City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260884
Submitted Department/Preparer: Water
Revised 01/30/25

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

Authorizing the Mayor to file an application for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) grant from the U.S. Department of Transportation (U.S. DOT) for resiliency improvements addressing traffic safety, surface transportation reliability, and stormwater management in and around East 63rd Street and The Paseo Boulevard.

Discussion

Reason for Contract

This resolution authorizes the City to proceed with an application for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program administered by the U.S. Department of Transportation (U.S. DOT). The grant application seeks funding for resiliency improvements in and around East 63rd Street, Meyer Boulevard, and The Paseo Boulevard. These improvements will address traffic safety, surface transportation reliability, stormwater management, and roadway flooding within the Town Fork Creek watershed. The City estimates a total project cost of $51,000,000.00, including an 80 percent federal funding request of $40,800,000.00 and a local match of $10,200,000.00. Surface Transportation Block Grant funds awarded by the Mid-America Regional Council for improvements at E. 63rd Street and The Paseo Boulevard will be used toward the local match requirement for the PROTECT grant application. The proposed work will also support the City's obligations under the September 27, 2010 Consent Decree, as amended in 2015, 2018, and 2021, which requires Kansas City to capture 85 percent of Typical Year wet weather flow by 2040 and achieve runoff control from 480 impervious acres through green infrastructure improvements. In coordination with KC Water's ongoing green infrastructure and sewer separation efforts, the project will enhance community resiliency, reduce flooding impacts to transportation infrastructure, and support long-term Consent Decree compliance.

Contract Description

The City of Kansas City, Missouri is applying for PROTECT program grant funding to reconstruct the intersection of East 63rd Street, The Paseo Boulevard and Meyer Boulevard to improve traffic safety, accessibility, reliability and to reduce flooding risks. These outcomes are the result of reconfiguration of the junction, and the integration of nature-based green infrastructure improvements within the Town Fork Creek watershed. This resiliency project offers a breadth of benefits including improved multimodal safety, better emergency response, reduced combined sewer overflows, higher water quality, and more efficient public transportation and goods movement to promote economic development.

Project History
The East 63rd Street and The Paseo Boulevard corridor has long been identified as a priority area for transportation and stormwater improvements due to its unconventional roadway configuration, traffic safety concerns, and recurring flooding issues. A 2018 City traffic study, informed by extensive community engagement, identified a preferred roadway improvement alternative for the corridor.

At the same time, KC Water has advanced the Daniel Morgan Boone Park Green Infrastructure Project as part of its Smart Sewer Program and Consent Decree obligations within the Town Fork Creek watershed. The project includes multiple phases and more than $90 million in planned investments to separate stormwater from the combined sewer system, reduce flooding impacts, and improve water quality through green infrastructure and stormwater detention facilities.

The proposed PROTECT grant application combines these complementary transportation and stormwater initiatives into a comprehensive resiliency project. By coordinating roadway safety improvements with watershed-scale green infrastructure investments, the project will reduce transportation disruptions caused by flooding, improve public safety, enhance infrastructure resilience, and advance the City's long-term Consent Decree compliance goals.

Term
N/A

MBE/WBE Goals
N/A

Solicitation
N/A

Fiscal Impact

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

2. What is the funding source?
   The City estimates a total project cost of $51,000,000.00, including an 80 percent federal funding request of $40,800,000.00. A local match of $10,200,000.00 will be satisfied using $6,900,000.00 in Surface Transportation Block Grant funds awarded by the Mid-America Regional Council and $3,300,000.00 in G.O. Bond funds.

3. How does the legislation affect the current fiscal year?
   N/A

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
   N/A

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
   Yes

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)
As this legislation is being supported by grant funds and G.O. bonds, there is no associated account string to verify or confirm.

Citywide Business Plan (CWBP) Impact

1. View the Adopted 2025-2029 Citywide Business Plan

2. Which CWBP goal is most impacted by this legislation?
   Infrastructure and Accessibility 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.
   ☐ Develop a multimodal regional transportation system for all users.

☒ Develop environmentally sustainable 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

N/A

Service Level Impacts

This transportation and green infrastructure project will reduce the amount of stormwater entering the City's combined sanitary system by removing stormwater from the combined system and promoting natural stormwater infiltration through green infrastructure implementation. The project is proposed to reduce the occurrence of wet-weather overflows within the City's existing combined sewer system, thereby protecting public health and the environment. In addition, the associated roadway reconstruction and drainage improvements will improve transportation service levels by reducing roadway flooding, enhancing traffic operations and safety, improving multimodal connectivity, and increasing the reliability and resilience of the transportation network.

Staff Recommendation

Water Services Department

Select One: ☒ Sponsored
☐ Directive: Res/Ord # Click to enter Res/Ord. No.

Select One: ☐ Recommend
☐ Do Not Recommend
☐ Not Applicable

Click or tap here to provide reasoning.

Other Impacts

1. What will be the potential health impacts to any affected groups?
   The project is expected to have positive health and safety impacts by reducing flooding hazards, improving water quality, and enhancing transportation safety for residents, pedestrians, cyclists, transit users, and motorists.

2. How have those groups been engaged and involved in the development of this ordinance?
   This project is in an area that includes residents, businesses, and institutions. Stakeholder information meetings, one-on-one meetings, and community visioning workshops/open house events will be scoped so the project team can meet with impacted stakeholders in appropriate settings to discuss recommended improvements.

3. How does this legislation contribute to a sustainable Kansas City?
   This project helps promote environmental quality, social equity, and economic vitality.

4. Does this legislation create or preserve new housing units?
   Error! Bookmark not defined. No (Press tab after selecting)

   N/A

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.

   No - CREO's review is not applicable (Press tab after selecting)
   Please provide reasoning why not:
   N/A for this resolution.

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

   No **Error! Bookmark not defined.**(Press tab after selecting)

   N/A

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?
   No(Press tab after selecting)
   A separate communication will be provided.