY, AND SERVICEABILITY, KANSAS CITY, MO

BANNISTER ROAD CORRIDOR STUDY, KANSAS CITY, MO

GOKC SIDEWALKS PROGRAM, KANSAS CITY, MO

INDEPENDENCE AVENUE PEDESTRIAN SAFETY PLAN, KANSAS CITY, MO

KANSAS ACTIVE TRANSPORTATION PLAN, STATEWIDE, KS

TOPEKA PEDESTRIAN MASTER PLAN & BICYCLE MASTER PLAN UPDATE, TOPEKA, KS

OLATHE GET ACTIVE BIKE SHARE, OLATHE, KS

I-49 & 211TH STREET DIVERGING DIAMOND INTERCHANGE, GRANDVIEW, MO

K-32 TRI-CITY MULTIMODAL REDEVELOPMENT PLAN, WYANDOTTE COUNTY, KS

I-70 ENVIRONMENTAL IMPACT STATEMENTS, KANSAS CITY AND INDEPENDENCE, MO

2023 NFL DRAFT COMMUNICATIONS SUPPORT, KANSAS CITY, MO

WICHITA TRANSIT ACCESSIBILITY COMMUNITY OUTREACH, WICHITA, KS

SARPY COUNTY TRANSIT FEASIBILITY STUDY, SARPY COUNTY, NE

KC STREETCAR AND NEXTRAIL, KANSAS CITY, MO

STATE AVENUE CONNEX, KANSAS CITY, KS

LINWOOD BOULEVARD MULTIMODAL CORRIDOR PLAN, KANSAS CITY, MO

TRUMAN CONNECTED, INDEPENDENCE, MO

JAMAICA WHITEHEAD | MEETING/INTERVIEW COORDINATION



TRANSYSTEMS

EDUCATION

Bachelor of Urban Planning and Design, University of Missouri, Kansas City

AFFILIATIONS AND COMMUNITY INVOLVEMENT

Sigma Gamma Rho Sorority, Inc.

BENEFIT TO PROJECT



Jamaica's youth and experience will help us build trust and encourage participation with young members of the communities.

Jamaica views planning and design as one of the best ways to help regions, cities, and neighborhoods increase their quality of life, health, economic outcomes, and interactions with nature. She passionately engages community members, encourages varying viewpoints to be expressed, and applies her design skills to elevate project creativity. Her ability to see things from both the planner's and designer's vantage points gives her an edge in decision-making and concept development. She uses Esri Arc GIS, Adobe Creative Cloud, SketchUp, and other tools to develop valuable maps, illustrations, and infographics for her projects.

Coming from a multi-generational household, Jamaica has cultivated an ability to see issues and opportunities through the eyes of young and old alike. Her engagement skills help build trust among diverse stakeholder groups and ensure their ideas are incorporated into community visioning efforts, plans, and designs. Jamaica's talent for asking critical questions bring about thoughtful discourse among project teams and stakeholders.

GOKC SIDEWALKS PROGRAM, KANSAS CITY, MO

EARLYSTART RECTOR MANSION MASTER PLAN, KANSAS CITY, MO

KC SPIRIT PLAYBOOK - MOBILITY, LIVABILITY, AND SERVICEABILITY, KANSAS CITY, MO

KANSAS CITY REGIONAL DIGITAL EQUITY ACTION PLAN, KANSAS CITY, MO

KANSAS CITY PUBLIC SCHOOLS BLUEPRINT 2030, KANSAS CITY, MO

2023 NFL DRAFT COMMUNICATIONS SUPPORT, KANSAS CITY, MO

BANNISTER ROAD CORRIDOR STUDY, KANSAS CITY, MO

RIVERFRONT REDEVELOPMENT FEASIBILITY STUDY, KANSAS CITY, MO

HOUSING TRUST FUND ADVISORY BOARD, KANSAS CITY, MO

GRAND BOULEVARD BIKE-PEDESTRIAN BRIDGE, KANSAS CITY, MO

SUBURBAN HOMELESSNESS ACTION PLAN, EASTERN JACKSON COUNTY, MO

WATERWAY CORRIDOR PLAN, UNIFIED GOVERNMENT OF WYANDOTTE COUNTY-KANSAS CITY, KS

RAINBOW BOULEVARD COMPLETE STREETS PLAN, JOHNSON AND WYANDOTTE COUNTY, KS

K-254 CORRIDOR MANAGEMENT PLAN, WICHITA AND EL DORADO, KS

WICHITA BICYCLE PLAN, WICHITA, KS

COMPREHENSIVE SAFETY ACTION PLAN, WICHITA, KS

KDOT US-50 EXPRESSWAY, FINNEY AND GRAY COUNTIES, KS

JIM TOWNSEND, AICP | PEL LEAD

Jim's planning, operations, and multimodal background have provided community direction and proven cost-effective sustainable solutions. His diverse experience has also included county and state DOT service providing public sector perspectives in his private sector solutions. Above all, Jim's ability to communicate with many different audiences, from the technical engineer to the elected official to the lay person at a public meeting, provides clients with a collaborative process for consensus building. Jim has facilitated citizen outreach efforts for committees, studies, and plans.



**WILSON
& COMPANY**

REGISTRATIONS

AICP Certified Planner

EDUCATION

BS, Urban and Regional Planning, California State Polytechnic University

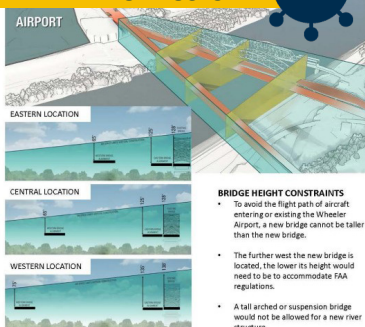
AFFILIATIONS AND COMMUNITY INVOLVEMENT

American Planning Association
Transportation Planning Division Missouri Representative

ACEC member

Kansas State Innovation in Transportation Committee Member

BENEFIT TO PROJECT



Jim's PEL experience and a thorough understanding of the area with recent studies on Prospect.

US-169/I-70 BEYOND THE LOOP PLANNING & ENVIRONMENTAL LINKAGES (PEL) STUDY, KANSAS CITY, MO

Jim was part of the management team to help guide the PEL process since no PELs had been completed in Missouri at the time; assisted in the alternatives development process; and conducted the bicycle/pedestrian connectivity evaluations. As part of this, integration of BRT service on Independence Avenue was being contemplated, narrowing altering I-70 was being examined, and the initial talks of removing the I-70/Route 9 interchange was being discussed. In addition, the initial talks of moving Royal's stadium to downtown was also being discussed. The recommended alternative for the new US-169 bridge was based on an approach guided by Jim that examined the level of complexity to tie directly into I-35, greatly enhancing flow and directness, and reducing the safety risk of the traveling public. The PEL was approved by MoDOT and FHWA.

COOLIDGE MCCARTNEY ROAD PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY, COOLIDGE, AZ

After completing the Coolidge Transportation Plan, Jim led the efforts to conduct the McCartney Road Planning and Environmental Linkage (PEL) Study, which was the first PEL study to be conducted in Arizona. This PEL examined the feasibility of improving the McCartney Road corridor to a "new" Arizona Parkway facility with indirect left-turns and two-phase signal operation. The evaluation included evaluating upgrading approximately 10-miles of arterial roadway, and developing approximately 20-miles of new parkway to connect to the major state highway to the east of Coolidge. The corridor PEL was approved by ADOT and FHWA.

63RD STREET ASSESSMENT AND CAPITAL IMPROVEMENT PROGRAM, KANSAS CITY, MO

Project Manager to conduct an assessment of infrastructure related needs to quantify what improvements should occur and help facilitate economic development opportunities along the 63rd Street corridor. The assessment included urban design, transit, pedestrian and roadway infrastructure assessments. The plan was used to develop the City of Kansas City's 63rd Street Design-Build project that was recently constructed.

PROSPECTUS TRANSIT ORIENTED DEVELOPMENT (TOD), KCATA & KCMO PLANNING DEPARTMENT, KANSAS CITY, MO

Principal as a subconsultant responsible for leading over 10 miles of connectivity and mobility planning efforts in partnership with the City of Kansas City, Missouri, and KCATA. Wilson's role was to develop a toolkit to help create a thriving TOD corridor without displacement.

LEONARD GRAHAM, PE | DESIGN LEAD



Taliaferro & Browne, Inc.

REGISTRATIONS

Professional Engineer:
MO and KS

EDUCATION

MS, Civil Engineering
University of Missouri
BS, Civil Engineering
University of Missouri

AFFILIATIONS AND COMMUNITY INVOLVEMENT

Black Archives Board of Directors
Downtown Council Board of Directors
Boule – Sigma Pi Phi Fraternity Incorporated
Alpha Phi Alpha Fraternity Incorporated
Member of Centennial United Methodist Church

BENEFIT TO PROJECT



Leonard's deep relationships and passion for this project will help build trust and lead to a beneficial solution for all.

Leonard is the President of Taliaferro & Browne with more than 50 years of experience in project management, urban core revitalization and civil engineering. Despite his managerial status, he maintains day-to-day involvement in numerous projects. He is skilled in project management, quality assurance, and civil engineering design including site development for residential and commercial projects, wastewater and stormwater engineering, roadway design, and transportation planning and design. A visionary with a passion for rejuvenating urban areas, Leonard has played an integral role in successfully orchestrating the redesign and construction of crucial infrastructure elements, including transportation networks, water and wastewater systems, and streetscapes with sustainable green spaces.

75TH & PROSPECT TRANSIT ORIENTED DEVELOPMENT (TOD), KANSAS CITY, MO

This project was undertaken in association with the KCATA Prospect MAX BRT line on Prospect Avenue which includes a “mobility hub” on 75th & Prospect adjacent to Alphapointe. To enhance the positive impact of the transit investment and maximize the benefits to the community, the TOD plan was created to focus around the terminus area and including the property currently owned by Alphapointe. Responsibilities included a transit station area profile, prioritized development opportunities within the study area, an area retail and commercial market study matching demographics to unmet market demand, recommendations on long-term station area development concepts and identification of potential TOD opportunities.

FOCUS PLAN, KANSAS CITY, MO

Leonard served as the FOCUS Steering Committee co-chair, along with the late Father Thomas Savage, former President of Rockhurst University, then Rockhurst College. The team guided the FOCUS process through Phase I, which developed the 14 comprehensive Principles for Policy and then into Phase II, which developed the seven component plans. Portions of the FOCUS plan suggested revisions in the zoning ordinances and building codes to better allow redevelopment of the central city and reuse underutilized buildings in the urban core.

TROOST & EMANUEL CLEAVER II BOULEVARD REDEVELOPMENT AND IMPLEMENTATION PLAN, KANSAS CITY, MO

Leonard led T&B's involvement in a Redevelopment and Implementation Plan for Troost & Emanuel Cleaver II Boulevard, which provided a realistic, yet visionary and catalytic redevelopment plan for an important part of Kansas City, Missouri's urban center. This project was part of the Creating Sustainable Places (CSP) Initiative, sponsored by Mid-America Regional Council (MARC) and funded by a grant from the U.S. Department of Housing and Urban Development. The preliminary plan for the study area was developed through an intensive three-day charrette during which the Consultant Team worked closely with the Advisory Committee, key stakeholders, the community, and LCRA/City staff to articulate a vision for the area and develop and review development concepts for the four target sites identified by the LCRA. Based on the review, final plan recommendations were developed, and an implementation strategy was formulated.

FRANK WEATHERFORD, PE | CONSENT DECREE LIAISON



TRANSYSTEMS

REGISTRATIONS

Professional Engineer:
MO and KS

EDUCATION

MS, Civil Engineering,
University of Missouri
BS, Civil Engineering,
University of Missouri

AFFILIATIONS AND COMMUNITY INVOLVEMENT

SmartPort, Board
Member
Missouri Chamber,
Member
Kansas City Industrial
Council, Past President

BENEFIT TO PROJECT



Frank has a long history of working with elected officials and stakeholders to come to an agreeable solution.

Frank is a principal of TranSystems, specializing in state departments of transportation and municipal transportation engineering, innovative financing, public involvement, and program management. He also serves as principal-in-charge of the site and civil engineering projects involving parking facilities, storm drainage systems, and water distribution for private clients and city governments. Additionally, Frank has worked with many clients to develop alternate funding to make their projects a reality.

87TH STREET IMPROVEMENT PROJECT, KANSAS CITY, MO

Frank served as the principal-in-charge and client manager for this project. The 87th Street improvement project, between US 71 and I-435, is divided into east and west phases. Both phases of this project had on street trails. The western terminus of the project is at Blue River Road and will tie into the intersection and bridge improvements recently constructed by MoDOT. The eastern terminus is at the intersection of the southbound ramps of I-435 and 87th Street. This phase included the realignment of approximately 2,600 ft. of Hillcrest Road north of 87th Street.

US-50 CORRIDOR STUDY, LEE'S SUMMIT, MO

Client manager for MoDOT and the City of Lee's Summit for this study to identify infrastructure improvements needed to support future traffic volumes along and intersecting the 10-mile US-50 corridor and to increase safety on all elements of the corridor. A critical aspect of the project was to define right-of-way needed for the improvements, due to the rapid rate of private development along the corridor and adjacent to existing rights-of-way. While a significant portion of the work effort was devoted to street and highway infrastructure, improvement strategies also addressed pedestrian, bicyclist, and transit user services and facilities. Resulting strategies reflected a total transportation system consistent with long-range goals and objectives. The project involved public involvement input and coordination, travel demand modeling, traffic analyses, transportation planning, and civil engineering design.

STATE AVENUE & VILLAGE WEST PARKWAY STUDY, UNIFIED GOVERNMENT OF WYANDOTTE COUNTY AND KANSAS CITY, MO

Frank served as the project manager and conducted one-on-one meetings with stakeholders. The initial phase of the project was to study two to three options. The options were presented to the businesses and public. The second phase of the design contract was the preparation of preliminary plans to identify the required utility relocations and any right-of-way or easements needed. TranSystems then provided surveying, traffic, structural, and roadway services for the final project.

KCI TAX INCREMENT FINANCING ADVISORY BOARD, KANSAS CITY, MO

Frank provided management services to guide the Advisory Board on issues of project costs, funding and project scheduling for a potential \$70 million program.

HORIZONS PROJECT TRANSPORTATION IMPROVEMENTS, RIVERSIDE, MO

Frank provided program management services for this \$40-million transportation improvement program. The program included a new interchange with I-635, more than a mile of new four-lane parkway, a bridge over the BNSF Railroad, and the widening of Route 9. Other services included innovative funding consultation and public involvement.

BARB FROST, PE | NEPA LEAD

Barb's 27 years of experience enables her to guide clients through the NEPA process with ease to obtain decision document approvals no matter what mode or lead USDOT agency (FHWA, FTA, FRA, MARAD). - Environmental Impact Statements (EIS), Environmental Assessments (EA), and Categorical Exclusions (CEs) as well as supplemental and re-evaluation documents. Barb has provided sound, defensible NEPA documentation to maintain project eligibility for federal funding sources and promote project readiness to demonstrate the project sponsor's ability to implement when funding becomes available. Her value has been proven by a track record of expedited federal approvals and her service to state and federal agencies as a trusted extension of their own staff. Barb is a trained facilitator with strong communication skills adept at public outreach as well as agency coordination. She also brings comprehensive experience with transportation project prioritization, programming, and funding (in particular, federal discretionary grant programs).



FEIS/ROD - CTA RED LINE EXTENSION, CHICAGO, IL

2023 Recipient of FTA's Outstanding Achievement Award for Excellence in Environmental Documentation Preparation

Barb led the development and approval of the Combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) and Section 4(f) Evaluation for this project. Chicago Transit Authority (CTA) is extending the Red Line from the existing 95th/Dan Ryan terminal south to 130th Street in the Far South Side of Chicago opening important transportation options for an area underserved by transit. The southernmost terminus serves Altgeld Gardens where Hazel Johnson, legendary activist known as the 'mother of environmental justice' founded the organization in 1979 to fight discriminatory planning and land use practices.



CE, CE RE-EVAL & EA/FONSI - MERCHANTS BRIDGE REPLACEMENT OVER THE MISSISSIPPI RIVER, ST. LOUIS, MO

2023 Recipient of ACEC's Engineering Excellence National Honor Award & AREMA's Hay Award

Barb is the Environmental Lead and the Regulatory Agency Liaison on behalf of the Terminal Railroad Association of St. Louis (TRRA). When it comes to environmental documentation and securing environmental clearances not many projects compare to a bi-state major river crossing. Due to historic significance this required additional coordination culminating in a Memorandum of Agreement amongst the US Coast Guard (lead agency), both State Historic Preservation Offices (MO & IL), Federal Railroad Administration (potential funding entity) and the owner, TRRA. As a senior NEPA specialist, Barb was engaged during early project scoping and provided guidance and expertise not only for the NEPA approvals and permitting to secure environmental clearances but also through construction collaborating with the selected contractor regarding compliance and post-construction closeout of the federal permits and MOA stipulations.



TRANSYSTEMS

REGISTRATIONS

Professional Engineer:
MO and NE

EDUCATION

BS, Civil Engineering,
University of Missouri

AFFILIATIONS AND COMMUNITY INVOLVEMENT

University of Missouri
Civil and Environmental
Engineering Academy of
Distinguished Alumni
ACEC Future Leaders
Academy Alum

BENEFIT TO PROJECT



Barb focuses on high quality documentation minimizing agency comments for efficient approvals such as CTA RLE.

MIKE WAHLSTEDT, PE, PTOE | MULTI-MODAL CONNECTIVITY



Mike is one of the leaders of the Traffic Practice Delivery Team at TranSystems. He has an extensive background as a project manager and project engineer with a wide range of transportation-related projects, including both operations (traffic signal design, traffic signal systems, traffic control, signing and pavement marking design, safety studies, traffic calming) and planning (corridor studies, traffic impact studies, simulation modeling, traffic impact fee analysis). Mike has developed unique solutions for communities and regions around the world. Whether in Japan, Germany, or the USA, he listens to the challenges and then works tirelessly to develop a solution that works for those involved.

TRANSYSTEMS

REGISTRATIONS

Professional Engineer:
MO, KS, IA, NE, IL, TX, GA,
AR, SD, NC, NJ, SC, FL, VA

Professional Traffic
Operations Engineer

EDUCATION

BS, Civil Engineering,
University of Kansas

AFFILIATIONS AND COMMUNITY INVOLVEMENT

American Planning
Association

Institute of
Transportation Engineers
KAUTC

Urban Land Institute

BENEFIT TO PROJECT



Mike's experience catering to unique situations and problems and developing excellent solutions.

I-49 & ROUTE 291, HARRISONVILLE, MO

Working with the Highway 71/291 Partners in Progress Transportation Development District, TranSystems completed the concept, cost estimates, aerial imaging, preliminary engineering, right-of-way acquisition, final design, and construction design engineering for improvements to the Route 291 corridor, including a new diverging diamond interchange (DDI) with US-71 and improvements to local streets in the area. The project was divided into four phases. DDI was determined the most cost-effective design considered during the concept phase.

CITY OF RAYMORE TRANSPORTATION PLAN UPDATE, RAYMORE, MO

Project manager for the City of Raymore's transportation plan update. This study included major modifications to the current plan to incorporate it into the city's newly developed growth management plan. Tasks included evaluation of the existing street network within the city's planned growth area, estimation of future traffic volumes on the street network based on anticipated development patterns, and development of a classification system to support the projected traffic growth. Development of the plan included coordination with the city's trails and greenway plan.

JACKSON COUNTY TRANSPORTATION PLAN, JACKSON COUNTY, MO

Project manager for developing a transportation plan for Jackson County, MO. Jackson County has a population of approximately 650,000 and is considered the heart of the Kansas City metropolitan area. A large component of the plan is to develop a major street plan for the unincorporated areas of the county, coordinating with the adjacent suburban cities. As a part of the major street plan, roadway cross sections will be identified, access management standards established, a collector street planning process mandated, and roadway improvements prioritized. The plan must also be able to accommodate typical suburban development, traditional neighborhood (TND)/new-urbanist type developments and growth management areas.

OPERATION GREEN LIGHT SIGNAL TIMING PROJECT, KANSAS CITY, MO

Project manager on a project for the Mid-America Regional Council (MARC) Operation Green Light (OGL) regional traffic signal coordination program. Providing traffic signal timing optimization services to approximately 200 intersections on selected corridors throughout the Kansas City metropolitan area.

DREW PEARSON, AICP | PEDESTRIAN/BIKE ACCESS



**WILSON
& COMPANY**

REGISTRATIONS

AICP Certified Planner

EDUCATION

B.A., Urban Planning and Design, University of Missouri – Kansas City

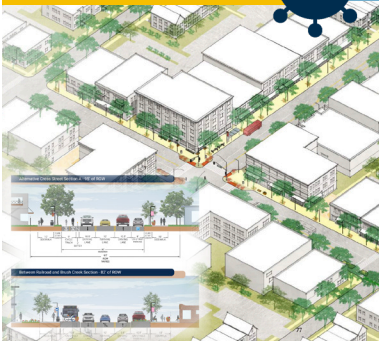
AFFILIATIONS AND COMMUNITY INVOLVEMENT

Kansas City American Planning Association (KC-APA), President

MO-KS APA Bi-State Conference Planning Committee, 2018-present

KC Riverfront Heritage Trail Board, Member 2021-present

BENEFIT TO PROJECT



Drew has a strong connection with KCATA plans regarding pedestrian and bicycle developments.

Drew Pearson enables positive change in communities through planning sustainable transportation networks. Drew has over eight years of experience in community and transportation planning, multimodal network design, safety analysis, traffic operations, and GIS modeling. His passion for technology, wellness, equity, and design have pushed him to develop data-driven planning tools and visualizations which help to uncover and communicate various tradeoffs, needs and opportunities to decision makers. Drew uses his mix of design, analysis, and communication skills at public and stakeholder meetings to explain conditions and solicit useful feedback.

SOUTHWEST BOULEVARD TRANSPORTATION STUDY MARC PSP, KANSAS CITY, MO

Lead project manager for a study centered on the 1.5-mile Southwest Boulevard corridor in the Westside. The project encompassed a wide spectrum of considerations, including vision zero safety enhancements, multimodal facility planning, placemaking, flood concerns, and community engagement. Navigating challenges such as passages under MoDOT I-35 and constraints imposed by BNSF, Drew and the team orchestrated thoughtful interactions with the Westside community through charrettes, walking tours, and communicative design renderings. The collaborative effort was characterized by thoughtful engagement with the Westside community, appreciating the contributions of all involved in enhancing this dynamic urban space.

ROCK CREEK TRAIL IMPROVEMENTS MARC PSP, MISSION KS

Lead project manager responsible for managing the Rock Creek Trail Improvements project in downtown Mission, KS. The focus of this initiative extends to evaluate a multiuse trail, emphasizing transportation safety, connectivity, placemaking, green infrastructure, and various trail enhancement opportunities. The project entails a spectrum of activities, including a charrette, walking tour, creation of conceptual design renderings, in-depth sustainability cost/benefit analysis, and robust community engagement. The teams value is marked by a commitment to inclusive collaboration and a dedication to improving the dynamic urban fabric of Mission, KS for residents and visitors alike well into the future

PROSPECTUS TRANSIT ORIENTED DEVELOPMENT (TOD), KCATA & KCMO PLANNING DEPARTMENT, KANSAS CITY, MO

Project manager for Wilson as a subconsultant responsible for leading over 10 miles of connectivity and mobility planning efforts with Multistudio in partnership with the City of Kansas City, Missouri and KCATA. Drew lead a team to develop a toolkit to help create a thriving TOD corridor without displacement. Drew's responsibilities encompass an array of critical elements, including conducting an Existing Conditions analysis, crafting the TOD Framework, and developing Implementation plans. The work on this project continues, with Drew's stewardship ensuring a holistic, sustainable, and community-centric approach to TOD in Kansas City.

LAMIN NYANG, PE | CONCEPTUAL & PRELIM. ENGINEERING

Considered to be a subject-matter expert in project management and civil engineering, Lamin's unique client-centered approach combined with his approach to problem solving has positioned him to provide exceptional service on numerous roadway projects. His responsibilities have included participating in public meetings, utility coordination, designing roadway horizontal and vertical alignments, storm drainage system design, sizing culverts and entrance pipes, writing easement and ROW descriptions, retaining wall design, traffic control detour, construction sequencing, traffic signal modifications, and streetlight design.



Taliaferro & Browne, Inc.

REGISTRATIONS

Professional Engineer:
MO and KS

EDUCATION

MS, Engineering
Management, University
of Kansas

BS, Civil Engineering,
University of Missouri

AFFILIATIONS AND COMMUNITY INVOLVEMENT

Conference Of Minority
Transportation Officials
(COMTO KC)

Kansas Rush Olathe
Organization

BENEFIT TO PROJECT



Lamin is passionate about developing solutions that will reconnect these neighborhoods.

SHOAL CREEK PARKWAY, GOLF COURSE TO NE 96TH STREET, KANSAS CITY, MO

Lamin was the project engineer for the design of Shoal Creek Parkway from Hodge Park to NE 96th Street. Both the northbound and southbound lanes had independent alignment and profile. The newly constructed northbound and southbound lanes are separated by a wide median with Conspan bridges conveying drainage at key roadway crossings. The project also included the design of a 30" transmission main along the east side of the roadway corridor.

ROUTE 13, ST. CLAIR COUNTY, MO

Lamin served as project engineer on this roadway design of 25 miles of 4 lane divided highway. Performed HY-8 and Flow Master hydraulic computations for storm sewer pipes and box culverts, horizontal, vertical profiles and cross sections generation for all side roads. Developed spreadsheet to compute box culvert steel and concrete quantities. Profiled driveways and graded standard and special ditches. Generated typical sections for mainline and side roads. Provided erosion control and traffic control plans. The project was voted the number one concrete pavement roadway project in the state of MO by MoDOT.

SHOAL CREEK PARKWAY, N 96TH STREET ROUNDABOUT, KANSAS CITY, MO

Lamin assisted with the design efforts for the extension of Shoal Creek Parkway from the roundabout at NE 96th Street to I-435 and an alignment study of the existing NE 96th Street from I-435 to North Brighton. The project includes a second roundabout at the intersection of Shoal Creek Parkway and Northeastern, bridge and culvert design. The project also included extending the 30" transmission main from Phase I to the west of I-435

LONGVIEW ROAD AND HICKMAN MILLS DRIVE IMPROVEMENTS, KANSAS CITY, MO

Lamin provided project management and design services for the reconstruction of Longview Road and Hickman Mills Drive on the Grandview Triangle Construction project. The reconstruction included water main upgrades, streetlights, an enclosed storm sewer system, and a roundabout at the intersection of Longview Road and Hickman Mills Drive. The project included design coordination with MoDOT, HNTB engineers, KCMO WSD engineer, and utility companies, preparation of estimates, bid plans, and construction documents.