



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 240518

Submitted Department/Preparer: Public Works

Revised 11/01/23

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

Executive Summary

US-71 Reconnecting Neighborhoods Phase I and II Engineering Consultant Agreement

Discussion

The US-71 Reconnecting Neighborhoods Project will be completed in three phases that will advance a community-supported, equitable, affordable, and safety-focused preferred alternative that will address the various challenges that impact the area of US-71 from MLK Boulevard south to East 85th Street. This ordinance allows Public Works to enter into contract with Hg Consult to initiate Phases I and II – the Planning Environmental Linkages (PEL) and the addressing of the Consent Decree from 1985. Once these two phases are completed, a contract amendment will be brought before council to proceed with phase III – the NEPA and conceptual design of the project. It is important to note that US-71 is a MoDOT facility.

The first phase will include extensive public outreach, engagement, and communications with the affected communities and neighborhoods. The overall goal is to determine a community supported set of mitigations to improve quality of life, mobility, connectivity, safety, and health in the US 71 corridor.

The project is funded by a \$2.5 million City appropriation and a \$5 million RAISE grant from the US DOT. MoDOT has set a 12% DBE goal. Hg Consult is a locally owned minority business and along with their subconsultants will reach approximately a 47% DBE participation.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☒ Yes ☐ No

2. What is the funding source?

\$2.5 Million 3090 appropriations in FY25, \$5 Million in grant funds from RAISE grant. The current contract is covers Phase I and II of the project, with Phase III

to be a contract amendment in the future. The current funding is \$2.671 Million federal funds and \$1.569 Million in city funds.

3. How does the legislation affect the current fiscal year?
No impact.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
No. Improvements to US 71 will eventually be constructed by MoDOT.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
Legislation leverages \$2.5 Million in city funding with \$5 Million in federal RAISE grant.

Office of Management and Budget Review

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund. ☐ Yes ☒ No
2. This fund has a structural imbalance. ☒ Yes ☐ No
3. Account string has been verified/confirmed. ☒ Yes ☐ No

Additional Discussion (if needed)

Capital Improvements Sales Tax Fund (3090) has a structural imbalance; Capital Improvements Grant Fund (3091) does not have a structural imbalance.

Citywide Business Plan (CWBP) Impact

1. View the [FY23 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?
Infrastructure and Accessibility (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
 - ☒ Engage in thoughtful planning and redesign of existing road networks to ensure safety, access, and mobility of users of all ages and abilities.
 - ☒ Enhance the City's connectivity, resiliency, and equity through a better-connected multi-modal transportation system for all users.
 - ☒ Build on existing strengths while developing a comprehensive transportation plan for the future.

- ☒ Develop environmentally sustainable infrastructure strategies that improve quality of life and foster economic growth.
- ☐ Ensure adequate resources are provided for continued maintenance of existing infrastructure.
- ☒ Focus on delivery of safe connections to schools.

Prior Legislation

Resolution 230535 - designating City of Kansas City as recipient of RAISE grant in the amount of \$5 Million.

Service Level Impacts

This project is funded through federal grant and local match and will fund a comprehensive study of the US-71 (Bruce R Watkins) Corridor from MLK Boulevard south to East 85th Street in order to determine safety and mobility issues as well as to set the foundation for a long-term solution for the surrounding neighborhood and this vital transportation corridor. Solutions will improve safety and congestion in the corridor, while also alleviating pollution and green house emissions in the corridor.

Other Impacts

1. What will be the potential health impacts to any affected groups?
The eventual improvements to the US 71 corridor will have positive health impacts on adjoining EJ neighborhoods by alleviating noise, air, and light pollution. Pedestrian safety will also be improved, and connectivity in the neighborhood improved which will have positive effects on walkability.
2. How have those groups been engaged and involved in the development of this ordinance?
The first part of the project will provide extensive public participation efforts in the affected neighborhoods.
3. How does this legislation contribute to a sustainable Kansas City?
The ordinance allows Public Works to commence the work of mitigating many negative impacts US 71 has had on the adjoining neighborhoods. The possible solutions will include increased connectivity, better multi-modal connections, and decrease green house emissions caused by unnecessary highway congestion.
4. Does this legislation create or preserve new housing units?
No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

Yes - I have submitted documents for CREO Review (Press tab after selecting)
Please attach or copy and paste CREO's review.

This is a federally funded project, therefore the Missouri Department of Transportation has submitted 12% DBE goals.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

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7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

Yes(Press tab after selecting)

In an effort to prevent disclosure of confidential information, a separate communication will be provided to City Council members to reflect the top three proposers for the RFP/Q.