

1. Administrative Details

Proposal Name: Swope Park Industrial Area Flood Damage Reduction Modification

by Agency: City of Kansas City, Missouri

Locations: MO

Date Submitted: 09/23/2015

Confirmation Number: 97ca9426-1667-4c0c-bfad-546ed76b6acb

Supporting Documents

File Name	Date Uploaded
9A 2016 Clay & Bailey Letter.pdf	09/23/2015
9C Vance Brothers Support Letter.pdf	09/23/2015
2 Swope Park Modification Request Letter- 9 23 2015 lh.pdf	09/23/2015
9D SPIA Modification 2016 Request Data Sheet.pdf	09/23/2015
9A 2016 Clay & Bailey Letter.pdf	09/23/2015

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
City of Kansas City, Missouri(Primary)	<p>Our request for the Swope Park Industrial Area Flood Damage Reduction Project is modification to authorized total project cost to \$32,000,000 fully funded. We understand our role as the Local Sponsor, will be to provide the 35% cost share of the National Economic Development (NED) Plan in accordance with the Project Partnership Agreement (PPA) signed on May 11, 2011. We understand that in order to move beyond the current authorized cost, approval of a Post Authorization Change Report (PACR) will be required. Kansas City, Missouri as the Local Sponsor has the financial capabilities to satisfy our obligations under the PPA for the Construction of the Swope Park Industrial Area Flood Damage Reduction Project at the modified total project cost. The flood threat associated with Blue River is a serious risk to loss of life, as well as, a severe economic impact to the area. The Swope Park Industrial Area has limited access, one-way in and out, with an active railroad track crossing near the entrance to the Park, in any given year there is a one in four chance that flooding will interrupt roadway access to the Park, and an approximately one in five chance that buildings will be flooded. Especially hazard flood conditions, and a threat to public safety, exist as people and businesses must decide whether to evacuate the Park during the initial stages of flooding, or risk being stuck with no surface means of egress should the water continues to rise. We desire to move forward with the recommended project as expeditiously as possible.</p>

3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.

[x] Modification to an Authorized USACE Project : Swope Park Industrial Area Flood Damage Reduction Project

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The Swope Park Industrial Area has limited access, one-way in and out, with an active RR track crossing near the entrance to the Park. In any given year there is a one in four chance that flooding will interrupt roadway access to the Park, and an approximately one in five chance that buildings will be flooded. Especially hazardous flood conditions, and a threat to public safety exist as people and businesses must decide whether to evacuate the Park during the initial stages of flooding, or risk being stuck with no surface means of egress should the water continues to rise. Unstable slopes along the SW bank are of major concern and need to be addressed by the project immediately. The plan for flood damage reduction is an approximately mile long floodwall to protect the area from up to the 0.2 percent chance (500-year) flood event together with a new RR flyover bridge to provide safe ingress/egress during flooding. Construction has begun and design is nearly complete. Bridge design is underway under PED funded entirely by non-Federal Sponsor. The new bridge is a cooperative effort with private funding being provided by the RR and businesses to help with the elimination of the especially dangerous at grade RR crossing. Non-Federal Sponsor is funding the design of the bridge and approaches. Although there is approximately \$10 million capacity remaining under the 902 limit, the estimated cost to complete the project falls short \$6 million. We are requesting modification to authorized total project cost to \$32,000,000 fully funded to ensure the project can be completed. A Post Authorization Change Report has been submitted to the Northwestern Division for consideration. It is anticipated that the Report will be submitted to the U. S. Army Corps of Engineers Headquarters shortly.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$1,000,000	\$1,000,000	\$2,000,000
Construction	\$3,900,000	\$2,100,000	\$6,000,000

Explanation (if necessary)

Authorized Total Project cost is approximately \$26 million. Estimated Total Project Cost is approximately \$32 million. The cost increase is \$6 million at \$3.9 M Federal/\$2.1 M Non-Federal Sponsor cost share. Cost increase is due to unforeseen site conditions that included impacted foundations and an eroding bank that required modification to initial design

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

Swope Park Industrial Area is located in the south-central portion of Kansas City, Missouri, across the Blue River from Swope Park, at 75th Terrace and Manchester Trafficway. The Swope Park Industrial Area has limited access, one-way in and out, with an active railroad track crossing near the entrance to the Park, in any given year there is a one in four chance that flooding will interrupt roadway access to the Park, and an approximately one in five chance that buildings will be flooded. Especially hazard flood conditions, and a threat to public safety, exist as people and businesses must decide whether to evacuate the Park during the initial stages of flooding, or risk being stuck with no surface means of egress should the water continues to rise. Unstable slopes along the southwest bank are of major concern and need to be addressed by the project immediately. Flooding relief and safe ingress/egress will be provided by this project to this economically vital business park comprised of various lean manufacturing facilities engaged in nationwide niche competition in the urban core of Kansas City, providing over 400 skilled manufacturing jobs to the community.

7. Does local support exist? If ‘Yes’, describe the local support for the proposal.

Yes

Local Support Description

The City of Kansas City, Missouri is submitting this request as the Non-Federal Sponsor.

Letters of support are also provided by Clay and Bailey, Livers-Bronze, and Vance Brothers. Additional project supporters are as follows: Allied Waste, Blue River Watershed Association (BRWA), Blue Valley Association (BVA), Control Electric, Inc., Economic Development Corporation (EDC), ENTECO, Forte Plastics Company, Gasket Engineering Co., Inc., Hornbeck Specialties, Jackson County Parks and Recreation, Kansas City Industrial Council (KCIC), Missouri Department of Natural Resources (MDNR), MOARC, Planned Industrial Expansion Authority (PIEA), Primus Corp., Salvajor, Swope Park Industrial Association, Union Pacific Railroad (UPRR), US Environmental Protection Agency (USEPA) and US Geological Survey (USGS). Materials Co., Alber Electric Co., BSC Steel, Inc.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Primary Sponsor Letter of Support

(As uploaded)

2 Swope Park Modification Request Letter- 9 23 2015 lh.pdf



KANSAS CITY WATER SERVICES

OFFICE OF THE DIRECTOR

4800 E. 63rd Street
Kansas City, MO 64130

P: 816-513-0504 F: 816-513-0185

September 22, 2015

U.S. Army Corps of Engineers
Attn: CECW-CE (Lisa Kiefel)
441 G Street NW.
Washington DC 20314-1000.

RE: Request for Swope Park Industrial Area Flood Damage Reduction Modification for Inclusion in the February 2016 U.S. Army Corps of Engineers Annual Report to Congress on Future Water Resources Development Per Section 7001 of WRRDA 2014

Attention: Ms. Lisa Kiefel:

In response to the U.S. Army Corps of Engineers Request for Proposals, the City of Kansas City, Missouri requests the Swope Park Industrial Area Flood Damage Reduction Project Modification approval be included in the February 2016 U.S. Army Corps of Engineers Annual Report to Congress on Future Water Resources Development, Per Section 7001 of WRRDA 2014.

Our request for the Swope Park Industrial Area Flood Damage Reduction Project is modification to authorized total project cost to \$32,000,000 fully funded.

We understand our role as the Local Sponsor, will be to provide the 35% cost share of the National Economic Development (NED) Plan in accordance with the Project Partnership Agreement (PPA) signed on May 11, 2011. We understand that in order to move beyond the current authorized cost, approval of a Post Authorization Change Report (PACR) will be required.

Kansas City, Missouri as the Local Sponsor has the financial capabilities to satisfy our obligations under the PPA for the Construction of the Swope Park Industrial Area Flood Damage Reduction Project at the modified total project cost.

The flood threat associated with Blue River is a serious risk to loss of life, as well as, a severe economic impact to the area. We desire to move forward with the recommended project as expeditiously as possible. We look forward to your favorable review and inclusion in the U.S. Army Corps of Engineers 2016 Annual Report.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry Leeds".

Terry Leeds, Director

Additional Proposal Information

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9A 2016 Clay & Bailey Letter.pdf



A CENTURY'S WORTH OF INNOVATION

Clay and Bailey Mfg. Co.

6401 E. 40TH Street
Kansas City, MO 64129

816-924-3900
www.claybailey.com

September 14, 2015

RE: Swope Park Industrial Area and Blue River Basin Projects, Kansas City, Missouri
Request for Modifications.

On behalf of the 50 employees of Clay & Bailey Manufacturing Company, I am requesting that you support the City of Kansas City, Missouri's request for modification for the Swope Park Industrial Area total project cost to \$32,000,000 fully funded and for the Blue River Basin total project cost to \$47,000,000 fully funded in order to continue the projects serving the Kansas City District.

Our company, like many others in the valley, were "high & dry" in the record floods of 1961 and 1977. However, because of the residential and commercial developments of the upper Blue River basin in the State of Kansas, along with their paved parking lots and new storm sewer systems, we had 5 feet of water in our plant in 1990. The \$1.5 million dollars in damages almost closed us down.

The Blue River flows through the industrial heart of Kansas City with most of the lower stretch in the Enterprise Zone. Increased flooding over the years has forced many industries to abandon the valley. Delaying the Blue River projects will cause more companies to move out of the valley either because they see the risk as unacceptable or a flood that should have been prevented washes them away. Likewise redevelopment of abandoned properties continues to be delayed.

Meanwhile, remediation and redevelopment in the areas where the projects are complete has been tremendous. Hundreds of millions of dollars of private money has already been expended to recover the abandoned industrial properties providing jobs and tax dollars.

These are economically sound projects with positive benefit to cost ratios. Again we urge you to support the modification requests necessary to complete the projects.

Sincerely,

A handwritten signature in black ink, appearing to read 'John R. Patrick', written over a white background.

John R. Patrick, President

Additional Proposal Information

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These are economically sound projects with positive benefit to cost ratios. Again we urge you to support the modification requests necessary to complete the projects.

Sincerely,

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John R. Patrick, President

Additional Proposal Information

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9C Vance Brothers Support Letter.pdf

September 23, 2015

Honorable Members of Congress,

I am writing to urge you to provide funding for very important levy and waterways projects here in the Kansas City metro area. Included in these projects are two that directly impact the business community along the Blue River in the urban core of east Kansas City.

The Swope Park Industrial and Dodson Industrial areas both have flood control projects in progress that when completed, will provide much needed flood protection as well as safeguard private business investments and manufacturing jobs.

Our business is downstream from those two areas. The lower section of the Blue River has already undergone flood mitigation over the past thirty years, of which we are now reaping the rewards. This has enabled us to more freely invest in our business, increasing the number of good jobs and increasing the tax base of our local economy.

Businesses in Swope and Dodson can enjoy those same benefits if their respective projects can be brought to completion.

Therefore, I urge you to support funding to finish the flood control projects in the Swope and Dodson Industrial areas, which will result in further investment, job growth and further urban renewal in east Kansas City.

Sincerely,



Tim Vance
President



phone: 800.821.8549 ▼ 816.923.4325 fax: 816.923.6472 web: vancebrothers.com

5201 Brighton ▼ Kansas City, Missouri ▼ 64130

Additional Proposal Information

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9D SPIA Modification 2016 Request Data Sheet.pdf

SWOPE PARK INDUSTRIAL AREA

Kansas City, Missouri

NON-FEDERAL SPONSORS

The Non-Federal Sponsor is the City of Kansas City, Missouri per the Project Partnership Agreement dated May 11, 2011. The Non-Federal Sponsor has the financial capability to support this request.

MODIFICATION REQUEST

Modification to the authorized total project cost is requested to \$32,000,000 fully funded in order to complete the authorized project.

Unforeseen site conditions that included impacted foundations and eroding bank caused modification to design.

A Post Authorization Change Report has been submitted to the Northwestern Division for consideration. It is anticipated that the Report will be submitted to the U. S. Army Corps of Engineers Headquarters shortly.

PROJECT PURPOSE

Swope Park Industrial Area is located in the south-central portion of Kansas City, Missouri, across the Blue River from Swope Park, at 75th Terrace and Manchester Trafficway, less than 1 mile east of the new state Highway 71, also known as Bruce R. Watkins Memorial Drive. The plan for flood damage reduction is an approximately mile long floodwall to protect the area from up to the 0.2 percent chance (500-year) flood event together with a new railroad flyover bridge to provide safe ingress/egress during flooding.

The Swope Park Industrial Area has limited access, one-way in and out, with an active railroad track crossing near the entrance to the Park, in any given year there is a one in four chance that flooding will interrupt roadway access to the Park, and an approximately one in five chance that buildings will be flooded. Especially hazard flood conditions, and a threat to public safety, exist as people and businesses must decide whether to evacuate the Park during the initial stages of flooding, or risk being stuck with no surface means of egress should the water continues to rise. Unstable slopes along the southwest bank are of major concern and need to be addressed by the project immediately.

Development of the 53-acre Industrial Park was substantially completed prior to enactment of the Federal Flood Insurance Act, and the entire area is now located within the 100-year floodplain as currently mapped by FEMA, and is largely within the floodway. Reconnaissance Study was approved on March 1, 1997, Feasibility Study is complete, and the Chief's Report issued in December 2003. The 2007 Water Resources and Development Act included authorization for the Project. Construction has begun and design is nearly complete. Bridge design underway under PED funded entirely by non-Federal Sponsor. The new bridge is a cooperative effort with private funding being provided by the railroad and businesses to help with the elimination of the especially dangerous at grade RR crossing. Non-Federal Sponsor is funding the design of the bridge and approaches.



Emergency Access and Flood Damage Reduction Project for the Swope Park Industrial Area, Kansas City, Missouri.

PROJECT BENEFITS

Flooding relief and safe ingress/egress will be provided by this project to this economically vital business park comprised of various lean manufacturing facilities engaged in nationwide niche competition in the urban core of Kansas City, providing over 400 skilled manufacturing jobs to the community.



STAKEHOLDERS/SUPPORTERS

The City of Kansas City, Missouri is submitting this request as the Non-Federal Sponsor. Letters of support are also provided by Clay and Bailey, Livers-Bronze, and Vance Brothers. Additional project supporters are as follows: Allied Waste, Blue River Watershed Association (BRWA), Blue Valley Association (BVA), Control Electric, Inc., Economic Development Corporation (EDC), ENTECO, Forte Plastics Company, Gasket Engineering Co., Inc., Hornbeck Specialties, Jackson County Parks and Recreation, Kansas City Industrial Council (KCIC), Missouri Department of Natural Resources (MDNR), MOARC, Planned Industrial Expansion Authority (PIEA), Primus Corp., Salvajor, Swope Park Industrial Association, Union Pacific Railroad (UPRR), US Environmental Protection Agency (USEPA) and US Geological Survey (USGS). Materials Co., Alber Electric Co., BSC Steel, Inc.