US-169 (including the Broadway Ext. Bridge)/I-70 “North Loop” Planning Environmental Linkages Study
Planning and Environmental Linkages (PEL)

- MARC will be conducting a PEL study to evaluate improvement options in study area.
- PEL Study will allows early, planning-level decisions to be carried forward to accelerate future National Environmental Policy Act (NEPA) activities.

PEL study limits
- From 5th and 6th Street interchange to the US-169/MO Route-9 interchange. 4 miles
- From the I-70/I-670 interchange (KS) to US-71/I-670 interchange (MO). 6 miles
- I-70 parallel corridor of influence (I-670). 4 miles
PEL study background

This PEL study area includes critical access corridors into the region’s core.

• US-169 in Clay County, along with the Broadway Extension Bridge over the Missouri River into Jackson County.
• “Downtown north loop” along the I-70 corridor.
• The Louis & Clark Viaduct in Wyandotte and Jackson counties.

Why a PEL study?

• Transportation infrastructure provides safe and reliable access to the region’s core, across rivers, county and state boundaries.
• Benefits of past investments are numerous and significant.
• Transport of goods and services contributes to commercial activity and supports the regional economy.
• Lifespan of these facilities is limited, and conditions around them change over time.
• Due to the large investment needed to rehabilitate/replace infrastructure, we must take a long-term look at future needs.
Study purpose

Overall objective:

• Develop a purpose and need statement, reasonable alternatives and a phased implementation plan for multi-modal transportation investments for subsequent analysis under NEPA.

• General scope of proposed improvement is replacement or reuse of the US-169 bridge along with I-70 corridor improvements

• These improvements could include:
  
  • Strategies to improve traffic flow at north and south ends of Broadway Extension Bridge.
  
  • Strategies to better connect street grid between River Market and downtown Kansas City for future redevelopment.

• According to NEPA regulations, PEL study will focus on issues such as general location, mode choice, transportation performance factors, known environmental and cultural resource constraints, area-wide air quality and land-use implications.

Other improvements to be considered:

• access to Port of Kansas City.

• airspace around Charles B. Wheeler Downtown Airport.

• Missouri River navigation.

• bicycle/pedestrian accommodations.

• impacts to transit and railroads.

• KDOT plans for Lewis and Clark Viaduct.
Study purpose

What will we be looking for?
What will we not accomplish as part of this study?

Study will not produce a single preferred/recommended alternative.

Study will produce a set of reasonable improvement alternatives which could be implemented over time according to a phasing strategy.

It will set foundation for future NEPA work for segments of study area.
Study lead/partners/funding

• MARC will provide project management

• Coordination of a Project Management Team, an advisory group and yet-to-be procured consultant team(s).

• Current plans call for procurement of planning/traffic modeling consultant team(s)

• 18-month process will include intensive engagement and public outreach

• $3 million from STP funds. Minimum local match $1,050,000 (City of KCMO) Pending
Next steps

- Completion of necessary funding agreements (MoDOT/KCMO).
- Memorandums of Understanding between participating parties.
- Procurement of consultant team(s) for project assistance.

*Project schedule to be announced soon.*
MARC Board Action

Authority to:

• Enter into agreements with MoDOT and city of Kansas City, Missouri, to receive up to $3 million in federal Surface Transportation Program funds and up to $1,050,000 in local matching funds from the City of Kansas City, and

• Initiate consultant procurement process to conduct PEL Study.

Questions?

More information available online: www.marc.org/pelstudy

Martin Rivarola
Assistant Director of Transportation and Land Use
816/701-8257