

COMPARED VERSION  
COMMITTEE SUBSTITUTE TO ORIGINAL ORDINANCE

COMMITTEE SUBSTITUTE FOR RESOLUTION NO. 140227

Adopting the City's preferences for the ~~Phase II Streetcar/Light Rail Expansion~~ Project; ~~advancing~~ Phase II to Advanced Conceptual Engineering (ACE) and Environmental Analysis (EA); authorizing the submission of a New/Small Starts grant application upon certain conditions; requiring continued stakeholder engagement; requiring Phase II to be implemented in keeping with the spirit and intent of the adopted Boulevard and Parkway Standards; ~~and~~ expressing the City Council's continued commitment to regional transit system improvements; and authorizing the filing of a First Amended Petition for the Formation of the Proposed Kansas City Urban Rail Transportation Development District.

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WHEREAS, the City found in the Downtown Corridor Alternatives Analysis that modern rail transit is the City's preferred transit alternative that will have long-term impacts on the City's efforts to increase population and economic density in the urban core, to support existing residential and commercial activity, to develop under-utilized or vacant properties, to connect existing activity centers, and to provide efficient, reliable and effective transit service; and

WHEREAS, as of January 2014, the City has realized economic development impacts from the Downtown Streetcar Starter Line in which \$256 million in planned, started or completed projects cited the streetcar as the key reason for each project and \$367 million in other planned projects cited the streetcar as a contributing reason for each project; and

WHEREAS, the City desires to expand its Downtown Streetcar Starter Line that is already under construction; and

WHEREAS, the City desires to secure federal funding for rail transit expansion; a multi-modal program of interrelated projects comprised of a multi-alignment expansion of the City's Downtown Streetcar Starter Line and establishment of a new bus rapid transit route (Prospect MAX); and

WHEREAS, the City, working in collaboration with the Mid-America Regional Council, Kansas City Area Transportation Authority, Jackson County, Missouri, and numerous community stakeholders selected a consultant team led by BNIM to perform the Phase II – Streetcar/Light Rail Expansion Analysis project; and

WHEREAS, the consultant team was tasked with performing a systems level evaluation on eight corridors for potential service extensions to the City's rail transit system: an extension to the east along Independence Avenue, an extension to the east along 12th Street, an extension to the east along 18th Street, an extension to the east

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along Linwood Boulevard/31st Street, an extension to the south along Main Street, an extension to the south along the Country Club Right-of-Way, an extension to the southwest along Southwest Boulevard, and an extension to the west along 12th Street; and

WHEREAS, the consultant team evaluated and compared the costs, benefits, impacts, constructability, community support, compatibility with outside funding requirements and overall feasibility of a range of transit alignments along each of the eight corridors through a process approved of by the Advisory Committee, the joint Steering/Technical Committee and the City Council; and

WHEREAS, the consultant team undertook the project in a manner that included extensive input from the public, stakeholders and local, regional, state and federal agencies; and

WHEREAS, on November 4, 2013, the consultant team presented its corridor evaluation results to the project's Advisory Committee for consideration; and

WHEREAS, on November 5, 2013, the consultant team presented its corridor evaluation results and the Advisory Committee's recommendations to the project's joint Steering/Technical Committee for consideration; and

WHEREAS, on November 21, 2013, a joint committee of the Transportation & Infrastructure Committee and the Planning, Zoning & Economic Development Committee approved the recommendation of the joint Steering/Technical Committee; and

WHEREAS, on November 21, 2013, the City Council unanimously approved Resolution No. 130884 to advance an extension of Main Street to 51st Street and a portion of the Country Club Right-of-Way to the south together described as "Main Street Plus,<sup>???</sup>" an extension of Linwood Boulevard/31st Street to the east, and an extension of Independence Avenue to the east, respectively, for detailed alignment analysis; and a combined alignment of Southwest Boulevard and 18th Street ~~to~~ be studied for enhanced non-fixed rail transit services to integrate with and complement the rail transit system; and it was further recommended that the study take strategic efforts to coordinate with all connecting transit options such as the Prospect MAX and other complementary transit services; and

WHEREAS, the corridors advanced for detailed alignment were then further evaluated by the consultant team which considered costs, benefits, impacts, constructability, community support, compatibility with outside funding requirements and overall feasibility and which performed extensive community outreach by conducting or participating in over 90 community and neighborhood meetings throughout the expansion area; and

WHEREAS, the corridors advanced for detailed alignment interface and integrate with portions of the City's park, boulevard and parkway system and streetcars have been

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a rich part of the City's boulevard and parkway history and have historically ~~not~~operated on some of the corridors advanced for detailed alignment; and

WHEREAS, the Country Club Right-of-Way (CCROW) Neighborhood Advisory Committee, a Mayoral appointed committee made up of stakeholders was convened to further study the feasibility and preferred nature of a potential extension along the CCROW; this committee unanimously ~~agreed to not locate any rail lines in the existing CCROW but rather place any rail lines near the CCROW within the right of way of existing or modified roadway~~expressed a preference for median-running semi-exclusive operation within roadways immediately adjacent to undeveloped sections of the CCROW, and on-street mixed-traffic operation through developed areas; and a strong majority of the committee members either preferred to continue to have the corridor be considered either as part of Phase II or preferred to continue to have the corridor be considered in a future phase which would include a comparison to other southerly corridors; and

WHEREAS, on March 25, 2014, the consultant team concluded its study and based on its further analysis of the corridors and the community feedback received, the consultant team presented its recommendations to a joint Advisory/Steering/Technical Committee and the joint Committee unanimously approved the team's recommendations; and

WHEREAS, the recommendations of the joint Advisory/Steering/Technical Committee, once implemented, are anticipated to produce the following benefits:

- ~~• (left intentionally blank at time of docketing)~~
- An increase in property values by approximately \$860 million over a 15 year period as compared to the "no build" model
- An increase in total transit ridership (bus and rail) between 19% to 36%
- 70% of the potential commercial development locations identified in the study or roughly 507 buildable acres will be served by rail transit
- A reduction in vehicle miles traveled (VMT) by 15 million miles annually
- A high degree of connectivity between the transit dependent population and the highest density of employers
- A reduction in injury accidents by 10.94% and fatal accidents by 0.16% annually; and

WHEREAS, the recommendations of the joint Advisory/Steering/Technical Committee are consistent with the region's long-range transit and transportation plans; and

WHEREAS, the Downtown Streetcar Starter Line and the recommended expansion routes, will incorporate design decisions that will provide a high-level of accessibility, such as 100% low-floor vehicles and level boarding, which will make the

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City's rail transit system the most accessible form of transit in the City and one of the most accessible transit systems in the nation; ~~NOW, THEREFORE; and~~

WHEREAS, pursuant to its Resolution 140017, the City Council caused the filing, as co-petitioner with the Kansas City Port Authority Board of Commissioners (Port Authority Board), of a Petition (Petition) seeking the formation of a transportation development district (District) to provide funding for a portion of the cost of constructing and operating Phase I and Phase II of the streetcar line, and a portion of the cost of acquiring busses and related capital items for a new Bus Rapid Transit line; and

WHEREAS, the recommendations of the joint Advisory/Steering/Technical Committee, and other factors, justify a modification to the boundary of the proposed District that should be effectuated pursuant to the filing of a First Amended Petition for the formation of the proposed District (Amended Petition) as further described below; and

WHEREAS, the Port Authority, through counsel, has advised the filing of an amended petition by counsel for the Port Authority is within the scope of the authorization granted by the Port Authority's Resolution 2014-01-01; NOW, THEREFORE;

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the joint Advisory/Steering/Technical Committee's recommendation for the Phase II – Streetcar/Light Rail Expansion is hereby agreed to and adopted by the City of Kansas City, Missouri.

Section 2. That the key preferences of this recommendation are as follows:

- ~~• (left intentionally blank at time of docketing)~~
- a) The rail transit expansion shall consist of three routes: Independence Boulevard, Linwood Boulevard, and Main Street.
- b) All three routes shall be pursued with equal priority in all phases, including funding, design and construction.
- c) The Independence Boulevard route shall generally run from the downtown rail transit system to a minimum terminus near Benton Boulevard. The route shall be designed to allow it to be ultimately extended to at least the area near Topping Avenue. The route shall serve Columbus Park.
- d) The Linwood Boulevard route shall generally run from Main Street to a minimum terminus near Prospect Avenue. The route shall be designed to allow it to be ultimately extended to at least the area near the Truman Sports Complex and the route shall not preclude a possible extension onto the Rock Island right-of-way.

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- e) The Main Street route shall generally run from the southern terminus of the downtown rail transit system to 47<sup>th</sup> and Main, and then to a terminus at UMKC. The terminus shall be optimized based on further study of alternate corridors south of UMKC, including, but not limited to, CCROW/Brookside Boulevard based on the CCROW Neighborhood Advisory Committee recommendations, Troost Avenue, and US Highway 71. Such study shall be completed prior to initiating Final Design of Phase II and shall determine the best corridor alternative for a future rail transit extension south of UMKC to the Bannister Federal Complex, the Oxford on the Blue site and the Cerner Campus. Such process shall be public and take into consideration community and stakeholder opinions.
- f) Funding for the three routes shall be done in conjunction with the capital funding for the Prospect MAX route, including local, state and federal funding means.
- g) Existing bus service in the expansion corridors shall not require any new transfers in order to connect to the urban core.
- h) It is understood that these preferences may be further refined based on stakeholder engagement, engineering and optimization.
- i) It is understood that these preferences cannot be implemented without substantial federal funding and as such, these preferences may be further refined based on the final evaluation and decisions of superior governmental authorities (Superior Governments) having jurisdiction, such as the United States of America, its agencies, departments and instrumentalities, including the Federal Transit Administration (FTA).

Section 3. That Phase II shall advance to Advanced Conceptual Engineering (ACE) and Environmental Analysis (EA).

Section 4. That consistent with the practices of the Downtown Streetcar Starter Line and the Phase II Streetcar/Light Rail Expansion Project, extensive stakeholder engagement shall continue to be incorporated into all future Phase II activities.

Section 5. That consistent with Resolution No. 130778, the City will cap the amount from the public mass transportation sales tax used for downtown streetcar operation and/or expansion at \$2.039 million per year and the downtown streetcar and/or expansion shall not reduce the City's current amount of bus transit funding.

Section 6. That all future Phase II activities shall involve the Parks and Recreation Board of Commissioners and the Parks and Recreation Department staff in order to design and construct a streetcar system that will preserve the integrity of the historic ~~Park~~park system and to enhance the character of the Independence and Linwood

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corridors, in keeping with the spirit and intent of the adopted Boulevard and Parkway Standards.

Section ~~6-7~~. That the City Manager is directed and authorized, upon the completion of all necessary steps, including the completion of the ACE and EA and the securing ~~of~~ the necessary approvals and other commitments for local funding, to prepare and submit to the FTA a New/Small Starts grant application that would include all three Phase II routes and the Prospect MAX and to prepare and submit other such applications for funding through Superior Governments as he deems appropriate.

Section ~~7-8~~. That the City reaffirms its commitment to work to integrate the City's rail transit system and subsequent expansions with all modes of local and regional transit, including pedestrian, bicycle, bus and commuter rail services, so that all forms of transit work in conjunction with each other to move people to and from their neighborhoods and a variety of activity and employment centers.

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Section ~~8-9~~. That the City is committed to expanding its rail transit system in accordance with Federal Transit Administration requirements.

Section ~~9-10~~. That the City is committed to expanding the board of the Streetcar Authority to be representative of the Proposed Kansas City Urban Rail Transportation Development District upon activation of its revenue sources.

Section 11. That the Petition shall be amended by modifying the boundary of the proposed District, reducing the maximum distance of the potential assessment areas within the District, and making certain other minor clarifications, all as set out in the form of the Amended Petition attached as Exhibit A, which is incorporated herein by reference. Counsel is authorized to file the Amended Petition.