

**REQUEST FOR QUALIFICATIONS  
FOR PRELIMINARY DESIGN AND ENVIRONMENTAL ANALYSIS SERVICES**

IN RELATION TO THE  
"SOUTH LOOP LINK" PROJECT  
(OVER I-670 FROM GRAND BOULEVARD TO WYANDOTTE STREET)

DATE OF ISSUANCE:  
September 1, 2022

## SECTION I. ABOUT PORT KC

The Port Authority of Kansas City, Missouri (“**Port KC**”), is a political subdivision established pursuant to Chapter 68, RSMo. Port KC’s mission is to grow the economy of Kansas City’s port district through transportation, global commerce and development.

Port KC possesses broad governmental and business enterprise powers for promoting economic development and job creation. The most important of these powers include the following:

- To acquire, own, construct, redevelop, lease, maintain, and conduct land reclamation, residential, commercial and mixed-use development, industrial parks, facilities, terminals, terminal facilities and any other type of port facility;
- To promote and expand inland and river port commercial throughput of cargo and freight;
- To identify and pursue redevelopment opportunities at blighted and historic preservation sites;
- To redevelop the Downtown Kansas City Riverfront to promote and develop new opportunities for residence, commerce and leisure; and
- To promote the full integration of multi-modal transportation assets to increase commercial opportunities locally, nationally and internationally.

More information on Port KC may be found at [www.portkc.com](http://www.portkc.com)

## SECTION II. BACKGROUND AND INSTRUCTION

Port KC is soliciting statements of qualifications (“**SOQs**”) from qualified and experienced firms to provide preliminary design and environmental analysis services under the National Environmental Policy Act (“**NEPA**”) to enable Port KC, in conjunction with various public and private project partners, to proceed with the design, permitting and construction of the “South Loop Link” project as stated in this RFQ.

The objective of this RFQ is to identify those firms that specialize in providing preliminary design and environmental analysis services in support of the NEPA processes and procedures, the formulation of project deliverables, and the completion of legally compliance NEPA supporting documentation.

A Selection Committee will select up to three highly qualified firms, select that which it determines to be the best qualified and capable of performing the Scope of Work, and Port KC will thereafter commence negotiations for the execution of a contract to perform the Scope of Work. If Port KC and the best qualified and capable firm are unable to reach agreement, Port KC will then commence negotiation with the next highest ranked firm, and continuing thereafter in descending order, until such time as they are able to finalize the terms of a contract for the Scope of Work or Port KC elects to terminate this RFQ.

## SECTION III. PROJECT NARRATIVE

The Project includes the decking over a four-block section of Interstate 670 (I-670) to create an enhanced, green mobility hub enabling multimodal transportation options, regional job access, green and healthy living space, private development and a climate responsive design. The Project will create a 5.5-acre site on the south side of Kansas City’s Central Business District (CBD) on top of a below-grade portion of I-670 and transforming the newly-created space into a multimodal connector and destination that spurs

adjacent investment. All existing lanes of I-670 under the proposed South Loop Link will be maintained and disruptions to interstate operations during construction is to be minimized to the greatest extent possible. The project will also replace the Walnut Street Bridge spanning I-670, which is nearing the end of its useful life, in order to prioritize park space and alternative modes of transportation.

The Project is located in Kansas City, Missouri, between the south edge of the CBD and the northern edge of the Crossroads Arts District. The project boundaries are the westbound and eastbound traffic lanes of Truman Road (15th Street) on the north and south, respectively, and Wyandotte Street to the west and Grand Boulevard to the east. The project area portion of I-670 is constructed below grade, approximately 20 feet below Truman Road. Interstate 670 connects with I-35 in the southwestern portion of the downtown loop and connects with I-70 and 71 Highway in the southeast. Truman Road functions as an urban arterial allowing freeway traffic to access Downtown. Bridging the interstate in the project area are (in the order of west to east) Wyandotte Street, Baltimore Avenue, Main Street, Walnut Street, and Grand Boulevard.

The following list summarizes the scope of the Project:

1. Add deck or "Link" over I-670 from Grand Boulevard to Wyandotte Street.
2. Replace Walnut Street Bridge as part of Link project.
3. Add technology and multimodal enhancements on roadways adjacent to the Link, specifically Truman Road (north and south), Grand Boulevard and Main Street as well as within the Link open space improvements.
4. The Link will be comprised of urban park and open space improvements such as pedestrian amenities and furnishings, permeable surfaces, trees and lighting.
5. Community-led design will identify the recreational amenities that will be included in the final design of the facility.
6. No changes will be made to access I-670 from Truman Road other than structural and ventilation improvements to support the Link.

The location of the Project, a depiction of the existing conditions, and conceptual renderings are attached to this RFQ as "Appendix A."

Additional information relative to the nature and intended scope of the Project can be found within the narratives supporting the RAISE and MEGA grant requests attached to this RFQ as "Appendix B."

## SECTION IV. PROJECT FUNDING & ADMINISTRATION

The projected capital costs and funding sources for the Project are currently identified as follows:

Project Capital Costs	
General Requirements	\$ 9,861,000
Excavation and Grading	\$ 1,101,000
Asphalt Paving	\$ 174,000
Concrete Work	\$ 1,642,000
Site Walls	\$ 381,000
Bridge Structures	\$ 62,047,000
Building Structures	\$ 8,574,000
Railings and Fences	\$ 1,421,000
Specialty Paving	\$ 881,000
Signage and Striping	\$ 491,000
Site Specialties	\$ 9,363,000
Site Utilities	\$ 2,758,000
Storm Drainage Systems	\$ 209,000
Mechanical	\$ 4,127,000
Landscape and Irrigation	\$ 7,930,000
Electrical	\$ 5,118,000
<b>Subtotal</b>	<b>\$ 116,078,000</b>
Permits, Bonds, Fees, Insurance	\$ 14,181,000
Contingency	\$ 19,251,000
Design	\$ 9,543,000
<b>Total</b>	<b>\$ 159,053,000</b>

Project Funding		
Source	Amount (\$M)	Percentage of total
<b>Local</b>		<b>33%</b>
Private	\$ 20.0	19%
Other Local	\$ 33.0	14%
<b>State</b>		<b>33%</b>
State MDFB Credits	\$ 10.0	6%
Other State	\$ 43.0	27%
<b>Federal</b>		<b>34%</b>
RAISE	\$ 25.0	16%
Other Federal	\$ 28.0	18%
<b>Total</b>	<b>\$ 159.0</b>	<b>100%</b>

While federal funding sources are not being utilized for purposes of the preliminary design and environmental analysis services, Port KC's expectation is that the selected firm awarded a contract in response to this RFQ will conduct its activities and work product in such a manner as to meet or exceed all applicable NEPA and USDOT/FHWA policies and regulations, including following MoDOT's LPA process.

The Project will be administered by Port KC, with a project team that includes, but is not limited, to the following governmental and civic organizations:

- City of Kansas City, Missouri
- Missouri Department of Transportation
- U.S. Department of Transportation
- Federal Highway Administration
- The Downtown Council

Downtown Kansas City Community Improvement District  
Downtown Kansas City Civic Ventures, Inc.

(the “Project Partners”).

## SECTION V. SCOPE OF WORK

The following are the specific tasks which Port KC anticipates will be performed by the successful firm (collectively, the “**Scope of Work**”):

### TASK 1: PROJECT MANAGEMENT AND INITIATION

Following execution of a contract including a detailed scope of work, a project initiation meeting (kick off meeting) will be held at a date to be scheduled. This meeting will include review of the approved Project description, scope of work, timeline and milestones. Roles and responsibilities of Port KC, the selected firm, and the various Project Partners will be discussed.

The selected firm will prepare a project management plan that specifies the roles and responsibilities of the consultant, sub-consultants and other study participants, identifies specific work tasks and sub-tasks, milestones, review/comment points, and provides a timeline/schedule of work.

Deliverables:

- Project Management Plan and Project timeline/schedule

### TASK 2: PROJECT PURPOSE, GOALS AND ISSUES

The selected firm will develop a clear statement of purpose and need for evaluating the NEPA study, including:

- Define the purpose and need for the Project
- Define goals and objectives for the study
- Develop evaluation criteria (including the extent of environmental factors to be used in the evaluation process, and other relevant criteria)
- Identify key project issues/challenges and opportunities
- Identify the Project study area

Deliverables:

- White paper providing a draft statement of purpose and need, goals and objectives, and evaluation criteria for analysis of alternatives

### TASK 3: PUBLIC INVOLVEMENT PROCESS

The selected firm will develop the NEPA study in the context of local, regional, and state plans and policies, and with input from the Project Partners and key stakeholders with jurisdiction and interest in the Project area. The selected firm will identify key stakeholders who could be affected by changes in the study area, create and implement a targeted public involvement plan which builds on prior planning

and outreach efforts. The plan will include the number of public meetings (assume two at the minimum: one at the beginning of the process during purpose and need and alternatives development, and one after the EA is signed, but before the decision document) and what will be accomplished at each, the number of small group meetings, and any other relevant information needed to have a successful public involvement process.

Deliverables:

- Develop a Public Involvement Plan, including stakeholder identification, to guide outreach throughout the Project.
- Prepare content and distribute participation materials – e.g., newsletters, bulletins, fact sheets, graphical displays, videos, advertisements, notices, etc.
- Create web, video, and social media content that can be used by the Project team
- Prepare slide presentations, and all presentation materials/graphical displays
- Develop a schedule of meetings to complete data gathering, presentation of concepts, and seek stakeholder input on Project alternatives
- Develop and maintain a stakeholder mailing list
- Conducting public involvement activities in accordance with approved plan
- Document all public involvement activities in a Public Involvement Appendix.

#### TASK 4: PRODUCE CONCEPTUAL LAYOUTS/PRELIMINARY DESIGN/ROW DRAWINGS

Produce conceptual layouts of the Project improvements and produce ROW drawings. A concept plan report will also be produced, which should include at least a background to the Project, development of alternatives, consideration of alternatives, and development of the preferred alternative. Discussion of alternative options shall be included in the concept plan report and as part of the environmental review documentation.

Deliverables:

- Conceptual layout plan that visually illustrates the proposed improvement layouts.
- A conceptual plan report that will accompany the conceptual plan and will provide a narrative description including a construction phasing plan.
- A set of 30% design plans (plans/profiles)
- Right of Way plans to indicate ownership and identify areas which may need to be acquired.
- Topographical survey

#### TASK 5: PREPARE EA

An Environmental Assessment of one action alternative will be performed according to applicable NEPA and USDOT/FHWA policies and regulations. The No Build alternative will be retained in the EA analysis to establish baseline conditions.

This task includes coordination with technical specialists (in-house or subcontractor) to perform desktop analysis and undertake any required surveys or field data collection to specifications required for NEPA

analysis. It also includes reviews and addressing comments by the City, MoDOT, USDOT, and FHWA necessary to finalize the document.

The EA should address the following issues as stated in the NEPA process, but is not limited to:

- Purpose and Need of Project
- Project description
- Cost and funding source
- Alternatives analyzed
- Technical reports to accompany the EA initially anticipated to include, but not limited to:
  - Alternatives Technical Report
  - Conceptual Plans
  - Traffic Analysis
  - Air Quality
  - Geologic Resources/Soil
  - Floodplains and Drainage Assessment
  - Biological Resources
  - Historic Properties Evaluation
  - Archaeology
  - Paleontology
  - Land Use
  - Social Economics and Environmental Justice
  - Right of way and Relocation
  - Utilities
  - Parks, Recreation, Open Space and Section 4(f) and 6(f) Analysis
  - Traffic Noise
  - Visual Resources
  - Energy
  - Hazardous Materials
  - Cumulative Impacts
- Mitigation measures
- Right of way issues
- Public process and regulatory agency involvement. Deliverables will include all required public hearings and public meetings.
- Draft EA document with all appendices and supporting material for review
- Final EA document with all appendices and supporting material

In addition to the foregoing, the EA should address each of the following:

Recommendations with respect to the maintenance of I-670 pavement and walls.

Recommendations on highway signage with limited vertical clearance.

Analysis of whether the Project will result in a tunneled structure and, if so, the infrastructure required.

Recommendations as to roles and responsibilities among the Project Partners with respect to ongoing maintenance for such matters as, but not limited to, sweeping, trash removal,

inspections, signage, striping, flushing of wall and pavement, landscaping, lid structure, ventilation, and fire protection.

#### TASK 6: PREPARE DECISION DOCUMENT

Upon approval and signature of the EA, a NEPA decision document will be written. This document will include, but not be limited to, a summary of environmental impacts and mitigation, a summary of public and agency coordination with comments addressed, a description of any Project changes since the EA was signed, and the decision regarding significant impacts.

Deliverables:

- Draft decision document for review
- Final decision document

This RFQ is for the Scope of Work identified herein, but Port KC may elect to utilize the successful firm for additional NEPA and preliminary design work without a new qualification based process, unless and to the extent it is precluded from doing so by the terms or conditions of any federal grant or applicable federal regulation. Final design and construction of the Project, should it proceed, will be the subject of future and separate procurement(s).

#### SECTION VI. TIMELINE

The following timeline shall be applicable unless modified by Port KC pursuant to addendum to this RFQ:

- RFQ Issued: **September 1, 2022**
- Deadline for questions: **September 19, 2022 at 5:00 PM (CT)**
- Questions/Answers posted via addendum: **No later than September 26, 2022**
- Due Date for SOQ: **October 3, 2022 at 12:00 PM (CT)**
- Port KC provides all SOQs to Selection Committee: **October, 2022**
- Selection Committee Shortlists/Ranks the SOQs: **October, 2022**
- Contract negotiations commence: **October, 2022**

Questions. Any general questions, requests for clarification or notices of ambiguities, conflicts, mistakes, errors or discrepancies in this RFQ must be submitted to [info@portkc.com](mailto:info@portkc.com) before **September 19, 2022 at 5:00 PM (CT)**. Such questions will then be routed to the appropriate Port KC staff member(s) and/or Project Partners without further action by the inquirer. Failure to follow this procedure may result in a disqualification. All questions and answers will be posted anonymously in the form of an addendum to this RFQ on Port KC's website at [www.portkc.com/rfpsrfqs](http://www.portkc.com/rfpsrfqs).

Submittal. Responding firms shall submit one (1) electronic copy and six (6) hard copies of their SOQ. SOQs will be accepted by Port KC at 110 Berkley Plaza, Kansas City, Missouri, 64120, until **October 3, 2022 at 12:00 PM (CT)**. Any SOQs, modifications, or revisions received by Port KC after that date and time will not be considered. It is the Responding firm's responsibility to ensure timely receipt by Port KC at the location designated herein.

Notwithstanding anything herein to the contrary, Port KC reserves the right to change or extend any and all dates including the due date for SOQs for any reason and at any time, including after the Due Date for SOQs shall have expired.

## SECTION VII. SELECTION PROCESS AND CRITERIA

### SELECTION PROCESS

Proposals will be evaluated by a selection committee of five (5) members (the “**Selection Committee**”).

The Selection Committee will rank the responding firms utilizing the Ranking Criteria identified below, and will select up to three (3) highly qualified firms.

Port KC will enter into negotiations with the top ranked firm. In the event they are unable to agree upon terms, Port KC will proceed down the list by ranked order until such time as the terms of have been successfully negotiated or Port KC elects to terminate the RFQ and/or its efforts to pursue the Project.

Evaluation ranks do not create any right in or expectation to a contract regardless of any ranking given to any firm.

### RANKING CRITERIA

Responding firms will be ranked pursuant to the following criteria and weighting:

- (1) The specialized experience and technical competence of the firm with respect to the type of services required (0-40 points);
- (2) The capacity and capability of the firm to perform the work in question, including specialized services, within the time limitations fixed for the completion of the Project (0-35 points);
- (3) The past record of performance of the firm with respect to such factors as control of costs, quality of work, and ability to meet schedules (0-20 points); and
- (4) The firm's proximity to and familiarity with the area in which the Project is located (0-5 points).

### MINIMUM QUALIFICATIONS

Responding firm shall meet the following minimum qualifications:

- A. ORGANIZATION AND EXPERIENCE. Responding firms must be organized for the purpose of providing environmental analysis and design services with at least 10 years of experience with proven effectiveness in conducting successful NEPA projects with USDOT/FHWA/MoDOT and other services similar to those described herein.
- B. START-UP. Responding firms must have a proven ability for immediate contract start-up as evidenced by past performance and current resources and personnel.

- C. DEBARMENT/SUSPENSION. Neither Responding firms nor any of their respective principals shall be debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in any contract by any Federal department or agency.

#### **FORM AND CONTENT OF SOQ**

SOQs shall be limited to no more than thirty (30) pages, inclusive of any attachments, shall utilize Times New Roman 12-point font, and shall be organized and tabbed as set forth herein. SOQs that do not meet the mandatory requirements herein may be considered non-compliant and may be rejected.

- A. COVER LETTER. A cover letter indicating the responding firm's interest in the Project.
- B. DETAILED PROJECT APPROACH. A detailed analysis of the responding firm's Project approach, which describes the firm's understanding of the Project to assure a proper effort will be devoted to the Project and to better understand the firm's special perspectives on approach, techniques and work efforts. This section should also include the firm's understanding of issues related to the Project. Reference should be made to the tasks within the Scope of Work identified by this RFQ.
- C. DELIVERABLES. A detailed description and list of deliverables to be provided.
- D. STAFFING. An organizational staffing chart and list of major staff assignments to the Project, including all sub-consultants, if any. The responding firm must identify the project manager who would serve as the day-to-day point of contact for the Project. Include the Project manager's current workload and project assignments/roles, as well as three examples of past project management experience on a similar type of project. If a multiple-firm approach is proposed, the SOQ should indicate which firm would be the party contracting with Port KC. The Project manager may not be replaced by the firm unless approved by Port KC. Qualifications or experience summaries of key individuals may be included, with emphasis on previous experience on similar projects in similar roles. Responding firms must have a proven ability for immediate contract start-up as evidenced by past performance and current resources and personnel.
- D. EXPERIENCE OF THE TEAM. Information on five recent, relevant or similar projects. The description should specify which key individuals worked on each project and their respective roles in the project. It should also describe the relevance of the project to the Project that is the subject of this RFQ. The responding firm shall discuss its existing capacity and capability to successfully complete the Project including a statement of availability for the responding firm's team members.
- E. REFERENCES. At least three (3) references for similar projects completed within the past three years. The reference information should include the owner's representative, its contact information, including phone and e-mail address, and a brief description of the project.

## SECTION VIII. MISCELLANEOUS TERMS

### **EXAMINATION OF ALL RFQ DOCUMENTS AND REQUIREMENTS**

Each responding firm shall carefully examine all RFQ documents and thoroughly familiarize itself with all RFQ requirements prior to submitting their SOQ to ensure that the SOQ meets the intent and requirements of this RFQ.

Before submitting an SOQ to Port KC, each responding firm shall be responsible for making all investigations and examinations that are necessary to ascertain any and all conditions and requirements that affect the requirements of this RFQ. Failure to make such investigations and examinations shall not relieve the responding firm from the obligation to comply, in every detail, with all provisions and requirements of the RFQ.

By submitting an SOQ to Port KC, a responding firm certifies that they have provided Port KC with written notice of all ambiguities, conflicts, mistakes, errors or discrepancies that they have discovered in the RFQ.

### **WAIVER OR MODIFICATION OF RFQ REQUIREMENTS**

Port KC, in its sole discretion, may waive or modify everything or anything contained in this RFQ at any time including after the SOQ due date. If Port KC modifies the RFQ after the due date for SOQs, Port KC will solicit new SOQs through a new RFQ from anyone or everyone regardless whether a firm submitted an SOQ in response to the original RFQ.

Without limiting the foregoing, Port KC reserves the right to waive informalities or irregularities in SOQs, to accept or reject any or all SOQs, to cancel this RFQ in part or in its entirety, and to re-solicit SOQs if it is in the best interest of the Project as determined by Port KC.

### **NO COMMITMENT BY PORT KC**

This RFQ does not commit Port KC to award any contract, to pay any costs associated with this RFQ, including the preparation or submission of any SOQ, supplemental submittals or the negotiation of a contract, or to procure or contract for any services. The decisions of the Selection Committee and Port KC with respect to this RFQ are final and without recourse to any responding firm.

### **NO COLLUSION**

No officer or employee of Port KC, and no other public official or employee, who may exercise any function or responsibilities in the review or approval of this undertaking shall have any personal or financial interest, direct or indirect, in any contract or negotiation process thereof. This "no collusion" requirement shall be part of any contract for performance of the Scope of Work.

### **CHANGES TO RFQ**

Revisions to this RFQ, if any, will be made through addenda published and made available to all firms

on Port KC's website. Any other communication, spoken and written, formal and informal, received by any representative of any responding firm from sources other than official addendum shall not be effective to vary any term of the RFQ.

## **CONDUCT**

Responding firms are cautioned not to undertake any activities or actions to promote or advertise their submittals. After the release of this RFQ, responding firms are not permitted to make any direct or indirect contact with members of the Selection Committee, Port KC staff, or media on the subject of this RFQ, except in the course of Port KC-sponsored presentations. Violation of these rules is grounds for disqualification of a responding firm and rejection of its SOQ.

## **NO RECOURSE AGAINST PORT KC**

The Selection Committee and Port KC's decisions with respect to this RFQ are final and without recourse to any responding firm.

## **SUBSTANTIVE PROPOSALS**

By submitting a SOQ, each Responding firm certifies that: (a) the SOQ is genuine and is not made in the interest of, or on behalf of, an undisclosed person, firm, or corporation; (b) the firm has not directly or indirectly induced or solicited any other responding firm(s) to put in a false SOQ; (c) the responding firm has not solicited or induced any other person, firm, or corporation to refrain or abstain from proposing a SOQ; and (d) the responding firm has not sought by collusion to obtain for themselves any advantage over any other responding firm or over Port KC.

## **CONFLICT OF INTEREST**

No employee, officer, or agent of any responding firm, or any immediate family member or partner of such, shall participate in the selection or award under this RFQ. No employee, officer, or agent of the successful firm, or any immediate family member or partner of such, shall participate in the administration of any contract award with respect to this RFQ. No employee, officer, or agent of the Port KC, or any immediate family member or partner of such, shall solicit or accept gratuities, favors, or anything of monetary value from, or on behalf of, any responding firm or the successful firm. A responding firm will be disqualified if any violation of these provisions is identified by Port KC. Any employee, officer, or agent of Port KC found to be in violation of these provisions will be subject to such penalties, sanctions, or other disciplinary actions provided by Port KC policy.

## **DEBARMENT**

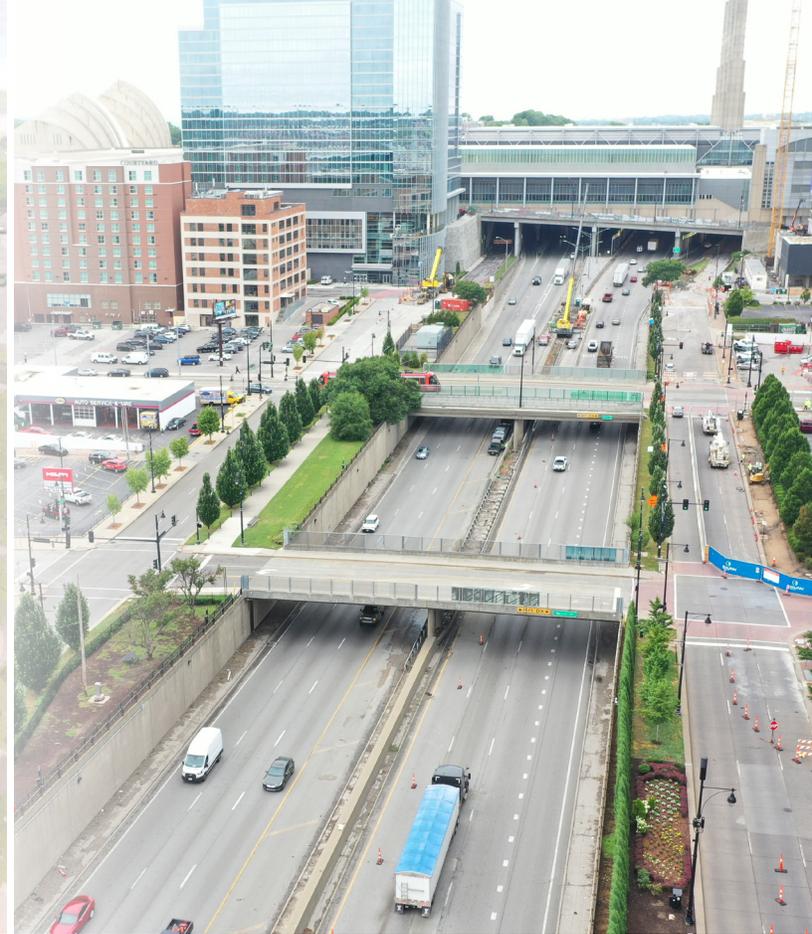
A responding firm will be disqualified, and must disclose to Port KC, if the firm or any of its principals are debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract by any Federal department or agency.

## Appendix A





## Appendix B



<b>Applicant</b>	Downtown Kansas City Improvement District	
<b>Contact Information</b>	Bill Dietrich, Chief Executive Officer 1000 Walnut Street, Suite 200 Kansas City, MO 64106-2145 (816) 421-1539 bill@downtownkc.org	
<b>Project Description</b>	The Applicant proposes decking over a four-block section of Interstate 670 (I-670) to create an enhanced, green mobility hub enabling multimodal transportation options, regional job access, green and healthy living space, private development and a climate responsive design. The Project, known as the South Loop Link, will create a 5.5-acre site on the south side of Kansas City's Central Business District (CBD) on top of a below-grade portion of I-670 and transforming the newly-created space into a multimodal connector and destination that spurs adjacent investment.	
<b>Project Cost: \$159,053,000</b>	Mega Request: \$60,000,000	Other Sources and Amounts: \$99,053,000
<b>NEPA Status</b>	Ongoing. Anticipated EA work is ongoing with an anticipated approval in Q3/4 2023.	
<b>Construction</b>	Construction Start: Q3 2025	Construction End: Q3 2027
<b>Benefit Cost Analysis</b>	1.14 BCR	\$14.7M Net Benefit (NPV)
<b>Results and Anticipated Outcomes</b>	Access to Opportunity, Healthy City, Equitable Transportation Options	Socioeconomic and Environmental Benefits

## *South Loop Link*

### **MEGA GRANT APPLICATION NIPA-22-MEGA-22**

#### *Submitted By*

Downtown Kansas City Community Improvement District/The Downtown Council Of Kansas City, Missouri

#### *Point Of Contact:*

**Bill Dietrich**  
President & CEO  
[Bill@Downtownkc.org](mailto:Bill@Downtownkc.org)

BASIC PROJECT INFORMATION	
What is the Project Name?	South Loop Link
Who is the Project Sponsor?	Downtown Kansas City Community Improvement District
Was an application for USDOT discretionary grant funding for this project submitted previously?	Yes, FY 2022 RAISE, South Loop Link
Grant program consideration	Opt-out of Mega? No Opt-out of INFRA? Yes Opt-out of Rural? Yes

PROJECT COSTS	
MPDG Request Amount	Exact Amount in year-of-expenditure dollars: \$60,000,000
Estimated Other Federal funding (excl. MPDG)	Estimate in year-of-expenditure dollars: \$25,000,000
Estimated Other Federal funding (excl. MPDG) further detail	Other Federal funding from Federal Formula dollars: \$0 Other Federal funding being requested from other USDOT grant opportunities?: \$25,000,000 From What Program(s)?: FY 2022 RAISE
Estimated non- Federal funding	Estimate in year-of-expenditure dollars: \$74,053,000
Future Eligible Project Cost (Sum of previous three rows)	Estimate in year-of-expenditure dollars: \$159,053,000
Previously incurred project costs (if applicable)	Estimate in year-of-expenditure dollars: \$0
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	Estimate in year-of-expenditure dollars: \$159,053,000
Mega: Amount of Future Eligible Costs by Project Type	A highway or bridge project on the National Highway System: \$60,000,000

PROJECT LOCATION	
State(s) in which project is located	Missouri
Urbanized Area in which project is located, if applicable	Kansas City, MO -- KS
Population of Urbanized Area (According to 2010 Census)	663,508
Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community?	No
Is the project located (entirely or partially) in Federal or USDOT designated areas	Opportunity Zones: No Empowerment Zones: No Promise Zones: No Choice Neighborhoods: No
Is the project currently programmed in the:	TIP: Yes, #611200 STIP: No, in progress MPO Long Range Transportation Plan: Yes, 777 State Long Range Transportation Plan: No State Freight Plan: No

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- *Appendix 2 - Defining Smart Moves System*
- *Appendix 3 - Downtown Kansas City Development Report*
- *Appendix 4 - GDAP\_2018\_Update*
- *Appendix 5 - I-670 Deck Park Economic Impact*
- *Appendix 6 - Imagine Downtown KC 2030 Plan*
- *Appendix 7 - Truman Road Feasibility Study / Planning Improvements over I-670*
- *Project Map*
- *Letters of Support*
- *BCA Methodology*
- *BCA Spreadsheet*

## PROJECT DESCRIPTION

The Downtown Council of Kansas City, Missouri (Applicant) proposes decking over a four-block section of Interstate 670 (I-670) to create an enhanced, green mobility hub enabling multimodal transportation options, regional job access, green and healthy living space, private development and a climate responsive design. The Project, known as the South Loop Link, will create a 5.5-acre site on the south side of Kansas City's Central Business District (CBD) on top of a below-grade portion of I-670 and transforming the newly-created space into a multimodal connector and destination that spurs adjacent investment. All existing lanes of I-670 under the proposed South Loop Link will be maintained and disruptions to interstate operations during construction will be minimized to the greatest extent possible. The project will also replace the Walnut Street bridge spanning I-670, which is nearing the end of its useful life, in order to prioritize park space and alternative modes of transportation. A rendering of the project area is found in Figure 1. Mega funds are being requested for construction of the deck structure and additional surface improvements.

FIGURE 1 - CONCEPTUAL PLAN OF SOUTH LOOP LINK



### TRANSPORTATION CHALLENGES TO BE ADDRESSED AND HOW PROJECT WILL ADDRESS THEM

The South Loop Link seeks to address three transportation challenges:

#### 1. Physical separation of two economic, cultural and residential districts

The formerly connected CBD and adjacent Crossroads Arts District have been physically separated since the construction of I-670 in the late 1960s. The interstate segment was built below grade requiring significant excavation. Residents referred to it as the "Kansas City Cut" when it was under construction as part of the national trend of "Urban Renewal." The four-block section of interstate that is proposed to be partially covered by the South Loop Link represents the restoration of a small portion of the over 100 blocks of housing and businesses demolished during construction of the Downtown Loop.

An early plan for Kansas City's Downtown Loop was written into the City Plan Commission's 1943 report "Suggested Location of Inter-Regional Highways." Beyond a lengthy verbal description of the route, it suggested passing the freeways through blighted areas that would be cheap to acquire. The

highways, it said, could boost those areas economically. But it also warned of a potentially disastrous impact on already-prosperous areas. Unfortunately, these decisions for the city’s transportation network exacerbated the economic challenges of nearby properties. Today the land directly south of the proposed Link as well as other locations within a half-mile of the proposed project are considered areas of persistent poverty. While both sides of I-670 have seen significant reinvestment in commercial, entertainment and residential development over the past decade, the effects of the interstate barrier to these neighborhoods limits the potential for additional investment. The South Loop Link was first envisioned in 2007, and in 2009 a feasibility study was completed with the intention to mitigate long-standing harmful community impacts of the I-670 construction which began in 1968. In addition to the separation of neighborhoods, the I-670 bridges above the highway suffer from a car-oriented design which will be amended with multimodal infrastructure. This project will begin to heal the devastating impacts of the “Kansas City Cut” and will bring about equitable opportunity for the region.

The investment in physical infrastructure that would reconnect the two districts and improve economic activity can be furthered through the introduction of green space to promote active living in the urban core for the growing number of residents (nearly 8,000 housing units in the Downtown Neighborhood are recently completed, under construction and/or planned).<sup>1</sup> According to an economic impact study completed in October 2017, there is an estimated development potential of nearly 50 acres within a quarter mile radius of the proposed site that is available for infill development. The proposed amenities from the I-670 Link would accelerate redevelopment at these sites.<sup>2</sup>

**2. Lack of multimodal connectivity for residents including those in areas of persistent poverty**

The current design of the transportation infrastructure in the project area prioritizes vehicles over any other mode. The environment is unwelcoming to pedestrians, cyclists and transit users, discouraging travel by those modes and presents safety concerns for these users. The car-centric design creates a clear barrier to opportunities for those without an automobile who are looking for access to opportunity such as good-paying jobs in the CBD.

The lack of design, comfort, and safety for pedestrians, cyclists and transit users limits the use of the area as a viable mobility hub. As shown in the “Transportation Surrounding South Loop Link” map in Figure 2, existing and planned multimodal facilities run throughout the downtown. Existing services moving through or surrounding the Link include the KC



Mayor Bartle and staff reviewing model for downtown loop, 1956.

**Decking I-670 for four continuous blocks (Wyandotte Street to Grand Boulevard) will restore connectivity between two major economic, cultural and residential districts.**



Aerial view of the split Truman Road running parallel along I-670. The current thoroughfare prioritizes vehicular movements. Photo taken 2021.

<sup>1</sup> Kansas City Downtown Council internal data, “Downtown Kansas City Development Report,” 2020.  
<sup>2</sup> HR&A Advisors, Inc., “I-670 Deck Park Economic Impact Study,” October 2017

Streetcar, RideKC MAX bus rapid transit, numerous RideKC local bus routes, and other rideshare services such as car, bike and scooter. This project will build on previous federal funding investment of the KC Streetcar and MAX BRT to amplify the community benefit and connectivity.

Beneficiaries of the South Loop Link, besides those living in the Crossroads and Central Business District, include those from the Paseo West, Hospital Hill, Parkview, 18th and Vine, Westside and Quality Hill neighborhoods. Tremendous opportunities exist to capitalize on planned transit and active transportation networks extending from the proposed South Loop Link into these neighborhoods. Grand Boulevard, along the east end of the project area, serves as a transit emphasis corridor - the primary north-south bus corridor serving downtown Kansas City. Grand is also identified as a primary bicycle corridor, with existing dedicated bike lanes and planned cycle track improvements. Additional east-west connections from the South Loop Link, such as what is proposed in the "[Truman Road Complete Streets Plan](#)," will connect to additional facilities like the "[Greenline](#)," a planned bike/ped trail loop facility serving neighborhoods including the ones listed above, thus creating an extended network of transportation options. The new Truman Road and Greenline facilities that would connect to the South Loop Link run through areas of persistent poverty and historically disadvantaged communities. The neighborhoods would receive the direct benefit of safer and equitable transportation facilities that lead directly to the South Loop Link.

### 3. Environmental impacts of auto emissions, noise pollution, heat islands and runoff

Vehicle emissions, highway noise, heat islands and stormwater runoff are all environmental concerns for those living and working in the CBD or Crossroads Arts District. These environmental factors disproportionately impact those most vulnerable to exposure, namely bicyclists and pedestrians. Due to I-670's below-grade alignment, vehicle emissions naturally filter upward which can be problematic during times of recurring congestion where bumper-to-bumper traffic creates air quality issues for those at surface level. These occurrences of air quality issues contribute to the threat of a nonattainment designation.

Noise level estimates in the immediate area can reach 70 decibels which is higher than suggested levels for adjacent residential land uses.<sup>3</sup> Nearby residential developments have avoided constructing balconies and installed windows with noise-reduction characteristics to minimize impacts of the interstate.

The interstate trench and adjacent surface roadway infrastructure also contributes to a heat island within the downtown core, resulting in surface temperatures that are higher than surrounding areas. In addition, the impervious road surfaces contribute to stormwater runoff impacts within the project area and adjacent properties. Flash-flooding has occurred on I-670 within the project location, requiring the Kansas City Fire Department to rescue motorists.<sup>3</sup> The introduction of green space and stormwater management improvements will greatly improve the environment, health and safety for all users.

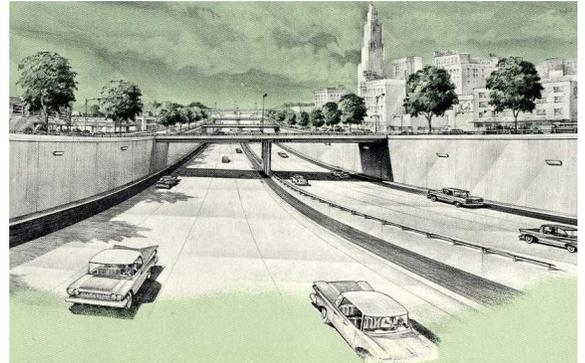
**Addressing the impacts of heat island effects, the proposed green space will provide adequate shade and landscape to improve the downtown streetscape in an area that has limited existing green space. This new green space will also improve stormwater management, with planned green stormwater infrastructure to filter, treat, and slow existing runoff that would otherwise negatively impact I-670.**

<sup>3</sup> [The City of Kansas City, Missouri and Missouri Department of Transportation, "Truman Road Feasibility Study / Planning Improvements over I-670," December 2009.](#)

Due to the growing amount of car traffic on I-670 (See BCA), the Applicant is investigating ways to reduce greenhouse emissions in the immediate vicinity of the project location through mitigation techniques and ventilation technology to capture pollutants and keep them from dispersing into the air above the highway. The Link as an engineering solution itself will suppress vehicle noise from I-670, and the ongoing environmental analysis will analyze and quantify this mitigation.

## PROJECT HISTORY

The portion of I-670 within the project area limits was built in 1968 while the remaining portions to the west were constructed over the next two decades and completed in 1991. In 2007, the City of Kansas City, Missouri, conducted a feasibility study to come up with methods to mitigate the barrier that the interstate created in separating two districts.<sup>4</sup> A deck or “link” was first envisioned in that study. In 2017, an economic impact study was completed which estimated the project will generate approximately \$490 million in economic benefits to Kansas City over its first 20 years.<sup>5</sup>



*Original Rendering of I-670.*

Since the early 2000s, the City has seen significant investments near the project location including the Power & Light District, T-Mobile Center, Loews Convention Center Hotel, Kauffman Center for the Performing Arts, and the KC Streetcar line.

With momentum building over the past two decades, the South Loop Link project has gained increasing support as one that will transform an area characterized by car-oriented streets and bridges to a green space that is a multimodal hub and area attraction with design and amenities characteristic of a civic gathering space and a regional destination.

The Applicant has taken the lead in moving the South Loop Link forward, assembling several private supporters that are committed to the project and are fully funding the NEPA and conceptual design planning stages in preparation of final design and implementation of this transformational infrastructure investment.

### SUPPORTING INFRASTRUCTURE INVESTMENTS

Figure 2 shows the South Loop Link in context of existing and planned transportation infrastructure. The strategic location of the South Loop Link at the nexus of a diverse convergence of mobility options makes it possible to become a mobility hub, connecting surrounding transportation facilities and promoting their use through desirable amenities (described in the Innovative Technology section). Below is a summary of transportation network options within the project area.

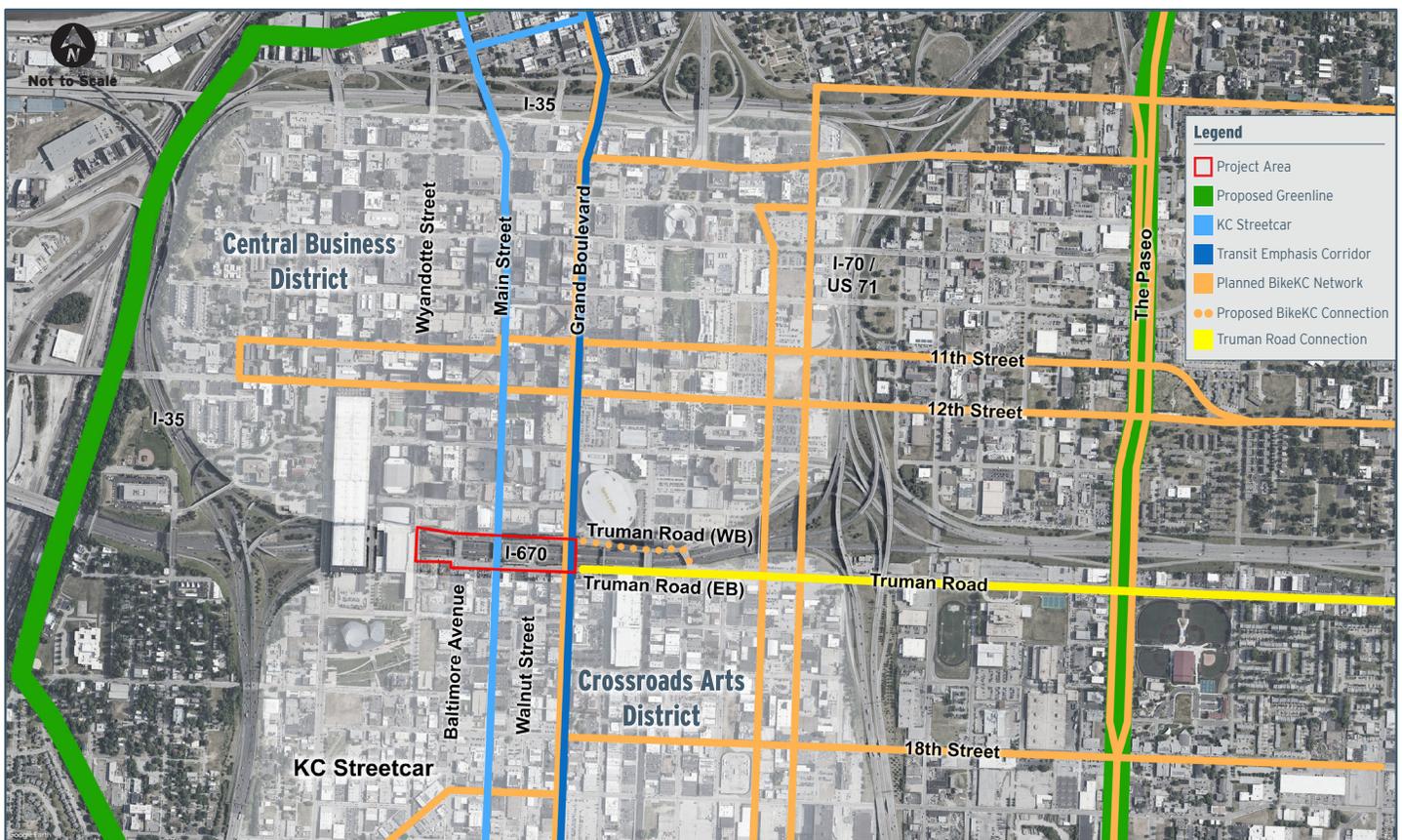
- **KC Streetcar** – Funded in part with federal dollars, Kansas City’s first streetcar line opened in 2015 along Main Street and has been hailed as a model for urban streetcar and has exceeded ridership projections. A 3.5 mile southern extension is currently under construction and project development for a northern extension is funded to provide additional connectivity to neighborhoods north and south of downtown.
- **Grand Boulevard Transit Emphasis Corridor** – The Kansas City Area Transit Authority (KCATA) has designated Grand Boulevard as the primary north-south bus corridor for services connecting to downtown Kansas City. Main Street MAX BRT, another federal-funded transit investment, traverses along the project area on Grand Boulevard.

<sup>4</sup> [The City of Kansas City, Missouri and Missouri Department of Transportation, “Truman Road Feasibility Study / Planning Improvements over I-670,” December 2009](#)

<sup>5</sup> [HR&A Advisors, Inc., “I-670 Deck Park Economic Impact Study,” October 2017](#)

- **Grand Boulevard Bike/Ped Improvements** – Grand Boulevard is receiving improved multimodal infrastructure, with dedicated bike facilities connecting districts north and south of the proposed project area.
- **Truman Road Improvements** – A planned road diet on Truman Road will extend from the eastern limits of the South Loop Link to Van Brunt Boulevard (3 miles). The improvements will transform Truman Road from a four lane arterial to a three lane segment with parking protected bike lanes and high visibility crosswalks.
- **Greenline** – A nearby loop trail system linking downtown and surrounding neighborhoods, the planned Greenline will provide multimodal access to employment centers and destinations for residents.
- **Bike KC Plan Improvements** – The City of Kansas City, Missouri, has developed a bike/trail master plan with short, mid, and long-term recommendations for infrastructure implementation.

FIGURE 2 - TRANSPORTATION SURROUNDING SOUTH LOOP LINK



Sources: Bike KC, KCMO, ESRI

### SUMMARY OF PROPOSED IMPROVEMENTS

The following list summarizes the scope of the I-670 South Loop Link:

1. Add deck or “Link” over I-670 from Grand Boulevard to Wyandotte Street
2. Replace Walnut Street Bridge as part of Link project
3. Add technology and multimodal enhancements on roadways adjacent to the Link, specifically Truman Road (north and south), Grand Boulevard and Main Street as well as within the Link open space improvements(see Innovation Section)
4. The Link will be comprised of urban park and open space improvements such as pedestrian amenities and furnishings, permeable surfaces, trees and lighting

5. Community-led design will identify the recreational amenities that will be included in the final design of the facility
6. No changes will be made to access I-670 from Truman Road other than structural and ventilation improvements to support the Link

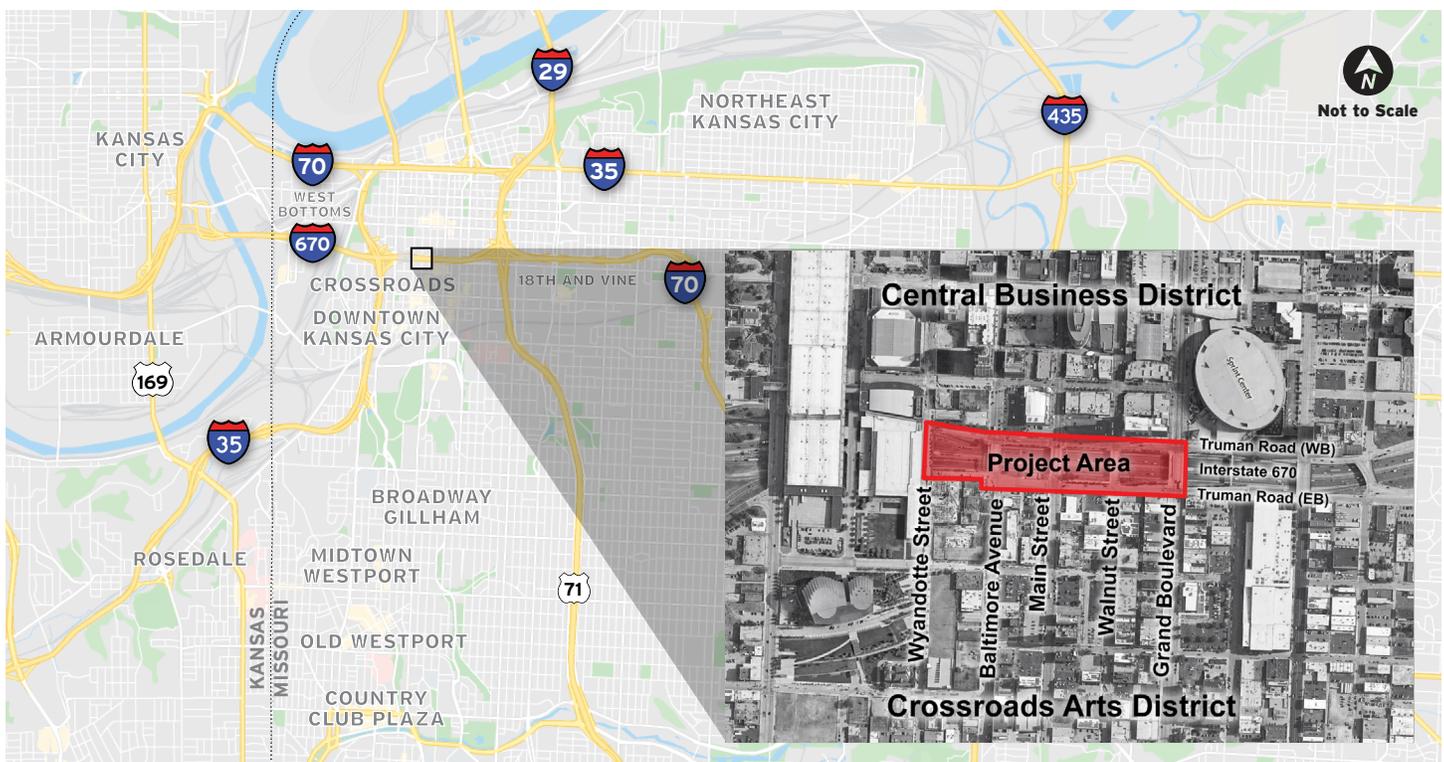


Rendering of potential park amenities.

## PROJECT LOCATION

The South Loop Link is located in Kansas City, Missouri, between the south edge of the CBD and the northern edge of the Crossroads Arts District. The project boundaries, shown in Figure 3, are the westbound and eastbound traffic lanes of Truman Road (15th Street) on the north and south, respectively, and Wyandotte Street to the west and Grand Boulevard to the east. The project area portion of I-670 is constructed below grade, approximately 20 feet below Truman Road. Interstate 670 connects with I-35 in the southwestern portion of the downtown loop and connects with I-70 and 71 Highway in the southeast. Truman Road functions as an urban arterial allowing freeway traffic to access Downtown. Bridging the interstate in the project area are (in the order of west to east) Wyandotte Street, Baltimore Avenue, Main Street, Walnut Street, and Grand Boulevard.

FIGURE 3 - PROJECT LOCATION MAP



The project falls within the boundaries of Kansas City, Missouri, a Census-designated urbanized area with an estimated population of 663,508 (U.S. Census 2010). Table 1 and Figure 4 identifies the census tracts (and block groups) surrounding the project area that meet the definitions for Area of Persistent Poverty (APP), Historically Disadvantaged Community (HDC), Opportunity Zone, Empowerment Zone, Promise Zone and Choice Neighborhood. Census tracts 157 and 158 directly surround the South Loop Link, however there are multiple census tracts identified (within ½ mile of project area) that would also have a perceived benefit from the project given proximity, previous federal investments and future available connections.

TABLE 1 - FEDERALLY DESIGNATED AREAS SURROUNDING PROJECT AREA

Census Tract	Areas of Persistent Poverty	Historically Disadvantaged Community	Opportunity Zone	Empowerment Zone	Promise Zone	Choice Neighborhood
11	Yes	No	No	No	No	No
153	Yes	Yes	No	No	No	No
154	Yes	Yes	Yes	No	No	Yes
157	No	No	No	No	No	No
158	No	No	No	No	No	No
159	Yes	No	Yes	No	No	Yes
161	Yes	Yes	Yes	No	No	No

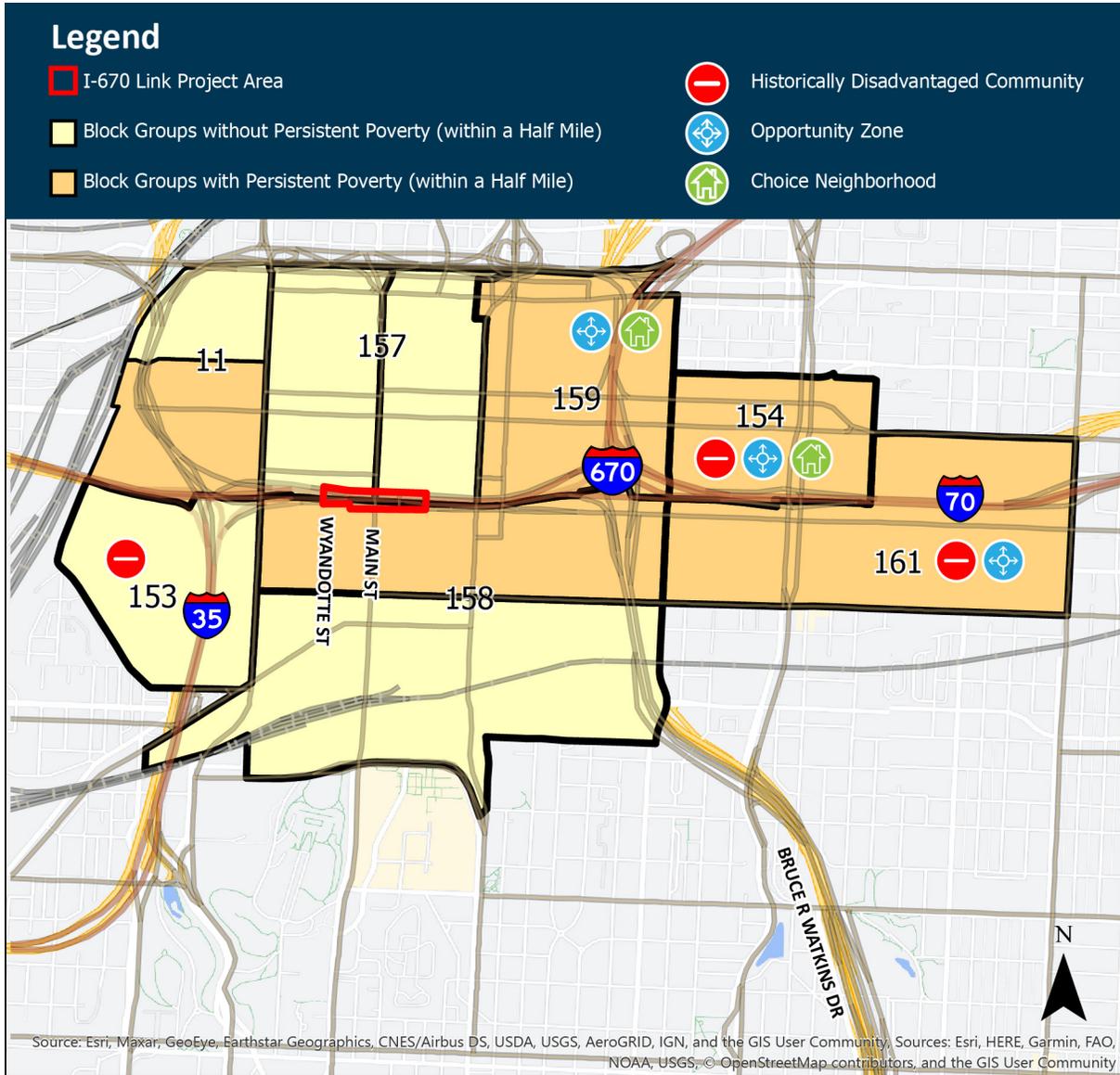
Sources: HUD, FHWA

Notes: Yes = area meets requirements, No = area does not meet requirements



**Choice Neighborhood:** The project location is west adjacent to one of HUD’s Choice Neighborhood planning grantees, [The Paseo Gateway](#). The Housing Authority and the City of Kansas City, Missouri received \$30 million in 2016 for a five-year program to replace Chouteau Courts public housing site and to support the revitalization of Pendleton Heights and portions of the Paseo West and Independence Plaza neighborhoods, known collectively as the Paseo Gateway. The initiative is also bolstering employment and economic services as well as education and health in the neighborhoods, which directly aligns with the goals of the South Loop Link. One of the primary mobility links leading to the project area (See Figure 2) is Truman Road. This link, which is designated for mobility enhancements in Kansas City’s BikeKC network, will serve as a multimodal accessibility linkage between federal investments in the Paseo Gateway and the South Loop Link.

FIGURE 4 - SOCIOECONOMIC CHARACTERISTICS FOR CENSUS BLOCK GROUPS



Note: Numbers represent census blocks.

## PROJECT PARTIES

This project represents a tremendous opportunity for partnership at the federal, state, local and private levels. The Applicant and project partners have successfully delivered large infrastructure investments with federal support, including the KC Streetcar line that traverses through the project area. The project partners have agreed to fund 100 percent of the project planning which includes NEPA environmental documentation, conceptual design, and engagement activities. Final design and construction costs will be funded, in part, by local public and private parties (See Grant Funds, Sources and Uses of Project Funds). Besides the primary project parties, there are several business owners, elected officials and community members that have expressed their support for the project. Their letters of support are included with this grant application.

TABLE 2 - PROJECT PARTNERS

Project Partners		
<p><b>Elected Officials</b></p>	 <p><u><a href="#">U.S. Senator Roy Blunt</a></u></p>	  <p><u><a href="#">U.S. Representative Emanuel Cleaver II</a></u></p> <p><u><a href="#">Mayor of Kansas City Quinton Lucas</a></u></p>
<p><b>Agencies/Organizations</b></p>	<ul style="list-style-type: none"> <li>• Builders' Association</li> <li>• Downtown Council</li> <li>• Downtown Neighborhood Association</li> <li>• KC Chamber</li> <li>• Labor Management Council</li> <li>• Mid-America Carpenters Regional Council</li> <li>• And more!</li> </ul>	
<p><b>Stakeholders/Supporters</b></p>	<ul style="list-style-type: none"> <li>• CBRE</li> <li>• Financial Holding Corp</li> <li>• Helix</li> <li>• HR Block</li> <li>• JE Dunn Construction</li> <li>• Lathrop GPM</li> <li>• Lewis Rice</li> <li>• Loews Hotel</li> <li>• Polsinelli</li> <li>• Rosemann &amp; Associates</li> <li>• Sky Real Estate</li> <li>• And more!</li> </ul>	
<p style="text-align: center;"><b><u><a href="#">VIEW LETTERS OF SUPPORT HERE</a></u></b></p>		

Project Partners and Stakeholders include the following:

**TABLE 3 - PROGRAM OF PROJECT PARTNERS AND SUPPORTERS**

 <p>Downtown Kansas City Community Improvement District / Downtown Council of Kansas City (Applicant) – Special District</p>	<p><i>The Downtown Council of Kansas City (DTC) is an organization representing Kansas City’s best businesses, property owners, nonprofit organizations and anyone who is invested in Downtown’s success. The organization is powered by the leaders, board of directors, committees, affiliated organizations and individuals who are committed to the revitalization and resurgence of Downtown Kansas City. The Downtown Kansas City Community Improvement District is a political subdivision under the State of Missouri’s Community Improvement District Act and can construct public facilities or improvements to improve Kansas City’s Central Business District.</i></p>
 <p>City of Kansas City, Missouri Public Agency</p>	<p><i>Kansas City is the largest city in Missouri and is the center of a bi-state metropolitan area comprised of more than 2.3 million people. In recent years, Kansas City has seen significant redevelopment of its downtown area through a combination of public and public-private investments and developments. The City is supportive of the project and is committed to working with the Downtown Council to ensure a successful planning effort to position the project for implementation.</i></p>
 <p>State of Missouri / Missouri Department of Transportation (MoDOT) – Public Agency</p>	<p><i>The State of Missouri, with Governor Mike Parson, is prioritizing the revitalization of the state’s infrastructure through key investments in transportation. MoDOT oversees America’s seventh-largest state highway system. The agency is known for being among the first DOTs nationwide to successfully explore and deliver such innovative transportation solutions as practical design, design-build, solar roadways and dedicated truck lanes, among other out-of-the-box solutions.</i></p>
	<p><i>A consortium of private developers/property owners with interests in adjacent properties and/or commitment to the economic vitality of the central business district. In addition to their role as a project partner to participate in local funding they have provided letters of support for this application.</i></p>

## GRANT FUNDS, SOURCES, AND USE OF PROJECT FUNDING

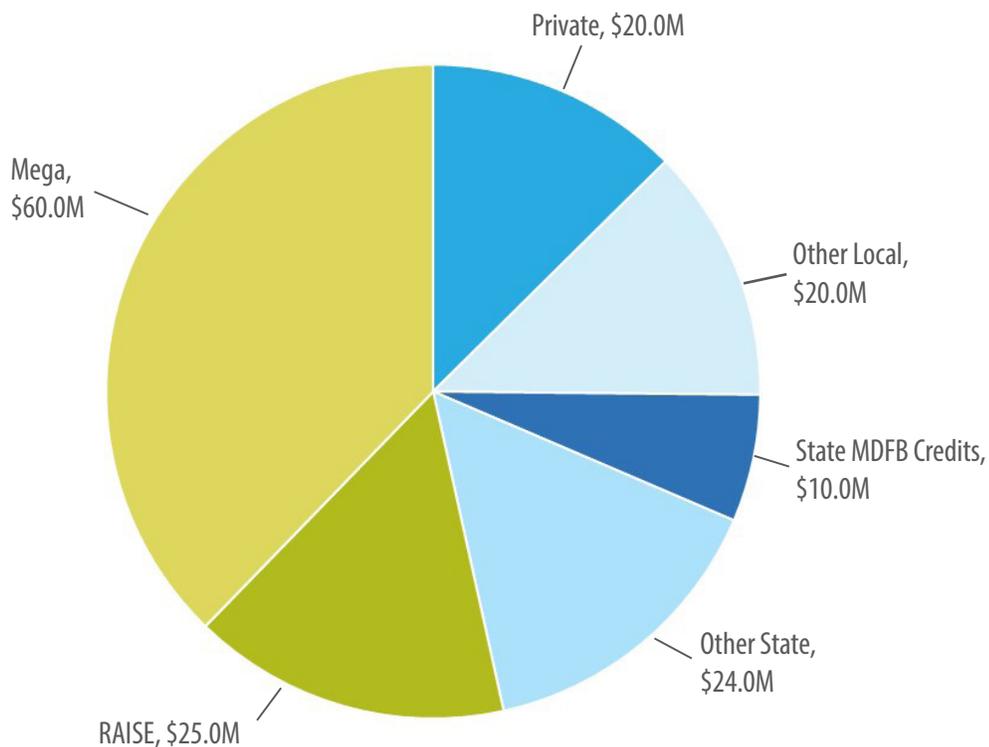
The South Loop Link has been thoughtfully planned as an innovative, cost-effective, and locally appropriate solution to address the impacts of I-670 to Kansas City’s urban core, support continued economic development, and promote healthy lifestyles. Though local funding from multiple sources has been identified to help implement the South Loop Link, current funding availability is not sufficient to successfully complete this important project. A Mega grant is needed to implement this project and leverage further public and private investments for increased community benefit.

The South Loop Link costs are based upon capital estimates determined during initial planning and related Benefit Cost Analysis (BCA) efforts. The construction cost for the project is estimated at \$159 million, as outlined below. The project is planned to be funded with shared federal, state, and local and private support. A component of this funding plan is the requested \$60 million in Mega discretionary funding – nearly 38 percent of the total project cost. Non-federal project funding sources may include State tax credits through the Missouri Development Finance Board (MDFB) - the Applicant is seeking \$10M in MDFB credits - and state DOT contributions; City general fund, general obligation bonds and/or sales tax revenues; and private contributions.

The Applicant is currently funding 100 percent of the planning study, which includes environmental documentation and conceptual design, for the South Loop Link, totaling approximately \$3 million.

A series of private partners advocating for the South Loop Link are coordinating with the Downtown Council’s existing 501(c)(3) non-profit organization, Downtown Kansas City Civic Ventures, to collect local contributions for design, construction, maintenance and programming of the project. These same private sector partners have committed \$20 million of the local funding, a portion serving as the local match for this grant.

FIGURE 5 - PROJECT CAPITAL COSTS



**TABLE 4 - PROJECT CAPITAL COSTS**

Project Capital Costs	
General Requirements	\$ 9,861,000
Excavation and Grading	\$ 1,101,000
Asphalt Paving	\$ 174,000
Concrete Work	\$ 1,642,000
Site Walls	\$ 381,000
Bridge Structures	\$ 62,047,000
Building Structures	\$ 8,574,000
Railings and Fences	\$ 1,421,000
Specialty Paving	\$ 881,000
Signage and Striping	\$ 491,000
Site Specialties	\$ 9,363,000
Site Utilities	\$ 2,758,000
Storm Drainage Systems	\$ 209,000
Mechanical	\$ 4,127,000
Landscape and Irrigation	\$ 7,930,000
Electrical	\$ 5,118,000
<b>Subtotal</b>	<b>\$ 116,078,000</b>
Permits, Bonds, Fees, Insurance	\$ 14,181,000
Contingency	\$ 19,251,000
Design	\$ 9,543,000
<b>Total</b>	<b>\$ 159,053,000</b>

**TABLE 5 - PROJECT FUNDING**

Project Funding		
Source	Amount (\$M)	Percentage of total
<b>NON-FEDERAL</b>		<b>46.6%</b>
<b>Local</b>		<b>25.2%</b>
Private	\$ 20.0	12.6%
Other Local	\$ 20.0	12.6%
<b>State</b>		<b>21.4%</b>
State MDFB Credits	\$ 10.0	6.3%
Other State	\$ 24.0	15.1%
<b>MPDG (FEDERAL)</b>		<b>37.7%</b>
Mega	\$ 60.0	37.7%
<b>OTHER FEDERAL</b>		<b>15.7%</b>
RAISE	\$ 25.0	15.7%
<b>Total</b>	<b>\$ 159.0</b>	<b>100%</b>

## OUTCOME CRITERIA

### SAFETY

The Project has clear and direct benefits with common practices intended to protect non-motorized travelers. For pedestrians to move between the CBD and the Crossroads Arts District, they must navigate sidewalks on bridges over the interstate as well as two conflict points at Truman Road eastbound and westbound, each with three lanes of traffic to cross. As of 2019, Truman Road has an average annual daily traffic (AADT) of 9,620 vehicles (4,131 eastbound and 5,489 westbound). According to the Missouri State Highway Patrol crash data, from 2016-2020, there were 209 arterial crashes within the project area, one of them involving a cyclist.<sup>6</sup> The South Loop Link aims to make the project area bicycle and pedestrian friendly by reducing the number of conflict points from Wyandotte Street to Grand Boulevard and improving intersection safety. The Walnut Street Bridge, built back in the early 1960s, will be replaced as part of the Link project and will no longer be open for vehicular traffic, reducing the number of conflict points. While vehicles may still be able to access Truman Road, which runs parallel to the proposed Link on the north and south boundaries, traffic calming measures will reduce vehicle speed. Road dieting, bike lanes, improved crosswalks, curb bump outs, bike

<sup>6</sup> Missouri State Highway Patrol, Statewide Traffic Accident Records System Reporting Tool.

boxes, wide shared-use path and enhanced signalization are all considerations for increasing traveler safety. The roadway design and feasibility of specific enhancements are being evaluated in the ongoing planning and design process, but align with the City of Kansas City, Missouri, City Council’s commitment to [Vision Zero resolution - no traffic deaths by 2030](#).<sup>7</sup>

### STATE OF GOOD REPAIR

The initial feasibility study for the South Loop Link expressed the necessity to replace specific bridges over I-670 including Baltimore Avenue, Main Street, Walnut Street, and Grand Boulevard.<sup>8</sup> Each structure was nearing the end of its useful life and required interim rehabilitation of the bridge deck to extend the timetable for replacement. Since the study was completed in 2009, the Main Street bridge was replaced as part of the investment of the KC Streetcar starter line (2015). One year later, the Grand Boulevard bridge underwent an emergency replacement and was closed for seven months after a routine inspection found a 20-foot crack



*Baltimore Avenue Bridge Reconstruction over I-670, 2021*

along the bridge deck. The Baltimore Avenue bridge was replaced in 2021 due to the end of its useful life. The Walnut Street bridge is the only remaining structure in need of replacement, and barring and emergency repair, fixes to the structure would be addressed during construction of the South Loop Link. These bridge replacements will be retained during construction of the Link and seamlessly integrated into the overall design.

Maintenance costs in the 20 years following the completion of the project total approximately \$3.6 million. A series of private partners advocating for the Link are working to establish a 501(c)(3) non-profit organization that will manage the maintenance and programming for the South Loop Link. These funds are intended to be sustained through the project’s lifecycle in part through value-capture of adjacent properties.

### ECONOMIC IMPACTS, FREIGHT MOVEMENT, AND JOB CREATION

The project has clear and direct benefits related to increasing economic productivity and providing good paying jobs for the region. Tourism attractions such as the Loews Convention Center Hotel, Power and Light District, Kauffman Center for the Performing Arts and T-Mobile Center surround the project area. A transformative project like the South Loop Link would continue to spur private development in the land adjacent to the project area. According to an economic impact study completed in October 2017, the impact of adding the Link over I-670 would bring \$90 million in short term (3 years) revenue and \$400 million in

<sup>7</sup> The City of Kansas City, Missouri, “Committee Substitute for Resolution No. 200019,” May 2020

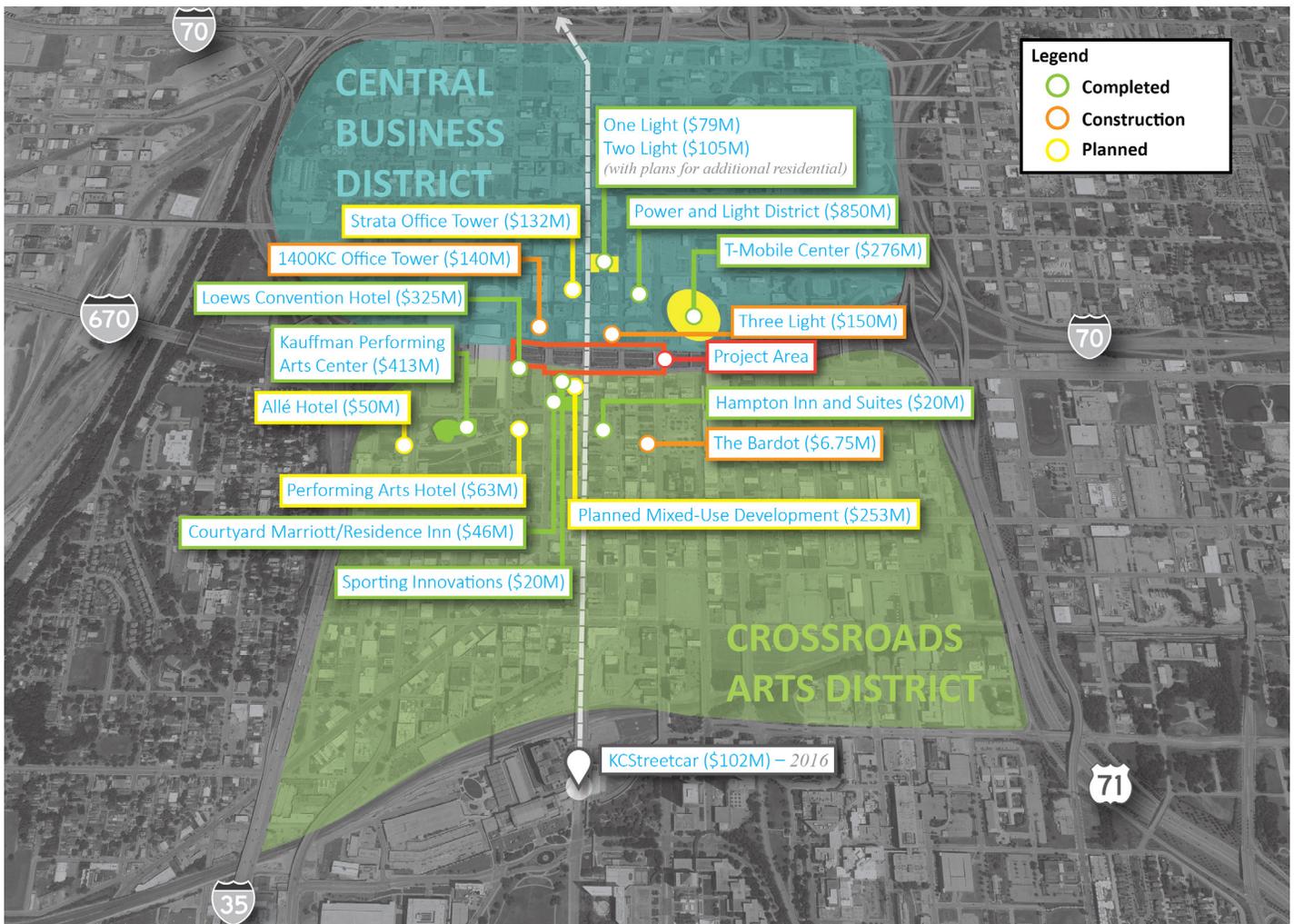
<sup>8</sup> The City of Kansas City, Missouri and Missouri Department of Transportation, “Truman Road Feasibility Study / Planning Improvements over I-670,” December 2009

long-term (20 years) revenue.<sup>9</sup> These numbers are derived from the increased property value, rental rates and visitor spending that will occur within walking distance of the South Loop Link. The same study references how other similar sites around the United States have benefitted from an increase in visitors and revenue in and around similar development.

The 2017 Study also revealed that Kansas City would not only benefit from increased sales and property tax revenue as a result of the South Loop Link being constructed, it would drive an increased pace of development at a rate 1.75 times the current rate. Shown in Figure 6, there is nearly \$796 million in planned development or development currently under construction adjacent to the site including a [\\$254 mixed use development](#) which will feature over 500 new apartments that will include a [20 percent minimum accommodation for low income residents](#).<sup>10</sup> The residents of this and other residential developments around the proposed South Loop Link will benefit from having a space for recreation that is not available otherwise.

The hospitality businesses surrounding the Link are made up of good-paying service industry jobs that those without higher education credentials can make a living wage. The demand for these workers around the South Loop Link will continue for the foreseeable future as development continues to progress. Partnership with the KCATA and business owners is critical to make sure that people in areas of persistent poverty have equal access to the jobs created around the Link and that reliable transportation with adequate service levels are available during the weekdays and on weekends.

FIGURE 6 - KANSAS CITY DEVELOPMENT MAP



Source: DTC

<sup>9</sup> HR&A Advisors, Inc., "I-670 Deck Park Economic Impact Study," October 2017

<sup>10</sup> Kansas City Downtown Council internal data, "Downtown Kansas City Development Report," 2020.

## CLIMATE CHANGE, RESILIENCY, AND THE ENVIRONMENT

Environmental sustainability is an explicit project purpose and has significant benefits beyond common practice. The project will contribute to environmental sustainability in the following areas:

1. **Air Pollution and Greenhouse Gas Emissions** - Vehicle emissions from I-670 will be transmitted to and dissipated at specific filtration spots to improve air quality in the projection location area. Deck ventilation systems are being evaluated to see if they can effectively disperse pollutants.



*Rendering of potential park amenities.*

2. **Increase in Active Transportation** – One of the primary elements of the South Loop Link is to connect two distinct areas by prioritizing non-motorized methods of travel. The addition of wide sidewalks, bike lanes and green space in the project area will promote a mode shift for those who live and work within the area and encourage active lifestyles.
3. **Resiliency of At-Risk Infrastructure** – The existing Walnut Street Bridge, built in the early 1960’s, will be removed and replaced with the construction of the new deck structure. The other two bridges that cross over I-670 (Baltimore and Main) have all been reconstructed within the last decade and will be maintained as part of the project.
4. **Noise** – Noise levels within the project area on I-670 currently eclipse 70 decibels (dB) which is the equivalent of a vacuum cleaner running at 10 feet. Reasonable decibel levels for residential areas are recommended to be below 65 dB.<sup>11</sup> The South Loop Link would assist in suppressing noise levels at the arterial street level. A noise analysis will be conducted as part of the environmental review to determine if additional measures must be taken to reduce noise-levels above and below the project.
5. **Lower Carbon Footprint** – Other primary benefits of the South Loop Link in terms of limiting carbon footprint<sup>12</sup> include:
  - Moderating artificially higher temperatures from the urban heat island effect through shading and evapotranspiration.
  - Mitigating local precipitation anomalies amplified by the urban heat island effect.
  - Sequestering carbon and other pollutants trapped by the urban heat island that may otherwise alter local and global atmospheric composition.

<sup>11</sup> [The City of Kansas City, Missouri and Missouri Department of Transportation, “Truman Road Feasibility Study / Planning Improvements over I-670,” December 2009](#)

<sup>12</sup> [The American Planning Association, City Parks Forum Briefing Papers, “How Cities Use Parks for Climate Change Management,” 2007.](#)

The planning process is referencing ways that the South Loop Link can advance [Kansas City's Climate Protection and Resiliency Plan](#)<sup>13</sup> and the Mid-America Regional Council's (MPO) [Climate Action Plan](#).<sup>14</sup> The plan seeks adoption of green infrastructure, walkable neighborhoods to support healthy lifestyles, innovative partnerships, and reusable materials among other strategies to reduce greenhouse gas emissions.



*Rendering of potential park amenities.*

### **EQUITY, MULTIMODAL OPTIONS, AND QUALITY OF LIFE**

The project partners are conducting a robust public engagement campaign that considers the needs from people in the surrounding areas, including any areas of persistent poverty, to get ideas on how the project can better their lives. The Applicant and the City of Kansas City (project partner) are moving forward with a community-led design of the open space and mobility options to be located within the South Loop Link. Input from the business community as well as partner agencies such as the KCATA will be incorporated on the technical design elements such as locations for active transportation facilities, pick-up/drop-off locations and wayfinding signage. Surveys, charrettes, neighborhood meetings, community organization presentations, business collaboration, stakeholder advisory groups and a variety of technology-driven techniques are options to ensure that the vision of the South Loop Link is one created through equitable community partnership. The project partners plan to hold on-line and in-person meetings at a variety of locations while also providing equitable opportunities to provide comments. The project will also employ a minimum amount of DBE firms and aim to have local hiring provisions and apprenticeships available. Details of these requirements will be provided in the construction bidding documents.

Mobility and community connectivity is an explicit project purpose and the project has a clear benefit for those without reliable access to a vehicle who must rely on other methods for mobility. The South Loop Link aligns with the region's 20-year long range transit plan: Smart Moves 3.0.<sup>15</sup> This plan identifies locations just north of the project site at 12th and Main and 12th and Grand as conceptual locations for mobility hubs in the future. The six square blocks from the South Loop Link up to 12th Street can serve as the connection zone for a variety of transportation modes including the KC Streetcar line on Main Street, bus routes along Grand Boulevard, and other ride sharing services like bike, scooter and car. The Link's transportation infrastructure will also support these services by providing a higher standard of design for sidewalks, street furniture, ADA access, and bike facilities. Ongoing coordination with the KCATA will capture the thoughts of transit users seeking efficient and connected service throughout the project area.

<sup>13</sup> [City of Kansas City, "Climate Protection and Resiliency Plan."](#)

<sup>14</sup> [Mid-America Regional Council, "Kansas City Regional Climate Action Plan."](#)

<sup>15</sup> [Mid-America Regional Council, "Defining the Smart Moves System." 2017](#)

The project is intended to be the epicenter for active transportation in Kansas City. Plans are already in place to improve the active transportation infrastructure surrounding the proposed South Loop Link. In 2018, the “[Truman Road Complete Streets Plan](#)” was adopted. When construction is complete, Truman Road from just east of the Link to Van Brunt Boulevard (3 Miles) will transform from a four lane arterial to a three lane segment with parking protected bike lanes and high visibility crosswalks. Complementary improvements like these enhance the likelihood that the South Loop Link will reduce barriers to economic opportunity and promote healthy lifestyles. The Truman Road improvements also serve as the connecting piece to the proposed Greenline, shown in Figure 2, which is a 10-mile urban loop around greater downtown Kansas City that serves as an active transportation network connecting neighborhoods, parks and transit facilities.



Photo Credit: [Greenability Magazine](#)

Quality of life is an explicit project purpose and the project has significant benefits beyond common practice to increase accessibility for those in disadvantaged communities. Shown in Figure 4, the South Loop Link is adjacent to and will directly support areas of persistent poverty. Although the CBD and Crossroads Arts District are adjacent neighborhoods in the urban core, I-670 created a gap in the urban fabric, generating a clear division between the two areas. The pedestrian experience has historically been sacrificed to provide a high level of service for vehicles. The South Loop Link greatly improves connectivity between the CBD and the Crossroads Arts District and will also be the catalyst for active transportation spurs directly from the Link to areas lacking equitable multimodal transportation infrastructure. The amenities of the South Loop Link provide people in proximity, including those in areas of persistent poverty, access to:

- New job opportunities created from increased development,
- Multimodal transportation services, and
- Access to open space for living a healthy lifestyle.

The downtown population has [increased 29 percent since 2010](#)<sup>16</sup> increasing the demand for residential housing. As shown in Figure 6, development of residential and mixed use housing surrounds the project area. The new infrastructure is located near the Streetcar line and multiple RideKC bus routes. The inclusion of the South Loop Link will continue the trend of infill and efficient land use for residents that are looking to live and work without the requirement of a vehicle.

Residents in and around downtown are severely lacking a large, activated green space with physical and mental wellness opportunities. The Link is intended to promote active lifestyles through playgrounds and programmed activities that promote fitness such as yoga, dancing and sporting events. Beyond recreation and physical activity, the Link will increase access to the arts and entertainment. A partnership with the nearby Kauffman Center for the Performing Arts is envisioned to provide musical and dance performances to further activate the Link.

## INNOVATION AREAS

### Technologies

Innovations will focus on ways to support all types of transportation modes, not just passenger vehicles. A range of amenities and services will be evaluated to properly equip the South Loop Link as a downtown mobility hub and active transportation epicenter:

<sup>16</sup>Flatland, “Greater Downtown Population Jumps 29% in New Census Results”

- Interactive digital kiosks / transportation service information
- Electric vehicle charging stations
- Smart area + pedestrian lighting
- Enhanced signalization for bike and pedestrian traffic
- Bike-share and bike racks / storage lockers
- Wi-Fi / technology connections

The intention of all of these technologies is to create an equitable space that is inviting to anyone. None of the proposed innovative technologies will require additional permits, waivers or approvals that will exceed the current scope of planning and design.

## Project Delivery

Thanks to the support from local leadership, business owners and the surrounding community, coordination efforts are already in place to ensure the environmental process is cleared in an efficient manner. The planning process is evaluating procurement strategies to ensure that project labor agreements and local hiring provisions are in place so that those living in areas of persistent poverty surrounding the project area have access to good-paying jobs that come from construction of the facility and the businesses that are located near it.

In addition to traditional Design-Bid-Bid and Design-Build delivery methods, the I-670 South Loop Link project is well suited for the Progressive Design-Build (PDB) delivery model. PDB reduces the investment that design-build teams typically make up front during the qualifications and proposal phases. This approach accelerates the timeline in which the design-build team can start collaborating to deliver the project and eliminates the need for a stipend to be paid to unsuccessful teams, thus maximizing the dollars invested in actual design and construction of the project.



*Construction of the Klyde Warren Park in Dallas, TX*

Early collaboration between project stakeholders and the design-build team allows for more focus on constructing the project safely with high-quality materials and workmanship, minimizing the impact to users of I-670, and incorporating innovations that save time and money as the design progresses. PDB also allows

for materials that are subject to market volatility or have long lead times to be procured early in the process, thereby mitigating risks to the project’s budget and schedule. An additional benefit of PDB is that the project can be broken into work packages that are tailored to the local subcontractor and supplier market.

The Applicant considers this project as an opportunity to be a model of innovation for similar projects in the future and will evaluate the delivery model approach as the project advances. The Applicant would like to discuss opportunities to partner with the FHWA as a case study for effective execution of reconnecting communities through community interstate deck linkages.

### Financing

The innovative financing element of the project comes from the willingness of the business community to step up to fund a significant portion of the planning and construction costs for the project. The Applicant, with the support of other business owners and partners, has agreed to fully fund the NEPA environmental documentation, conceptual design, and engagement activities. An additional \$20 million in private funds have also been committed to fund construction. The applicant and businesses surrounding the South Loop Link are utilizing a 501c(3), known as Downtown Kansas City Civic Ventures, which is committed to funding the ongoing maintenance and programming of the space once the South Loop Link is constructed. The Applicant is investigating creative value-capture strategies of surrounding properties to generate revenues to maintain the project.

## BENEFIT-COST ANALYSIS

There are several benefits for the project that can be quantified and some that cannot be quantified. The South Loop Link will serve as green mobility hub, connecting people in areas of persistent poverty to affordable housing, quality jobs, and green-space recreation options and improving overall quality of life in the area. The project is climate-responsive, addressing both air quality and roadway flooding issues in the area. It will also promote the use of transit services throughout the greater downtown Crossroads Art District areas and will be designed to improve transportation safety for all modes. The project:

- Provides a benefit-cost ratio (BCR) of **1.14**;
- Generates an internal rate of return of **9.12 percent**; and
- Provides a positive net user benefit of about **\$14.7 million (NPV)** over 20 years.

**1.14**  
**Benefit**  
**Cost Ratio**

Specific benefits were calculated for:

- Increased transit ridership
- Improved physical health
- Increase land value

Additional anticipated benefits that could not be quantified include:

- Reduction of I-670 closures due to flooding events as the newly created park-space helps manage stormwater
- Reduction of emergency response situations as flooding incidents are decreased
- Reduction of traffic crashes, especially with vulnerable road users
- Improvement in air quality as vehicle emissions from I-670 traffic are captured under the “lid”

- Noise reduction
- Mental and emotional benefits from the improved quality of life provided by acres of park space
- Increase in pollinator habitat
- Additional jobs as open lots near the project are developed

The Benefit Cost Analysis (BCA) was prepared in accordance with Federal guidelines using total known quantifiable project costs and benefits that are adjusted for inflation and then discounted to reflect the time value of money. The methodology assumes:

- Project funding will be obligated in 2025 based on state fiscal year and built in 2025 through 2027.
- A 20-year analysis period will be used.
- Walnut Bridge will be closed by 2032
- Population growth rate taken from 2010 through 2020 will remain constant through 2044 at 0.622 percent per year.
- Traffic grows proportional to population

**TABLE 6 - BENEFIT-COST SUMMARY**

CONSTRUCTION AND MAINTENANCE COSTS	PROJECT COSTS (NPV)	TOTAL NET BENEFIT	TOTAL NET BENEFIT (NPV)	BENEFIT-COST RATIO
\$162,653,360	\$106,437,558	\$326,910,535	\$121,138,530	<b>1.14</b>

## PROJECT READINESS AND ENVIRONMENTAL RISK

The following subsections will demonstrate when and how the Applicant will progress from the planning and design phases to construction prior to the desired September 30, 2025 deadline. The low risk of this project is associated with the strength of the public and private partnerships working on this project to see it through to completion. All of the upfront funding for planning comes from private sources which lessens the public funding burden. The risk and assumptions also assume a worst-case scenario in many instances which could advance the project timeline quicker than indicated in this application.

### TECHNICAL FEASIBILITY

A feasibility study for the South Loop Link was completed in 2009. The outcome of the study determined the project is technically feasible and explored engineering considerations for future planning and design. In parallel with ongoing environmental documentation, the Applicant is performing additional conceptual design to further define the project and inform capital cost estimates and reduce overall project risk. Decking over sunken interstates is becoming more popular around the country as an opportunity to connect communities, enhance neighborhoods, and improve safety. The Applicant has conferred with other communities that have constructed similar projects, namely Klyde Warren Park in Dallas, Texas. This park is a model for the South Loop Link, and lessons learned are informing decisions regarding the project.

Ongoing and future design efforts will focus on the technical aspects of the project. The Applicant will refine the infrastructure required to cap over Interstate 670, including any ventilation, life safety, other requirements. Robust community engagement will focus on refining the program of the newly created open space atop the deck, as well as mobility improvements connecting the project to the region. The Applicant is committed to outreach to all users and stakeholders because the project will be a regional asset to the Kansas City

community. Finally, the Applicant will ensure a fair, competitive process to procure remaining planning and design services and construction packages.

**PROJECT SCHEDULE**

Below is the proposed schedule for the planning and construction. While awaiting a Mega grant funding decision, the Applicant is moving forward with environmental and design tasks with 100 percent local funding. The project is unique in that there will not be any ROW acquisition required for planned improvements. A robust ongoing stakeholder engagement campaign will continue leading up to construction taking into account the needs from areas of persistent poverty and communities of concern.

**FIGURE 7 - PROJECT SCHEDULE**

PROJECT SCHEDULE	2022				2023				2024				2025				2026				2027			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
<b>Environmental Assessment</b>																								
Stakeholder Engagement																								
Purpose and Need																								
Environmental Analysis																								
Alternatives Development																								
Draft Document																								
Local & FHWA Review																								
Resolve FHWA Comments																								
FONSI Received																								
<b>Planning/Design</b>																								
Traffic & Safety																								
Concept Design																								
Final Design																								
Permitting																								
<b>Construction</b>																								
RAISE Grant Funding Obligation																								
Project Advertisement																								
Construction																								

**REQUIRED APPROVALS**

**Environmental Permits and Reviews:** Below is the status for the environmental processes, approvals and permitting:

- **NEPA Clearance** – Anticipated EA work is ongoing with an anticipated approval in Q2/3 2023.
- **Reviews, approvals and permits by other agencies** - The Applicant is working closely with the

Missouri Department of Transportation to review the potential impacts of the proposed project on I-670. Because the proposed design will not remove any access points to or from I-670 from Truman Road, an interstate Access Justification Report is not required. Traffic analysis, which is part of the environmental documentation will account for impacts on I-670 and arterials surrounding the South Loop Link.

- **Transportation Management Plan** – This document will be written in coordination with MoDOT to identify the proper protocols for potential lane closures on I-670 to construct the Link overhead. Minimal lane reductions and closures are expected and would be limited to evenings and weekends.

**State and Local Approvals:** The project has broad public support and is currently on the Mid-America Regional Council’s (MARC) [Transportation Improvement Program](#) (#611200). Coordination is ongoing with MoDOT to add the project to the Statewide Transportation Improvement Program (STIP) for 2023-2027.

**Transportation Requirements Affecting State and Local Planning:** Coordination with state, local and private officials has been ongoing since the project was first conceptualized in 2007. Documents that have been published discussing the South Loop Link include:

- [Imagine Downtown KC 2030 Strategic Plan](#) – 2021
- [Greater Downtown Area Plan](#) - 2019
- [Economic Impact Analysis](#) - 2017
- [South Loop Link Feasibility Study](#) - 2009

**Assessment of Project Risks and Mitigation Strategies**

Table 7 outlines the major risks, likelihood of happening and the mitigation strategies.

**TABLE 7 - RISKS AND MITIGATION STRATEGIES**

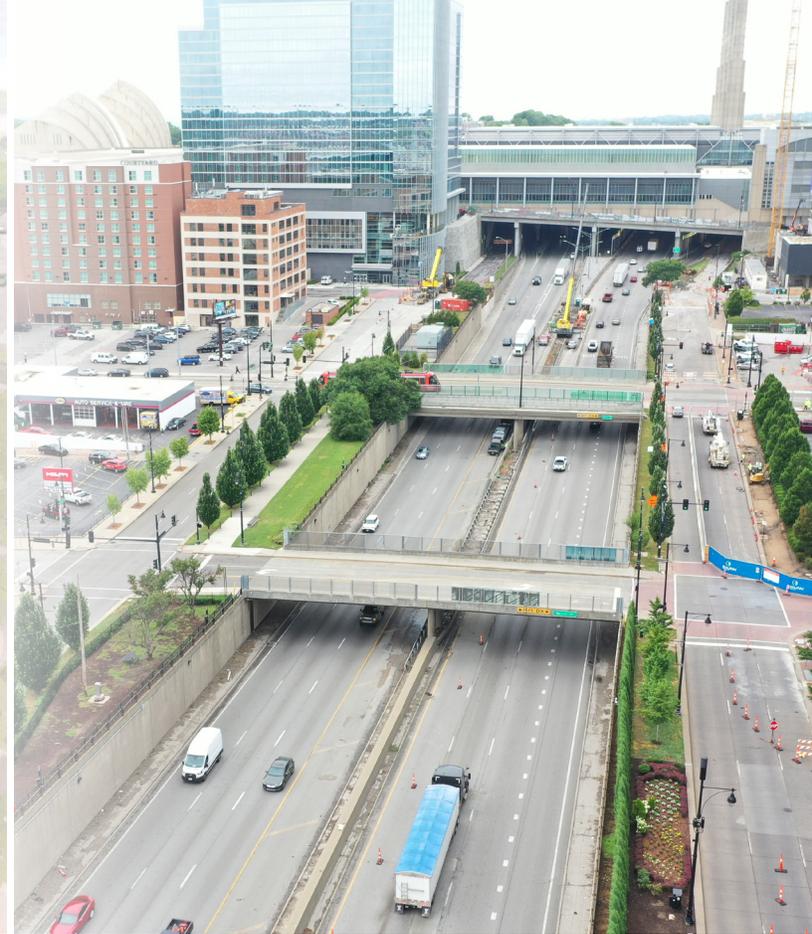
Risk	Risk Register	Mitigation Strategies
Procurement, Contracting and Labor Agreement Delays	Low	The Applicant will work with the City of Kansas City, Missouri, to develop appropriate documentation that adheres to local, state and Federal guidelines.
Environmental Uncertainties	Medium	The Applicant is anticipating an Environmental Assessment (EA). The timing for an EA is built into the project timeline.
Uncommitted Funding Matches	High	The project cannot be completed without Federal funding. The Applicant will seek other methods of Federal funding if a Mega or RAISE grant award is not received and/or evaluate phased implementation of the project.
Public Participation	Low	The general consensus is that the public is supportive of the South Loop Link Project. The project team anticipates heavy public participation on the community driven design process that is proposed for the Project. A robust engagement plan is being developed that takes into account involvement from all relevant stakeholders, especially those living in communities of concern.
Construction Delays	Low	The Applicant will incorporate timeframes and penalties for the contractor if construction deadlines are not met.
Applicants Capacity to Manage Delivery of the Project	Low	The Applicant will work with the City of Kansas City, Missouri, MoDOT and the consultant team to successfully deliver the project.
Right-of-Way	Low	There is no anticipated Right-of-Way acquisition for this project.
Cost Runover	Low	The Applicant has included adequate contingencies in the overall project costs and will review project risks and perform value engineering throughout final design to align the project with the available budget.

# STATUTORY PROJECT REQUIREMENTS

**TABLE 8 - STATUTORY SELECTION REQUIREMENTS**

49 U.S.C. 6701 Mega	Mitigation Strategies
<p>(1) The project is likely to generate national or regional economic, mobility, safety benefits</p>	<p>The proposed South Loop Link would accelerate redevelopment of nearly 50 acres within a quarter mile radius of the proposed site that is available for infill development. According to a recent economic impact study, the project would bring \$90 million in short term (3 years) revenue and \$400 million in long-term (20 years) revenue. These numbers are derived from the increased property value, rental rates and visitor spending that will occur within walking distance of the project. The same study references how other similar sites around the United States have benefitted from an increase in visitors and revenue in and around similar development. It revealed that Kansas City would benefit from increased sales and property tax revenue as a result of the South Loop Link being constructed and it would drive an increased pace of development at a rate 1.75 times the current rate.</p> <p>Existing mobility services at the project area include the KC Streetcar, RideKC MAX bus rapid transit, numerous RideKC local bus routes, and other rideshare services such as car, bike and scooter. The project will build on previous federal funding investment of the KC Streetcar and MAX BRT to amplify the community mobility and connectivity. Grand Boulevard, along the east end of the project area, serves as the primary north-south bus corridor and primary bike corridor (with existing dedicated bike lanes and planned cycle track improvements) serving downtown Kansas City. Additional east-west connections along Truman Road will connect to additional facilities like the “Greenline,” a planned bike/ped trail loop facility serving nearby neighborhoods (including areas of persistent poverty and historically disadvantaged communities) creating an extended network of transportation options to the region.</p> <p>The project area currently prioritizes vehicles and is unwelcoming to pedestrians, cyclists and transit users, discouraging travel by those modes and presents safety concerns for these users. The project aims to improve bicycle and pedestrian safety by reducing the number of conflict points from Wyandotte Street to Grand Boulevard and improving intersections. Road dieting, bike lanes, improved crosswalks, curb bump outs, bike boxes, wide shared-use path and enhanced signalization are all project safety components.</p>
<p>(2) The project is in significant need of Federal funding</p>	<p>1. How would the project scope be affected if MPDG (or other Federal funds) were not received? Project would likely be phased, instead constructing one or more blocks of the South Loop Link based on available funding. The full build-out of the project would likely be not realized or at least delayed until full funding is secured.</p> <p>2. How would the project schedule be affected if MPDG (or other Federal funds) were not received? The Applicant will complete environmental documentation and early design activities, followed by final design activities. Construction activities may be phased, instead constructing segments of the project that align with available funding. The full build-out of the project would likely be delayed until full funding is secured.</p> <p>3. How would the project cost be affected if MPDG (or other Federal funds) were not received? The Applicant will continue to seek funding sources to implement the full project scope. If MPDG funding is not received, the Applicant will likely proceed with advancement of implementation of the project scaled to the available state and local funding.</p>

<p>(3) The project will be cost effective</p>	<p>The South Loop Link will serve as green mobility hub, connecting people in areas of persistent poverty to affordable housing, quality jobs, and green space recreation options and improving overall quality of life in the area. The project is climate-responsive, addressing both air quality and roadway flooding issues in the area. It will also promote the use of transit services throughout the greater downtown Crossroads Art District areas and will be designed to improve transportation safety for all modes. The project:</p> <ul style="list-style-type: none"> <li>• Provides a benefit-cost ratio (BCR) of 1.14;</li> <li>• Generates an internal rate of return of 9.12 percent; and</li> <li>• Provides a positive net user benefit of about \$14.7 million (NPV) over 20 years.</li> </ul> <p>Specific benefits were calculated for increased transit ridership, improved physical health, and increase land value.</p>
<p>(4) With respect to non-federal financial commitments, 1 or more stable and dependable sources are available to construct, operate, and maintain the project, and to cover cost increases</p>	<p>The construction cost for the project is estimated at \$159 million (including \$19.25M in contingency), as outlined in Table 4 and 5 in this application. The project is planned to be funded with shared federal, state, and local and private support. A component of this funding plan is the requested \$60 million in Mega discretionary funding – nearly 38 percent of the total project cost. Non-federal project funding sources may include State tax credits through the Missouri Development Finance Board (MDFB) - the Applicant is seeking \$10M in MDFB credits - and state DOT contributions; City general fund, general obligation bonds and/or sales tax revenues; and private contributions. A series of private partners advocating for the South Loop Link are coordinating with the Downtown Council’s existing 501(c)(3) non-profit organization, Downtown Kansas City Civic Ventures, to collect local contributions for design, construction, maintenance and programming of the project. These same private sector partners have committed \$20 million of the local funding, a portion serving as the local match for this grant. The Applicant is currently funding 100 percent of the planning study, which includes environmental documentation and conceptual design, for the South Loop Link, totaling approximately \$3 million.</p>
<p>(5) The applicant have, or will have, sufficient legal, financial, and technical capacity to carry out the project</p>	<p>The Applicant will progress from the planning and design phases to construction prior to the desired September 30, 2025 deadline. Primary construction of the project is expected to commence in June 2025, and the Applicant is evaluating opportunities to expedite early construction packages to start in early 2025. The project schedule in this application represents the most conservative path. The Applicant is also evaluating alternative delivery options such as design-build and progressive design-build to reduce schedule and cost risks for the project. Most information is located in the Innovative Project Delivery section of this application.</p>



<b>Applicant</b>	Downtown Kansas City Improvement District	
<b>Contact Information</b>	Bill Dietrich, Chief Executive Officer 1000 Walnut Street, Suite 200 Kansas City, MO 64106-2145 (816) 421-1539 bill@downtownkc.org	
<b>Project Type</b>	Capital Project	
<b>Project Description</b>	The Applicant proposes decking over a four-block section of Interstate 670 (I-670) to create an enhanced, green mobility hub enabling multimodal transportation options, regional job access, green and healthy living space, private development and a climate responsive design. The Project, known as the South Loop Link, will create a 5.5-acre site on the south side of Kansas City's Central Business District (CBD) on top of a below-grade portion of I-670 and transforming the newly-created space into a multimodal connector and destination that spurs adjacent investment.	
<b>Project Cost: \$159,053,000</b>	RAISE Request: \$25,000,000	Other Sources and Amounts: \$134,053,000
<b>NEPA Status</b>	Ongoing. Anticipated EA work is ongoing with an anticipated approval in Q2/3 2023.	
<b>Construction</b>	Construction Start: Q4 2025	Construction End: Q3 2027
<b>Benefit Cost Analysis</b>	1.14 BCR	\$14.7M Net Benefit (NPV)
<b>Results and Anticipated Outcomes</b>	Access to Opportunity, Healthy City, Equitable Transportation Options	Socioeconomic and Environmental Benefits

## *South Loop Link*

### **RAISE GRANT APPLICATION DTOS59-22-RA-RAISE**

#### *Submitted By*

Downtown Kansas City Community Improvement District/  
Downtown Council Of Kansas City, Missouri

#### *Point Of Contact:*

**Bill Dietrich**  
President & CEO  
[bill@downtownkc.org](mailto:bill@downtownkc.org)

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- Letters\_of\_Support
- BCA Methodology
- BCA Calculation Spreadsheet
- *MARC Climate Action Plan*
- *Smart Moves 3.0*
- *DTC Economic Impacts*
- *Greater Downtown Area Plan*
- *Economic Impact Study*
- *Imagine Downtown KC 2030 Strategic Plan*
- *South Loop Link Feasibility Study*
- *Project Map*

## PROJECT DESCRIPTION

The Downtown Council of Kansas City, Missouri (Applicant) proposes decking over a four-block section of Interstate 670 (I-670) to create an enhanced, green mobility hub enabling multimodal transportation options, regional job access, green and healthy living space, private development and a climate responsive design. The Project, known as the South Loop Link, will create a 5.5-acre site on the south side of Kansas City's Central Business District (CBD) on top of a below-grade portion of I-670 and transforming the newly-created space into a multimodal connector and destination that spurs adjacent investment. All existing lanes of I-670 under the proposed South Loop Link will be maintained and disruptions to interstate operations during construction will be minimized to the greatest extent possible. The project will also replace the Walnut Street bridge spanning I-670, which is nearing the end of its useful life, in order to prioritize park space and alternative modes of transportation. A rendering of the project area is found in Figure 1. RAISE funds are being requested for construction of the deck structure and additional surface improvements.

FIGURE 1 - CONCEPTUAL PLAN OF SOUTH LOOP LINK



### TRANSPORTATION CHALLENGES TO BE ADDRESSED AND HOW PROJECT WILL ADDRESS THEM

The South Loop Link seeks to address three transportation challenges:

#### 1. Physical separation of two economic, cultural and residential districts

The formerly connected CBD and adjacent Crossroads Arts District have been physically separated since the construction of I-670 in the late 1960s. The interstate segment was built below grade requiring significant excavation. Residents referred to it as the "Kansas City Cut" when it was under construction as part of the national trend of "Urban Renewal." The four-block section of interstate that is proposed to be partially covered by the South Loop Link represents the restoration of a small portion of the over 100 blocks of housing and businesses demolished during construction of the Downtown Loop.

An early plan for Kansas City's Downtown Loop was written into the City Plan Commission's 1943 report "Suggested Location of Inter-Regional Highways." Beyond a lengthy verbal description of the route, it suggested passing the freeways through blighted areas that would be cheap to acquire. The

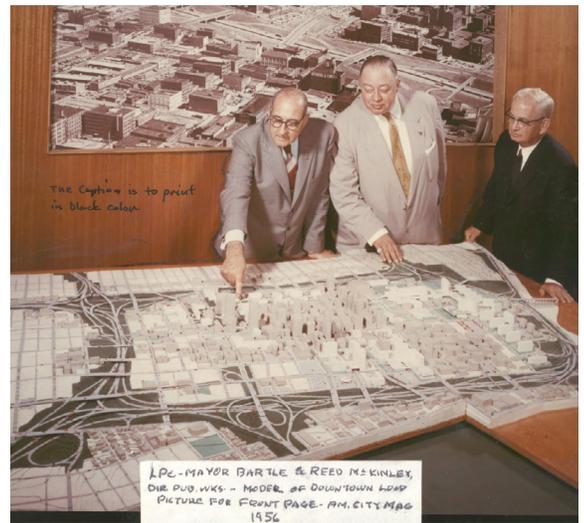
highways, it said, could boost those areas economically. But it also warned of a potentially disastrous impact on already-prosperous areas. Unfortunately, these decisions for the city’s transportation network exacerbated the economic challenges of nearby properties. Today the land directly south of the proposed Link as well as other locations within a half-mile of the proposed project are considered areas of persistent poverty. While both sides of I-670 have seen significant reinvestment in commercial, entertainment and residential development over the past decade, the effects of the interstate barrier to these neighborhoods limits the potential for additional investment. The South Loop Link was first envisioned in 2007, and in 2009 a feasibility study was completed with the intention to mitigate long-standing harmful community impacts of the I-670 construction which began in 1968. In addition to the separation of neighborhoods, the I-670 bridges above the highway suffer from a car-oriented design which will be amended with multimodal infrastructure. This project will begin to heal the devastating impacts of the “Kansas City Cut” and will bring about equitable opportunity for the region.

The investment in physical infrastructure that would reconnect the two districts and improve economic activity can be furthered through the introduction of green space to promote active living in the urban core for the growing number of residents (nearly 8,000 housing units in the Downtown Neighborhood are recently completed, under construction and/or planned).<sup>1</sup> According to an economic impact study completed in October 2017, there is an estimated development potential of nearly 50 acres within a quarter mile radius of the proposed site that is available for infill development. The proposed amenities from the I-670 Link would accelerate redevelopment at these sites.<sup>2</sup>

**2. Lack of multimodal connectivity for residents including those in areas of persistent poverty**

The current design of the transportation infrastructure in the project area prioritizes vehicles over any other mode. The environment is unwelcoming to pedestrians, cyclists and transit users, discouraging travel by those modes and presents safety concerns for these users. The car-centric design creates a clear barrier to opportunities for those without an automobile who are looking for access to opportunity such as good-paying jobs in the CBD.

The lack of design, comfort, and safety for pedestrians, cyclists and transit users limits the use of the area as a viable mobility hub. As shown in the “Transportation Surrounding South Loop Link” map in Figure 2, existing and planned multimodal facilities run throughout the downtown. Existing services moving through or surrounding the Link include the KC



Mayor Bartle and staff reviewing model for downtown loop, 1956.

**Decking I-670 for four continuous blocks (Wyandotte Street to Grand Boulevard) will restore connectivity between two major economic, cultural and residential districts.**



Aerial view of the split Truman Road running parallel along I-670. The current thoroughfare prioritizes vehicular movements. Photo taken 2021.

<sup>1</sup> Kansas City Downtown Council internal data, “Downtown Kansas City Development Report,” 2020.  
<sup>2</sup> HR&A Advisors, Inc., “I-670 Deck Park Economic Impact Study,” October 2017

Streetcar, RideKC MAX bus rapid transit, numerous RideKC local bus routes, and other rideshare services such as car, bike and scooter. This project will build on previous federal funding investment of the KC Streetcar and MAX BRT to amplify the community benefit and connectivity.

Beneficiaries of the South Loop Link, besides those living in the Crossroads and Central Business District, include those from the Paseo West, Hospital Hill, Parkview, 18th and Vine, Westside and Quality Hill neighborhoods. Tremendous opportunities exist to capitalize on planned transit and active transportation networks extending from the proposed South Loop Link into these neighborhoods. Grand Boulevard, along the east end of the project area, serves as a transit emphasis corridor - the primary north-south bus corridor serving downtown Kansas City. Grand is also identified as a primary bicycle corridor, with existing dedicated bike lanes and planned cycle track improvements. Additional east-west connections from the South Loop Link, such as what is proposed in the "[Truman Road Complete Streets Plan](#)," will connect to additional facilities like the "[Greenline](#)," a planned bike/ped trail loop facility serving neighborhoods including the ones listed above, thus creating an extended network of transportation options. The new Truman Road and Greenline facilities that would connect to the South Loop Link run through areas of persistent poverty and historically disadvantaged communities. The neighborhoods would receive the direct benefit of safer and equitable transportation facilities that lead directly to the South Loop Link.

### 3. Environmental impacts of auto emissions, noise pollution, heat islands and runoff

Vehicle emissions, highway noise, heat islands and stormwater runoff are all environmental concerns for those living and working in the CBD or Crossroads Arts District. These environmental factors disproportionately impact those most vulnerable to exposure, namely bicyclists and pedestrians. Due to I-670's below-grade alignment, vehicle emissions naturally filter upward which can be problematic during times of recurring congestion where bumper-to-bumper traffic creates air quality issues for those at surface level. These occurrences of air quality issues contribute to the threat of a nonattainment designation.

Noise level estimates in the immediate area can reach 70 decibels which is higher than suggested levels for adjacent residential land uses.<sup>3</sup> Nearby residential developments have avoided constructing balconies and installed windows with noise-reduction characteristics to minimize impacts of the interstate.

The interstate trench and adjacent surface roadway infrastructure also contributes to a heat island within the downtown core, resulting in surface temperatures that are higher than surrounding areas. In addition, the impervious road surfaces contribute to stormwater runoff impacts within the project area and adjacent properties. Flash-flooding has occurred on I-670 within the project location, requiring the Kansas City Fire Department to rescue motorists.<sup>3</sup> The introduction of green space and stormwater management improvements will greatly improve the environment, health and safety for all users.

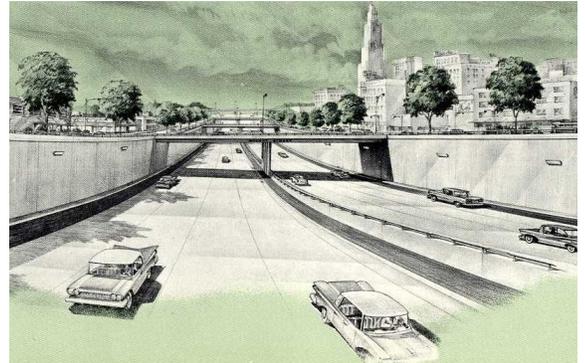
Addressing the impacts of heat island effects, the proposed green space will provide adequate shade and landscape to improve the downtown streetscape in an area that has limited existing green space. This new green space will also improve stormwater management, with planned green stormwater infrastructure to filter, treat, and slow existing runoff that would otherwise negatively impact I-670.

<sup>3</sup> [The City of Kansas City, Missouri and Missouri Department of Transportation, "Truman Road Feasibility Study / Planning Improvements over I-670," December 2009.](#)

Due to the growing amount of car traffic on I-670 (See BCA), the Applicant is investigating ways to reduce greenhouse emissions in the immediate vicinity of the project location through mitigation techniques and ventilation technology to capture pollutants and keep them from dispersing into the air above the highway. The Link as an engineering solution itself will suppress vehicle noise from I-670, and the ongoing environmental analysis will analyze and quantify this mitigation.

## PROJECT HISTORY

The portion of I-670 within the project area limits was built in 1968 while the remaining portions to the west were constructed over the next two decades and completed in 1991. In 2007, the City of Kansas City, Missouri, conducted a feasibility study to come up with methods to mitigate the barrier that the interstate created in separating two districts.<sup>4</sup> A deck or “link” was first envisioned in that study. In 2017, an economic impact study was completed which estimated the project will generate approximately \$490 million in economic benefits to Kansas City over its first 20 years.<sup>5</sup>



*Original Rendering of I-670.*

Since the early 2000s, the City has seen significant investments near the project location including the Power & Light District, T-Mobile Center, Loews Convention Center Hotel, Kauffman Center for the Performing Arts, and the KC Streetcar line.

With momentum building over the past two decades, the South Loop Link project has gained increasing support as one that will transform an area characterized by car-oriented streets and bridges to a green space that is a multimodal hub and area attraction with design and amenities characteristic of a civic gathering space and a regional destination.

The Applicant has taken the lead in moving the South Loop Link forward, assembling several private supporters that are committed to the project and are fully funding the NEPA and conceptual design planning stages in preparation of final design and implementation of this transformational infrastructure investment.

### SUPPORTING INFRASTRUCTURE INVESTMENTS

Figure 2 shows the South Loop Link in context of existing and planned transportation infrastructure. The strategic location of the South Loop Link at the nexus of a diverse convergence of mobility options makes it possible to become a mobility hub, connecting surrounding transportation facilities and promoting their use through desirable amenities (described in the Innovative Technology section). Below is a summary of transportation network options within the project area.

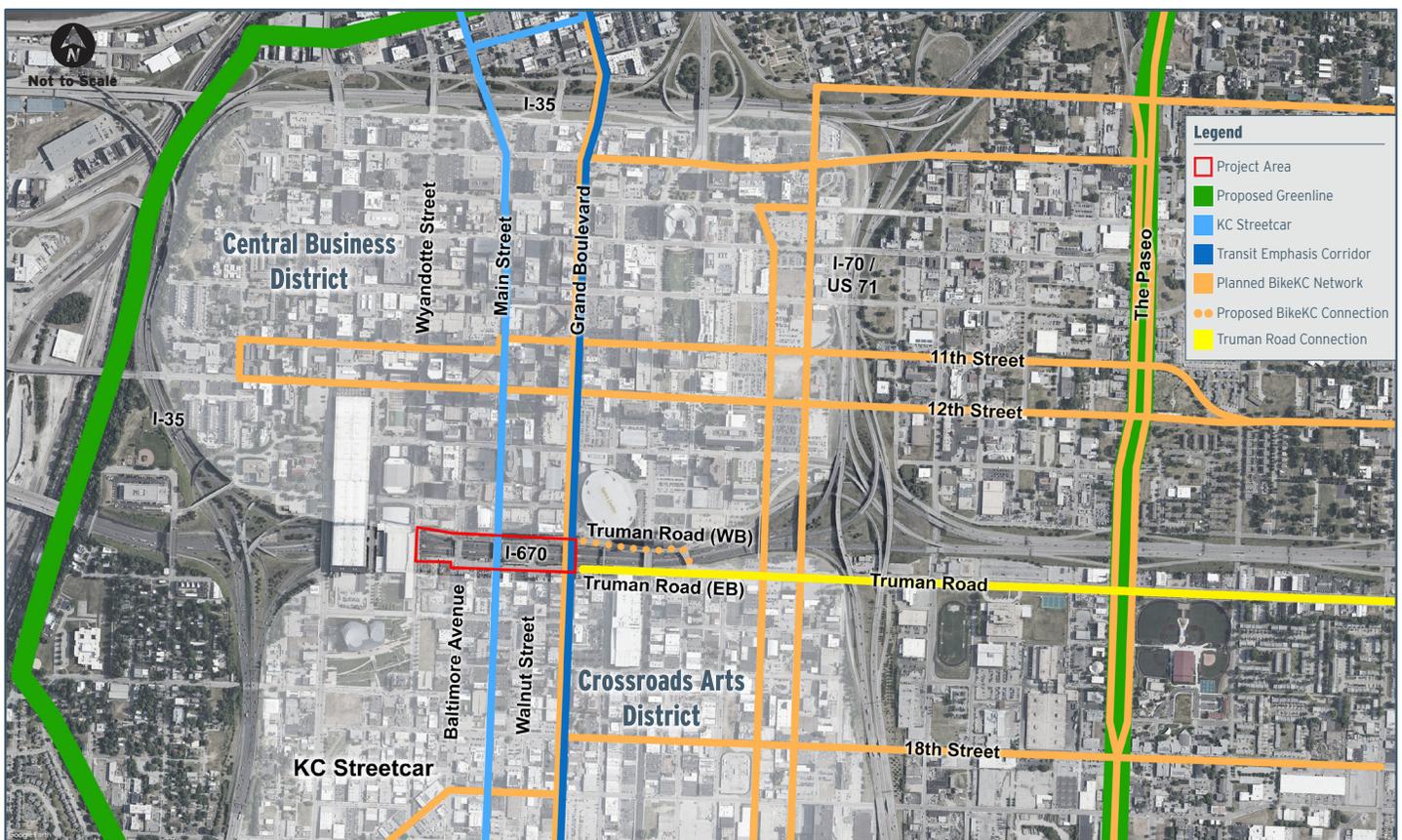
- **KC Streetcar** – Funded in part with federal dollars, Kansas City’s first streetcar line opened in 2015 along Main Street and has been hailed as a model for urban streetcar and has exceeded ridership projections. A 3.5 mile southern extension is currently under construction and project development for a northern extension is funded to provide additional connectivity to neighborhoods north and south of downtown.
- **Grand Boulevard Transit Emphasis Corridor** – The Kansas City Area Transit Authority (KCATA) has designated Grand Boulevard as the primary north-south bus corridor for services connecting to downtown Kansas City. Main Street MAX BRT, another federal-funded transit investment, traverses along the project area on Grand Boulevard.

<sup>4</sup> [The City of Kansas City, Missouri and Missouri Department of Transportation, “Truman Road Feasibility Study / Planning Improvements over I-670,” December 2009](#)

<sup>5</sup> [HR&A Advisors, Inc., “I-670 Deck Park Economic Impact Study,” October 2017](#)

- **Grand Boulevard Bike/Ped Improvements** – Grand Boulevard is receiving improved multimodal infrastructure, with dedicated bike facilities connecting districts north and south of the proposed project area.
- **Truman Road Improvements** – A planned road diet on Truman Road will extend from the eastern limits of the South Loop Link to Van Brunt Boulevard (3 miles). The improvements will transform Truman Road from a four lane arterial to a three lane segment with parking protected bike lanes and high visibility crosswalks.
- **Greenline** – A nearby loop trail system linking downtown and surrounding neighborhoods, the planned Greenline will provide multimodal access to employment centers and destinations for residents.
- **Bike KC Plan Improvements** – The City of Kansas City, Missouri, has developed a bike/trail master plan with short, mid, and long-term recommendations for infrastructure implementation.

FIGURE 2 - TRANSPORTATION SURROUNDING SOUTH LOOP LINK



Sources: Bike KC, KCMO, ESRI

### SUMMARY OF PROPOSED IMPROVEMENTS

The following list summarizes the scope of the I-670 South Loop Link:

1. Add deck or “Link” over I-670 from Grand Boulevard to Wyandotte Street
2. Replace Walnut Street Bridge as part of Link project
3. Add technology and multimodal enhancements on roadways adjacent to the Link, specifically Truman Road (north and south), Grand Boulevard and Main Street as well as within the Link open space improvements(see Innovation Section)
4. The Link will be comprised of urban park and open space improvements such as pedestrian amenities and furnishings, permeable surfaces, trees and lighting

5. Community-led design will identify the recreational amenities that will be included in the final design of the facility
6. No changes will be made to access I-670 from Truman Road other than structural and ventilation improvements to support the Link

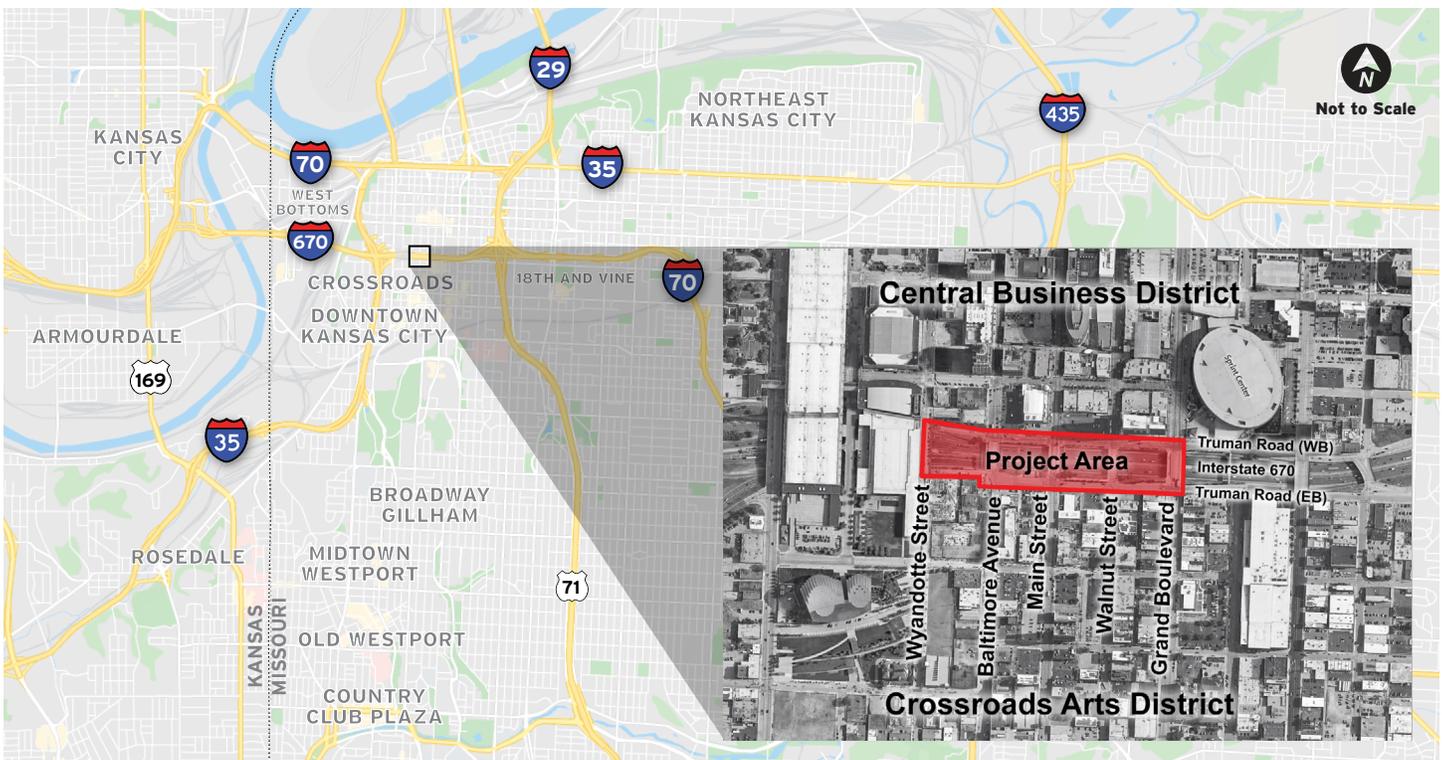


Rendering of potential park amenities.

## PROJECT LOCATION

The South Loop Link is located in Kansas City, Missouri, between the south edge of the CBD and the northern edge of the Crossroads Arts District. The project boundaries, shown in Figure 3, are the westbound and eastbound traffic lanes of Truman Road (15th Street) on the north and south, respectively, and Wyandotte Street to the west and Grand Boulevard to the east. The project area portion of I-670 is constructed below grade, approximately 20 feet below Truman Road. Interstate 670 connects with I-35 in the southwestern portion of the downtown loop and connects with I-70 and 71 Highway in the southeast. Truman Road functions as an urban arterial allowing freeway traffic to access Downtown. Bridging the interstate in the project area are (in the order of west to east) Wyandotte Street, Baltimore Avenue, Main Street, Walnut Street, and Grand Boulevard.

FIGURE 3 - PROJECT LOCATION MAP



The project falls within the boundaries of Kansas City, Missouri, a Census-designated urbanized area with an estimated population of 508,090 (U.S. Census 2020). Table 1 and Figure 4 identifies the census tracts (and block groups) surrounding the project area that meet the definitions for Area of Persistent Poverty (APP), Historically Disadvantaged Community (HDC), Opportunity Zone, Empowerment Zone, Promise Zone and Choice Neighborhood. Census tracts 157 and 158 directly surround the South Loop Link, however there are multiple census tracts identified (within ½ mile of project area) that would also have a perceived benefit from the project given proximity, previous federal investments and future available connections.

TABLE 1 - FEDERALLY DESIGNATED AREAS SURROUNDING PROJECT AREA

Census Tract	Areas of Persistent Poverty	Historically Disadvantaged Community	Opportunity Zone	Empowerment Zone	Promise Zone	Choice Neighborhood
11	Yes	No	No	No	No	No
153	Yes	Yes	No	No	No	No
154	Yes	Yes	Yes	No	No	Yes
157	No	No	No	No	No	No
158	No	No	No	No	No	No
159	Yes	Yes	Yes	No	No	Yes
161	Yes	Yes	Yes	No	No	No

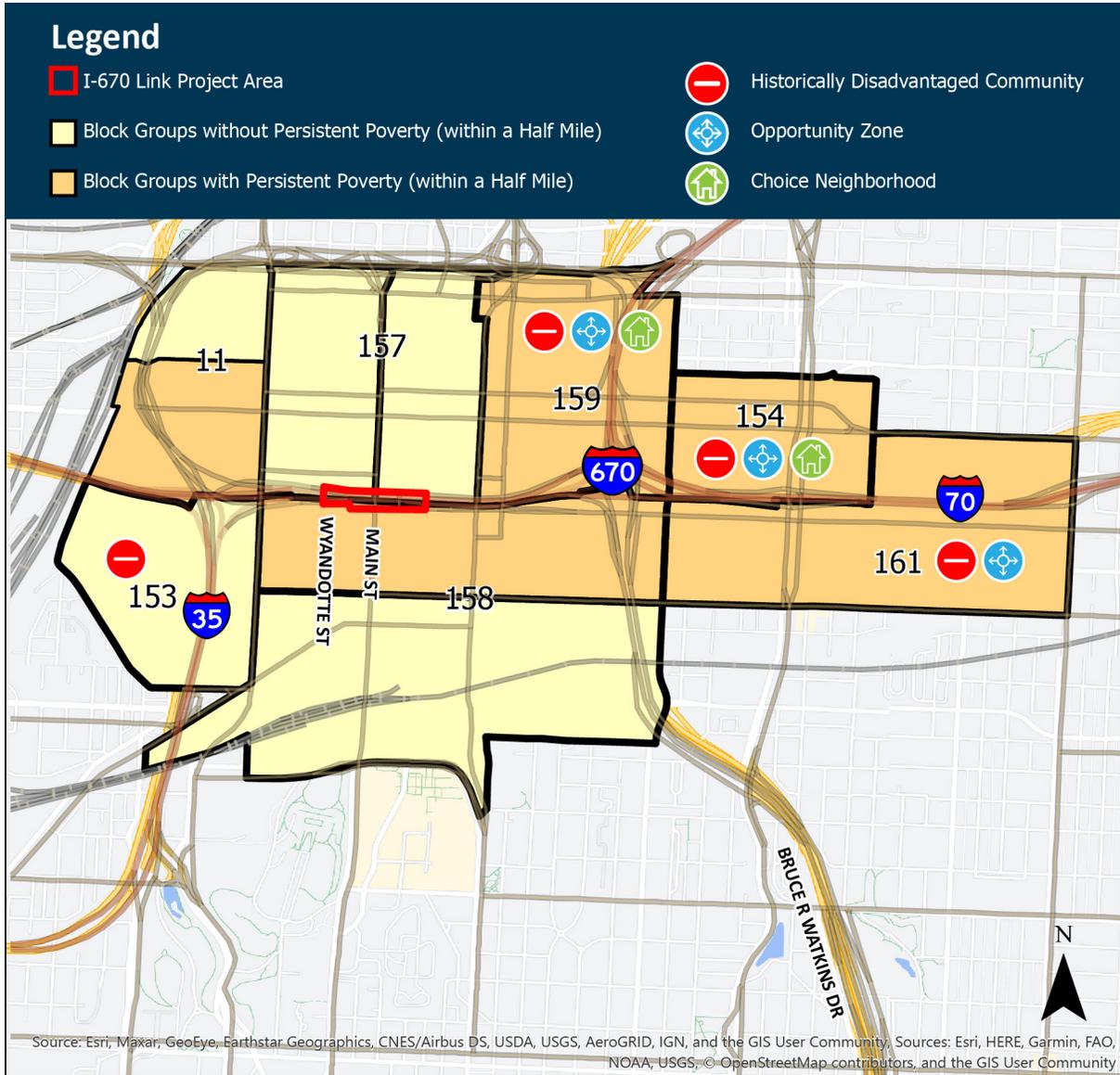
Sources: HUD, FHWA

Notes: Yes = area meets requirements, No = area does not meet requirements



**Choice Neighborhood:** The project location is west adjacent to one of HUD’s Choice Neighborhood planning grantees, [The Paseo Gateway](#). The Housing Authority and the City of Kansas City, Missouri received \$30 million in 2016 for a five-year program to replace Chouteau Courts public housing site and to support the revitalization of Pendleton Heights and portions of the Paseo West and Independence Plaza neighborhoods, known collectively as the Paseo Gateway. The initiative is also bolstering employment and economic services as well as education and health in the neighborhoods, which directly aligns with the goals of the South Loop Link. One of the primary mobility links leading to the project area (See Figure 2) is Truman Road. This link, which is designated for mobility enhancements in Kansas City’s BikeKC network, will serve as a multimodal accessibility linkage between federal investments in the Paseo Gateway and the South Loop Link.

FIGURE 4 - SOCIOECONOMIC CHARACTERISTICS FOR CENSUS BLOCK GROUPS



Note: Numbers represent census blocks.

## GRANT FUNDS, SOURCES, AND USE OF PROJECT FUNDING

The South Loop Link has been thoughtfully planned as an innovative, cost-effective, and locally appropriate solution to address the impacts of I-670 to Kansas City’s urban core, support continued economic development, and promote healthy lifestyles. Though local funding from multiple sources has been identified to help implement the South Loop Link, current funding availability is not sufficient to successfully complete this important project. A RAISE grant is needed to implement this project and leverage further public and private investments for increased community benefit.

The South Loop Link costs are based upon capital estimates determined during initial planning and related Benefit Cost Analysis (BCA) efforts. The construction cost for the project is estimated at \$159 million, as outlined below. The project is planned to be funded with 1/3 federal support, 1/3 state support, and 1/3 local and private support. A component of this funding plan is the requested \$25 million in RAISE discretionary

funding – 16 percent of the total project cost. Non-federal project funding sources may include State tax credits through the Missouri Development Finance Board (MDFB) - the Applicant is seeking \$10M in MDFB credits - and state DOT contributions; City general fund, general obligation bonds and/or sales tax revenues; and private contributions.

The Applicant is currently funding 100 percent of the planning study, which includes environmental documentation and conceptual design, for the South Loop Link, totaling approximately \$3 million.

A series of private partners advocating for the South Loop Link are coordinating with the Downtown Council’s existing 501(c)(3) non-profit organization, Downtown Kansas City Civic Ventures, to collect local contributions for design, construction, maintenance and programming of the project. These same private sector partners have committed \$20 million of the local funding, a portion serving as the local match for this grant.

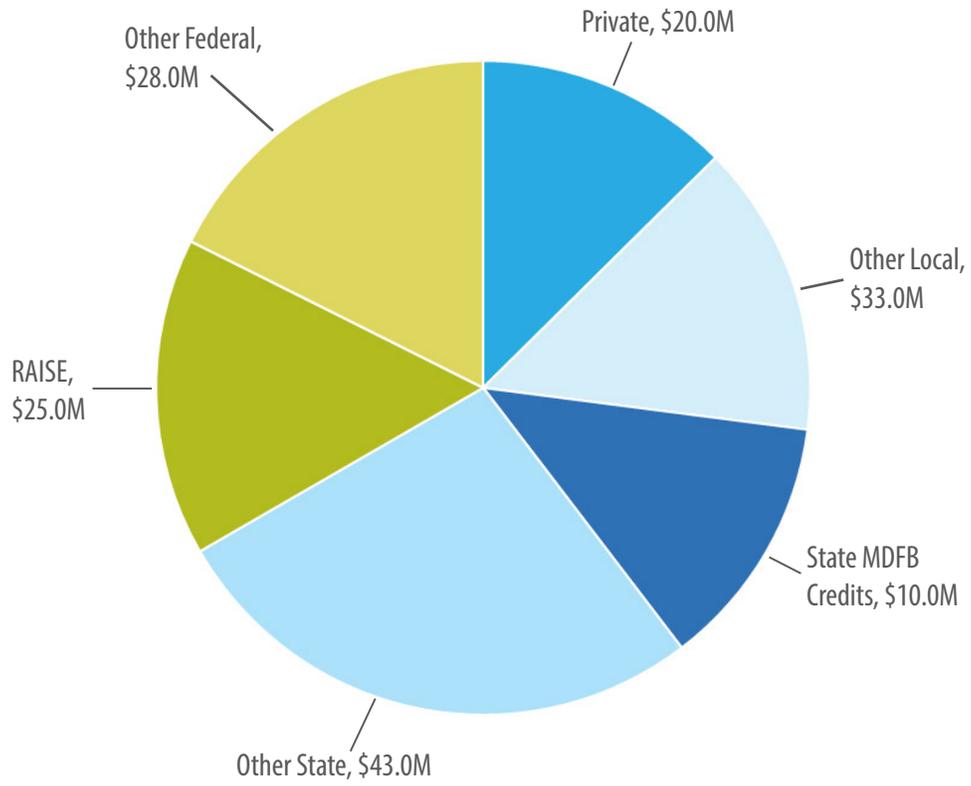
**TABLE 2 - PROJECT CAPITAL COSTS**

Project Capital Costs	
General Requirements	\$ 9,861,000
Excavation and Grading	\$ 1,101,000
Asphalt Paving	\$ 174,000
Concrete Work	\$ 1,642,000
Site Walls	\$ 381,000
Bridge Structures	\$ 62,047,000
Building Structures	\$ 8,574,000
Railings and Fences	\$ 1,421,000
Specialty Paving	\$ 881,000
Signage and Striping	\$ 491,000
Site Specialties	\$ 9,363,000
Site Utilities	\$ 2,758,000
Storm Drainage Systems	\$ 209,000
Mechanical	\$ 4,127,000
Landscape and Irrigation	\$ 7,930,000
Electrical	\$ 5,118,000
<b>Subtotal</b>	<b>\$ 116,078,000</b>
Permits, Bonds, Fees, Insurance	\$ 14,181,000
Contingency	\$ 19,251,000
Design	\$ 9,543,000
<b>Total</b>	<b>\$ 159,053,000</b>

**TABLE 3 - PROJECT FUNDING**

Project Funding		
Source	Amount (\$M)	Percentage of total
<b>Local</b>		<b>33%</b>
Private	\$ 20.0	19%
Other Local	\$ 33.0	14%
<b>State</b>		<b>33%</b>
State MDFB Credits	\$ 10.0	6%
Other State	\$ 43.0	27%
<b>Federal</b>		<b>34%</b>
RAISE	\$ 25.0	16%
Other Federal	\$ 28.0	18%
<b>Total</b>	<b>\$ 159.0</b>	<b>100%</b>

FIGURE 5 - PROJECT CAPITAL COSTS



Rendering of potential park amenities.

## SELECTION CRITERIA

### SAFETY

The Project has clear and direct benefits with common practices intended to protect non-motorized travelers. For pedestrians to move between the CBD and the Crossroads Arts District, they must navigate sidewalks on bridges over the interstate as well as two conflict points at Truman Road eastbound and westbound, each with three lanes of traffic to cross. As of 2019, Truman Road has an average annual daily traffic (AADT) of 9,620 vehicles (4,131 eastbound and 5,489 westbound). According to the Missouri State Highway Patrol crash data, from 2016-2020, there were 209 arterial crashes within the project area, one of them involving a cyclist.<sup>6</sup> The South Loop Link aims to make the project area bicycle and pedestrian friendly by reducing the number of conflict points from Wyandotte Street to Grand Boulevard and improving intersection safety. The Walnut Street Bridge, built back in the early 1960s, will be replaced as part of the Link project and will no longer be open for vehicular traffic, reducing the number of conflict points. While vehicles may still be able to access Truman Road, which runs parallel to the proposed Link on the north and south boundaries, traffic calming measures will reduce vehicle speed. Road dieting, bike lanes, improved crosswalks, curb bump outs, bike boxes, wide shared-use path and enhanced signalization are all considerations for increasing traveler safety. The roadway design and feasibility of specific enhancements are being evaluated in the ongoing planning and design process, but align with the City of Kansas City, Missouri, City Council's commitment to [Vision Zero resolution - no traffic deaths by 2030](#).<sup>7</sup>

### ENVIRONMENTAL SUSTAINABILITY

Environmental sustainability is an explicit project purpose and has significant benefits beyond common practice. The project will contribute to environmental sustainability in the following areas:

1. **Air Pollution and Greenhouse Gas Emissions** - Vehicle emissions from I-670 will be transmitted to and dissipated at specific filtration spots to improve air quality in the projection location area. Deck ventilation systems are being evaluated to see if they can effectively disperse pollutants.
2. **Increase in Active Transportation** – One of the primary elements of the South Loop Link is to connect two distinct areas by prioritizing non-motorized methods of travel. The addition of wide sidewalks, bike lanes and green space in the project area will promote a mode shift for those who live and work within the area.
3. **Resiliency of At-Risk Infrastructure** – The existing Walnut Street Bridge, built in the early 1960's, will be removed and replaced with the construction of the new deck structure. The other two bridges that cross over I-670 (Baltimore and Main) have all been reconstructed within the last decade and will be maintained as part of the project.
4. **Noise** – Noise levels within the project area on I-670 currently eclipse 70 decibels (dB) which is the equivalent of a vacuum cleaner running at 10 feet. Reasonable decibel levels for residential areas are recommended to be below 65 dB.<sup>8</sup> The South Loop Link would assist in suppressing noise levels at the arterial street level. A noise analysis will be conducted as part of the environmental review to determine if additional measures must be taken to reduce noise-levels above and below the project.
5. **Lower Carbon Footprint** – Other primary benefits of the South Loop Link in terms of limiting carbon footprint<sup>9</sup> include:
  - Moderating artificially higher temperatures from the urban heat island effect through shading and evapotranspiration.

<sup>6</sup> [Missouri State Highway Patrol, Statewide Traffic Accident Records System Reporting Tool.](#)

<sup>7</sup> [The City of Kansas City, Missouri, "Committee Substitute for Resolution No. 200019," May 2020](#)

<sup>8</sup> [The City of Kansas City, Missouri and Missouri Department of Transportation, "Truman Road Feasibility Study / Planning Improvements over I-670," December 2009](#)

<sup>9</sup> [The American Planning Association, City Parks Forum Briefing Papers, "How Cities Use Parks for Climate Change Management," 2007.](#)

- Enhancing local wind patterns through the park breeze (cooler air over parks replaces warmer air in adjacent city neighborhoods).
- Mitigating local precipitation anomalies amplified by the urban heat island effect.
- Sequestering carbon and other pollutants trapped by the urban heat island that may otherwise alter local and global atmospheric composition.

The planning process is referencing ways that the South Loop Link can advance [Kansas City's Climate Protection and Resiliency Plan](#)<sup>10</sup> and the Mid-America Regional Council's (MPO) [Climate Action Plan](#).<sup>11</sup> The plan seeks adoption of green infrastructure, walkable neighborhoods to support healthy lifestyles, innovative partnerships, and reusable materials among other strategies to reduce greenhouse gas emissions.

## QUALITY OF LIFE

Quality of life is an explicit project purpose and the project has significant benefits beyond common practice to increase accessibility for those in disadvantaged communities. Shown in Figure 4, the South Loop Link is adjacent to and will directly support areas of persistent poverty. Although the CBD and Crossroads Arts District are adjacent neighborhoods in the urban core, I-670 created a gap in the urban fabric, generating a clear division between the two areas. The pedestrian experience has historically been sacrificed to provide a high level of service for vehicles. The South Loop Link greatly improves connectivity between the CBD and the Crossroads Arts District and will also be the catalyst for active transportation spurs directly from the Link to areas lacking equitable multimodal transportation infrastructure. The amenities of the South Loop Link provide people in proximity, including those in areas of persistent poverty, access to:

- New job opportunities created from increased development,
- Multimodal transportation services, and
- Access to open space for living a healthy lifestyle.

The downtown population has [increased 29 percent since 2010](#)<sup>12</sup> increasing the demand for residential housing. As shown in Figure 6, development of residential and mixed use housing surrounds the project area. The new infrastructure is located near the Streetcar line and multiple RideKC bus routes. The inclusion of the South Loop Link will continue the trend of infill and efficient land use for residents that are looking to live and work without the requirement of a vehicle.

Residents in and around downtown are severely lacking a large, activated green space with physical and mental wellness opportunities. The Link is intended to promote active lifestyles through playgrounds and programmed activities that promote fitness such as yoga, dancing and sporting events. Beyond recreation and physical activity, the Link will increase access to the arts and entertainment. A partnership with the nearby Kauffman Center for the Performing Arts is envisioned to provide musical and dance performances to further activate the Link.

## MOBILITY AND COMMUNITY CONNECTIVITY

Mobility and community connectivity is an explicit project purpose and the project has a clear benefit for those without reliable access to a vehicle who must rely on other methods for mobility. The South Loop Link aligns with the region's 20-year long range transit plan: Smart Moves 3.0.<sup>13</sup> This plan identifies locations just north of the project site at 12th and Main and 12th and Grand as conceptual locations for mobility hubs in the future. The six square blocks from the South Loop Link up to 12th Street can serve as the connection zone for a variety of transportation modes including the KC Streetcar line on Main Street, bus routes along Grand Boulevard, and other ride sharing services like bike, scooter and car. The Link's transportation infrastructure

<sup>10</sup>City of Kansas City. "Climate Protection and Resiliency Plan."

<sup>11</sup>Mid-America Regional Council. "Kansas City Regional Climate Action Plan."

<sup>12</sup>Flatland. "Greater Downtown Population Jumps 29% in New Census Results"

<sup>13</sup>Mid-America Regional Council. "Defining the Smart Moves System." 2017

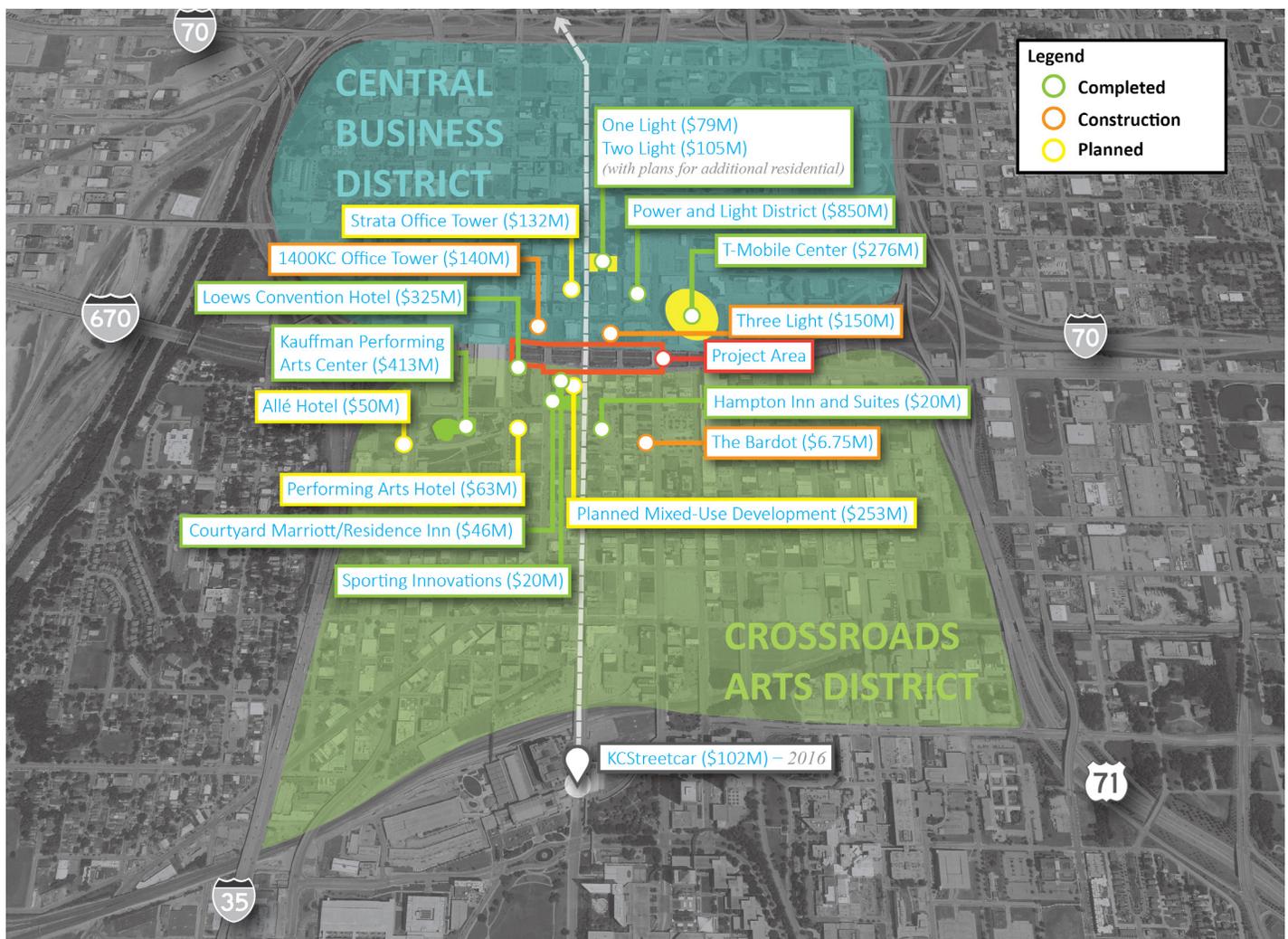
will also support these services by providing a higher standard of design for sidewalks, street furniture, ADA access, and bike facilities. Ongoing coordination with the KCATA will capture the thoughts of transit users seeking efficient and connected service throughout the project area.

The project is intended to be the epicenter for active transportation in Kansas City. Plans are already in place to improve the active transportation infrastructure surrounding the proposed South Loop Link. In 2018, the “[Truman Road Complete Streets Plan](#)” was adopted. When construction is complete, Truman Road from just east of the Link to Van Brunt Boulevard (3 Miles) will transform from a four lane arterial to a three lane segment with parking protected bike lanes and high visibility crosswalks. Complementary improvements like these enhance the likelihood that the South Loop Link will reduce barriers to economic opportunity and promote healthy lifestyles. The Truman Road improvements also serve as the connecting piece to the proposed Greenline, shown in Figure 2, which is a 10-mile urban loop around greater downtown Kansas City that serves as an active transportation network connecting neighborhoods, parks and transit facilities.

### ECONOMIC COMPETITIVENESS

The project has clear and direct benefits related to increasing economic productivity and providing good paying jobs for the region. Tourism attractions such as the Loews Convention Center Hotel, Power and Light District, Kauffman Center for the Performing Arts and T-Mobile Center surround the project area. A transformative project like the South Loop Link would continue to spur private development in the land adjacent to the project area. According to an economic impact study completed in October 2017, the impact

FIGURE 6 - KANSAS CITY DEVELOPMENT MAP



Source: DTC



Rendering of potential park amenities.

of adding the Link over I-670 would bring \$90 million in short term (3 years) revenue and \$400 million in long-term (20 years) revenue.<sup>14</sup> These numbers are derived from the increased property value, rental rates and visitor spending that will occur within walking distance of the South Loop Link. The same study references how other similar sites around the United States have benefitted from an increase in visitors and revenue in and around similar development.

The 2017 Study also revealed that Kansas City would not only benefit from increased sales and property tax revenue as a result of the South Loop Link being constructed, it would drive an increased pace of development at a rate 1.75 times the current rate. Shown in Figure 6, there is nearly \$796 million in planned development or development currently under construction adjacent to the site including a [\\$254 mixed use development](#) which will feature over 500 new apartments that will include a [20 percent minimum accommodation for low income residents](#).<sup>15</sup> The residents of this and other residential developments around the proposed South Loop Link will benefit from having a space for recreation that is not available otherwise.

The hospitality businesses surrounding the Link are made up of good-paying service industry jobs that those without higher education credentials can make a living wage. The demand for these workers around the South Loop Link will continue for the foreseeable future as development continues to progress. Partnership with the KCATA and business owners is critical to make sure that people in areas of persistent poverty have equal access to the jobs created around the Link and that reliable transportation with adequate service levels are available during the weekdays and on weekends.

**TABLE 4 - PROJECT DELIVERY AND IMPLEMENTATION STANDARDS**

Will the Project...	Answer	Details
Create good-paying jobs with the free and fair choice to join a union to the greatest extent possible?	Yes	Workers do or will have the opportunity to join unions such as Unite HERE!, Service Employees International Union (SEIU) and Laborers Union Local 264
Use demonstrated strong labor standards, practices and policies (including for direct employees, contractors, and sub-contractors)?	Yes	The standards will be outlined in an upcoming RFP.
Use project labor agreements and distribution of workplace rights notices?	Yes	Agreements and standards will be outlined in an upcoming RFP. Standards will include hiring a minimum percentage of Disadvantaged Business Enterprises (DBE).
Use Local Hire provisions, registered apprenticeships or other similar standards or practices?	Yes	Agreements and standards will be outlined in an upcoming RFP.

<sup>14</sup>HR&A Advisors, Inc., “I-670 Deck Park Economic Impact Study,” October 2017

<sup>15</sup>Kansas City Downtown Council internal data, “Downtown Kansas City Development Report,” 2020.

## STATE OF GOOD REPAIR



*Baltimore Avenue Bridge Reconstruction over I-670, 2021*

The initial feasibility study for the South Loop Link expressed the necessity to replace specific bridges over I-670 including Baltimore Avenue, Main Street, Walnut Street, and Grand Boulevard.<sup>16</sup> Each structure was nearing the end of its useful life and required interim rehabilitation of the bridge deck to extend the timetable for replacement. Since the study was completed in 2009, the Main Street bridge was replaced as part of the investment of the KC Streetcar starter line (2015). One year later, the Grand Boulevard bridge underwent an emergency replacement and was closed for seven months after a routine inspection found a 20-foot crack along the bridge deck. The Baltimore Avenue bridge was replaced in 2021 due to the end of its useful life. The Walnut Street bridge is the only remaining structure in need of replacement, and barring an emergency repair, fixes to the structure would likely be addressed during construction of the South Loop Link. These bridge replacements will be retained during construction of the Link and seamlessly integrated into the overall design.

Maintenance costs in the 20 years following the completion of the project total approximately \$3.6 million. A series of private partners advocating for the Link are working to establish a 501(c)(3) non-profit organization that will manage the maintenance and programming for the South Loop Link. These funds are intended to be sustained through the project's lifecycle.

<sup>16</sup> The City of Kansas City, Missouri and Missouri Department of Transportation, "Truman Road Feasibility Study / Planning Improvements over I-670," December 2009

## PARTNERSHIP AND COLLABORATION

This project represents a tremendous opportunity for partnership at the federal, state, local and private levels. The Applicant, with the support of other local private supporters and the City of Kansas City, has agreed to fund 100 percent of the project planning which includes NEPA environmental documentation, conceptual design, and engagement activities. Final design and construction costs will be funded, in part, by local public and private parties (See Grant Funds, Sources and Uses of Project Funds). Besides the primary project parties, there are several business owners, elected officials and community members that have expressed their support for the project. Their letters of support are included with this grant application.

**TABLE 5 - PROJECT PARTNERS**

Project Partners			
<b>Elected Officials</b>	 <p><a href="#"><u>U.S. Senator Roy Blunt</u></a></p>	 <p><a href="#"><u>U.S. Representative Emanuel Cleaver</u></a></p>	 <p><a href="#"><u>Mayor of Kansas City Quinton Lucas</u></a></p>
<b>Agencies/Organizations</b>	<ul style="list-style-type: none"> <li>• Builders' Association</li> <li>• Crossroads Community Association</li> <li>• Downtown Council</li> <li>• Downtown Neighborhood Association</li> <li>• KC Chamber</li> <li>• Kansas City Power and Light District</li> <li>• Labor Management Council</li> <li>• Mid-America Carpenters Regional Council</li> <li>• RideKC/Kansas City Area Transportation Authority</li> <li>• And more!</li> </ul>		
<b>Stakeholders/Supporters</b>	<ul style="list-style-type: none"> <li>• CBRE</li> <li>• Clarkson</li> <li>• Encompas</li> <li>• Helix</li> <li>• HR Block</li> <li>• JE Dunn</li> <li>• Lathrop GPM</li> <li>• LewisRice</li> <li>• Loews Hotel</li> <li>• Marriott</li> <li>• Polsinelli</li> <li>• Rosemann &amp; Associates</li> <li>• Sky Real Estate</li> <li>• Sunflower Development Group</li> <li>• And more!</li> </ul>		
<p><a href="#"><u>VIEW LETTERS OF SUPPORT HERE</u></a></p>			

The project partners are conducting a robust public engagement campaign that considers the needs from people in the surrounding areas, including any areas of persistent poverty, to get ideas on how the project can better their lives. The Applicant and the City of Kansas City (project partner) are moving forward with a community-led design of the recreation options to be located within the South Loop Link. Input from the business community as well as partner agencies such as the KCATA will be incorporated on the technical design elements such as locations for active transportation facilities, pick-up/drop-off locations and wayfinding signage. Surveys, charettes, neighborhood meetings, community organization presentations, business collaboration, stakeholder advisory groups and a variety of technology-driven techniques are options to ensure that the vision of the South Loop Link is one created through equitable community partnership. The project partners plan to hold on-line and in-person meetings at a variety of locations while also providing equitable opportunities to provide comments.

The project will also employ a minimum amount of DBE firms and aim to have local hiring provisions and apprenticeships available. Details of these requirements will be provided in the construction RFP.

Project Partners and Stakeholders include the following:

**TABLE 6 - PROGRAM OF PROJECT PARTNERS AND SUPPORTERS**

 <p><b>Downtown Kansas City Community Improvement District / Downtown Council of Kansas City</b> (Applicant) – Special District</p>	<p><i>The Downtown Council of Kansas City (DTC) is an organization representing Kansas City’s best businesses, property owners, nonprofit organizations and anyone who is invested in Downtown’s success. The organization is powered by the leaders, board of directors, committees, affiliated organizations and individuals who are committed to the revitalization and resurgence of Downtown Kansas City. The Downtown Kansas City Community Improvement District is a political subdivision under the State of Missouri’s Community Improvement District Act and can construct public facilities or improvements to improve Kansas City’s Central Business District.</i></p>
 <p><b>City of Kansas City, Missouri</b> Public Agency</p>	<p><i>Kansas City is the largest city in Missouri and is the center of a bi-state metropolitan area comprised of more than 2.3 million people. In recent years, Kansas City has seen significant redevelopment of its downtown area through a combination of public and public-private investments and developments. The City is supportive of the project and is committed to working with the Downtown Council to ensure a successful planning effort to position the project for implementation.</i></p>
 <p><b>State of Missouri / Missouri Department of Transportation (MoDOT)</b> – Public Agency</p>	<p><i>The State of Missouri, with Governor Mike Parson, is prioritizing the revitalization of the state’s infrastructure through key investments in transportation. MoDOT oversees America’s seventh-largest state highway system. The agency is known for being among the first DOTs nationwide to successfully explore and deliver such innovative transportation solutions as practical design, design-build, solar roadways and dedicated truck lanes, among other out-of-the-box solutions.</i></p>
	<p><i>A consortium of private developers with interests in adjacent properties and/or commitment to the economic vitality of the central business district. In addition to their role as a project partner to participate in local funding they have provided letters of support for this application.</i></p>

## INNOVATION (SECONDARY SELECTION CRITERIA)

### INNOVATIVE TECHNOLOGIES

Innovations will focus on ways to support all types of transportation modes, not just passenger vehicles. A range of amenities and services will be evaluated to properly equip the South Loop Link as a downtown mobility hub and active transportation epicenter:

- Interactive digital kiosks / transportation service information
- Electric vehicle charging stations
- Smart area + pedestrian lighting
- Enhanced signalization for bike and pedestrian traffic
- Bike-share and bike racks / storage lockers
- Wi-Fi / technology connections



Photo Credit: [Greenability Magazine](#)

The intention of all of these technologies is to create an equitable space that is inviting to anyone. None of the proposed innovative technologies will require additional permits, waivers or approvals that will exceed the current scope of planning and design.

### INNOVATIVE PROJECT DELIVERY

Thanks to the support from local leadership, business owners and the surrounding community, coordination efforts are already in place to ensure the environmental process is cleared in an efficient manner. The planning process is evaluating procurement strategies to ensure that project labor agreements and local hiring provisions are in place so that those living in areas of persistent poverty surrounding the project area have access to good-paying jobs that come from construction of the facility and the businesses that are located near it.

In addition to traditional Design-Bid-Bid and Design-Build delivery methods, the I-670 South Loop Link project is well suited for the Progressive Design-Build (PDB) delivery model. PDB reduces the investment that design-build teams typically make up front during the qualifications and proposal phases. This approach accelerates the timeline in which the design-build team can start collaborating to deliver the project and eliminates the need for a stipend to be paid to unsuccessful teams, thus maximizing the dollars invested in actual design and construction of the project.

Early collaboration between project stakeholders and the design-build team allows for more focus on constructing the project safely with high-quality materials and workmanship, minimizing the impact to users of I-670, and incorporating innovations that save time and money as the design progresses. PDB also allows for materials that are subject to market volatility or have long lead times to be procured early in the process, thereby mitigating risks to the project's budget and schedule. An additional benefit of PDB is that the project can be broken into work packages that are tailored to the local subcontractor and supplier market.



*Construction of the Klyde Warren Park in Dallas, TX*

The Applicant considers this project as an opportunity to be a model of innovation for similar projects in the future and will evaluate the delivery model approach as the project advances. The Applicant would like to discuss opportunities to partner with the FHWA as a case study for effective execution of reconnecting communities through community deck linkages.

### **INNOVATIVE FINANCING**

The innovative financing element of the project comes from the willingness of the business community to step up to fund a significant portion of the planning and construction costs for the project. The Applicant, with the support of other business owners and partners, has agreed to fully fund the NEPA environmental documentation, conceptual design, and engagement activities. An additional \$20 million in private funds have also been secured to fund construction. The applicant and businesses surrounding the South Loop Link are utilizing a 501c(3), known as Downtown Kansas City Civic Ventures, which is committed to funding the ongoing maintenance and programming of the space once the South Loop Link is constructed.

### **ENVIRONMENTAL RISK**

The following subsections will demonstrate when and how the Applicant will progress from the planning and design phases to construction prior to the June 30, 2026, funding obligation deadline. The low risk of this project is associated with the strength of the public and private partnerships working on this project to see it through to completion. All of the upfront funding for planning comes from private sources which lessens the public funding burden. The risk and assumptions also assume a worst-case scenario in many instances which could advance the project timeline quicker than indicated in this application.

# PROJECT SCHEDULE

Below is the proposed schedule for the planning and construction. While awaiting a RAISE grant funding decision, the Applicant is moving forward with environmental and design tasks with 100 percent local funding. The project is unique in that there will not be any ROW acquisition required for planned improvements. A robust ongoing stakeholder engagement campaign will continue leading up to construction taking into account the needs from areas of persistent poverty and communities of concern.

**FIGURE 7 - PROJECT SCHEDULE**

PROJECT SCHEDULE	2022				2023				2024				2025				2026				2027			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
<b>Environmental Assessment</b>																								
Stakeholder Engagement																								
Purpose and Need																								
Environmental Analysis																								
Alternatives Development																								
Draft Document																								
Local & FHWA Review																								
Resolve FHWA Comments																								
FONSI Received																								
<b>Planning/Design</b>																								
Traffic & Safety																								
Concept Design																								
Final Design																								
Permitting																								
<b>Construction</b>																								
RAISE Grant Funding Obligation																								
Project Advertisement																								
Construction																								

## REQUIRED APPROVALS

### ENVIRONMENTAL PERMITS AND REVIEWS

Below is the status for the environmental processes, approvals and permitting:

- **NEPA Clearance** – Anticipated EA work is ongoing with an anticipated approval in Q2/3 2023.
- **Reviews, approvals and permits by other agencies** - The Applicant is working closely with the Missouri Department of Transportation to review the potential impacts of the proposed project on I-670. Because the proposed design will not remove any access points to or from I-670 from Truman Road, an interstate Access Justification Report is not required. Traffic analysis, which is part of the environmental documentation will account for impacts on I-670 and arterials surrounding the South Loop Link.
- **Transportation Management Plan** – This document will be written in coordination with MoDOT to identify the proper protocols for potential lane closures on I-670 to construct the Link overhead. Minimal lane reductions and closures are expected and would be limited to evenings and weekends.

**State and Local Approvals:** The project has broad public support and is currently on the Mid-America Regional Council's (MARC) [Transportation Improvement Program](#) (#611200). Coordination is ongoing with MoDOT to add the project to the Statewide Transportation Improvement Program (STIP) for 2023-2027.

**Transportation Requirements Affecting State and Local Planning:** Coordination with state, local and private officials has been ongoing since the project was first conceptualized in 2007. Documents that have been published discussing the South Loop Link include:

- [Imagine Downtown KC 2030 Strategic Plan](#) – 2021
- [Greater Downtown Area Plan](#) - 2019
- [Economic Impact Analysis](#) - 2017
- [South Loop Link Feasibility Study](#) - 2009



**ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES**

Table 6 outlines the major risks, likelihood of happening and the mitigation strategies.

**TABLE 7 - RISKS AND MITIGATION STRATEGIES**

Risk	Risk Register	Mitigation Strategies
Procurement, Contracting and Labor Agreement Delays	Low	The Applicant will work with the City of Kansas City, Missouri, to develop appropriate documentation that adheres to local, state and Federal guidelines.
Environmental Uncertainties	Medium	The Applicant is anticipating an Environmental Assessment (EA). The timing for an EA is built into the project timeline.
Uncommitted Funding Matches	High	The project cannot be completed without Federal funding. The Applicant will seek other methods of Federal funding if a RAISE grant award is not received and/or evaluate phased implementation of the project.
Public Participation	Low	The general consensus is that the public is supportive of the South Loop Link Project. The project team anticipates heavy public participation on the community driven design process that is proposed for the Project. A robust engagement plan is being developed that takes into account involvement from all relevant stakeholders, especially those living in communities of concern.
Construction Delays	Low	The Applicant will incorporate timeframes and penalties for the contractor if construction deadlines are not met.
Applicants Capacity to Manage Delivery of the Project	Low	The Applicant will work with the City of Kansas City, Missouri, MoDOT and the consultant team to successfully deliver the project.
Right-of-Way	Low	There is no anticipated Right-of-Way acquisition for this project.
Cost Runover	Low	The Applicant has included adequate contingencies in the overall project costs and will review project risks and perform value engineering throughout final design to align the project with the available budget.

## BENEFIT COST ANALYSIS

There are several benefits for the project that can be quantified and some that cannot be quantified. The Kansas City I-670 South Loop Link will serve as green mobility hub, connecting people in areas of persistent poverty to affordable housing, quality jobs, and green-space recreation options and improving overall quality of life in the area. The project is climate-responsive, addressing both air quality and roadway flooding issues in the area. It will also promote the use of transit services throughout the greater downtown Crossroads Art District areas and will be designed to improve transportation safety for all modes. The project:

- Provides a benefit-cost ratio (BCR) of **1.14**;
- Generates and internal rate of return of **9.12 percent**; and
- Provides a positive net user benefit of about **\$14.7 million (NPV)** over 20 years.

**1.14**  
**Benefit**  
**Cost Ratio**

Specific benefits were calculated for:

- Increased transit ridership
- Improved physical health
- Increase land value

Additional anticipated benefits that could not be quantified include:

- Reduction of I-670 closures due to flooding events as the newly created park-space helps manage stormwater
- Reduction of emergency response situations as flooding incidents are decreased
- Reduction of traffic crashes, especially with vulnerable road users
- Improvement in air quality as vehicle emissions from I-670 traffic are captured under the “lid”
- Noise reduction
- Mental and emotional benefits from the improved quality of life provided by acres of park space
- Increase in pollinator habitat
- Additional jobs as open lots near the project are developed

The Benefit Cost Analysis (BCA) was prepared in accordance with Federal guidelines using total known quantifiable project costs and benefits that are adjusted for inflation and then discounted to reflect the time value of money. The methodology assumes:

- Project funding will be obligated in 2025 based on state fiscal year and built in 2025 through 2027.
- A 20-year analysis period will be used.
- Walnut Bridge will be closed by 2032
- Population growth rate taken from 2010 through 2020 will remain constant through 2044 at 0.622 percent per year.
- Traffic grows proportional to population

**TABLE 8 - BENEFIT-COST SUMMARY**

CONSTRUCTION AND MAINTENANCE COSTS	PROJECT COSTS (NPV)	TOTAL NET BENEFIT	TOTAL NET BENEFIT (NPV)	BENEFIT-COST RATIO
\$162,653,360	\$106,437,558	\$326,910,535	\$121,138,530	<b>1.14</b>