

RESOLUTION NO. 021014-1

A RESOLUTION CONCERNING THE PREPARATION AND SUBMITTAL OF A TRANSPORTATION ALTERNATIVES APPLICATION TO THE KANSAS DEPARTMENT OF TRANSPORTATION FOR THE DOWNTOWN STREETScape PLAN

WHEREAS, the City of Abilene, Kansas, has the legal authority to apply for, receive, and administer federal, state, and other monies through its Home Rule authority under the Constitution of the State of Kansas and authorized by K.S.A. 12-1662, regarding the expenditure of federal aid to public agencies; and

WHEREAS, the City desires to submit an application to the Kansas Department of Transportation for Transportation Alternatives program funds set forth by the Federal Moving Ahead for Progress in the 21st Century Act;

WHEREAS, Federal monies are available under a Transportation Alternatives program set forth by the Federal Moving Ahead for Progress in the 21st Century, administered by the State of Kansas, Department of Transportation, for the purpose of Historic, Scenic and Environmental, and Bike and Pedestrian projects; and

WHEREAS, after appropriate public input and due consideration, the Governing Body of the City of Abilene, Kansas, has recommended that an application be submitted to the State of Kansas for the Downtown Streetscape Project.

NOW, THEREFORE BE IT RESOLVED, by the City Commission of the City of Abilene, as follows:

Section 1. Application Authorization. That the City of Abilene, Kansas, does hereby authorize the City Manager to submit an application to the Kansas Department of Transportation for Transportation Alternatives program funds set forth by the Federal Moving Ahead for Progress in the 21st Century Act for improvements to the Downtown Streetscape ("Project") on behalf of the citizens of the City of Abilene.

Section 2. Project Scope. The scope of such Project shall include installation of antique lighting and wayfinding signage, as recommended by the Downtown Streetscape Committee at its January 22, 2014 meeting.

Section 3. Sufficient Funding; Local Match. That the City hereby assures the Kansas Department of Transportation that sufficient funding for the local match for the Project is anticipated to be available.

Section 4. Sufficient Funding; Operation and Maintenance. That the City hereby assures the Kansas Department of Transportation that sufficient funding for the operation and maintenance of the Downtown Streetscape Project will be available for the life of the Project.

Section 5. Official Representative. That the City Manager is authorized to sign the application to the Kansas Department of Transportation for the Project on behalf of the citizens of the City of Abilene. The City Manager is also authorized to submit additional information or documentation as may be required and act as the official representative of the City in this and subsequent related activities.


Section 6. Project Administration. That the City hereby assures the Kansas Department of Transportation that the City is willing and able to, if the Downtown Streetscape Project is selected for funding, administer the designing, letting and construction of the Project.

Section 7. Effective Date. That the effects of this Resolution shall be in full force after its approval by the City Commission.

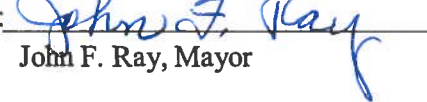
PASSED AND APPROVED by the Governing Body of the City of Abilene, Kansas this 10th day of February, 2014.



ATTEST:


Penny Soukup, CMC
City Clerk

CITY OF ABILENE, KANSAS

By: 
John F. Ray, Mayor

TO: City Commission
FROM: David Dillner, City Manager
SUBJ: Downtown Streetscape Plan
DATE: January 31, 2013

In 2009, Olsson Associates presented the City of Abilene with its rendition of the Downtown Streetscape Plan. The plan contained many amenities for the downtown district with the intent of enhancing the aesthetics of the district to make it more appealing to residents and visitors. Such amenities included signage, bench seating, planters with seasonal plantings, antique street lights, stamped asphalt crosswalks, ornamental railing, and tree plantings. The plan also called for enhancements to Little Ike Park and the creation of a new Chisholm Trail Park envisioned to be located at the historic terminus to the Chisholm Trail.

The entire plan was to be implemented in several phases at an estimated cost to the City of Abilene of about \$4.7 million. The price tag to this ambitious plan was perhaps the most influential reason why the plan did not ever get implemented. Another factor that may have contributed to the plan's demise was the way in which funding was to be shared with property owners. The City was going to pay for most of the project, but several components were to be paid using assessments on properties located in the downtown business district. There was even some discussion of a special sales tax to fund a portion of the improvements that would be collected on retail sales occurring within the downtown district. This proposal includes neither of these two funding options.

The City Commission appointed an ad hoc committee to review the Downtown Streetscape Plan developed by Olsson Associates with the purpose of modifying the plan to make it more feasible. The committee took a hard look at all the proposed elements and developed a recommendation for the City Commission's review and consideration.

The committee's initial goal was to make the primary transportation corridors (i.e., Buckeye Avenue and NW 3rd Street) more appealing to capitalize on the fact that these two streets have the most traffic through the downtown. All the original elements included in the plan were stripped out; only three elements were reintroduced into the proposed recommendation. The committee thought that the antique lights, brick pavers, and wayfinding signage would add appeal to the downtown without a steep price tag.

The reason the Downtown Streetscape Plan is being reintroduced is because KDOT is calling for projects for grant funding through its Transportation Alternatives program. The City had previously submitted the Plan for funding under this program, but was not awarded funding. If another grant proposal could be developed, the City could possibly leverage state dollars to make the Plan, or at least parts of it, a reality. The KDOT Transportation Alternatives Program would allow the City to request 80% of eligible project expenses.

After looking at the figures, staff feels comfortable that an estimate for the improvements would allow the City to install antique lights, brick pavers, and wayfinding signage throughout the original improvement district for about \$400,000. Should the City be awarded funds for the project, it would have to pay a minimum of \$80,000 for the local match. Staff will propose to the City Commission increasing the local match to \$100,000 in an effort to make the proposal more appealing to KDOT officials since the grant process is expected to be highly competitive.

The revenue for the City's local match is proposed to come from General Fund Reserves. The General Fund finished 2013 with around \$500,000 more than the \$1.0 million target balance, which is required per City policy. Any funds in excess of the target balance may be appropriated to a specific need by the City Commission. If the project does not receive KDOT funding, the City Commission will have to decide if it will proceed with the Project and fund it entirely with local funds, or if it will elect to postpone improvements for the future.

**KDOT TRANSPORTATION ENHANCEMENT GRANT APPLICATION 2014
DOWNTOWN STREETScape PROJECT**

LIGHTING AND SIGNAGE PHASE

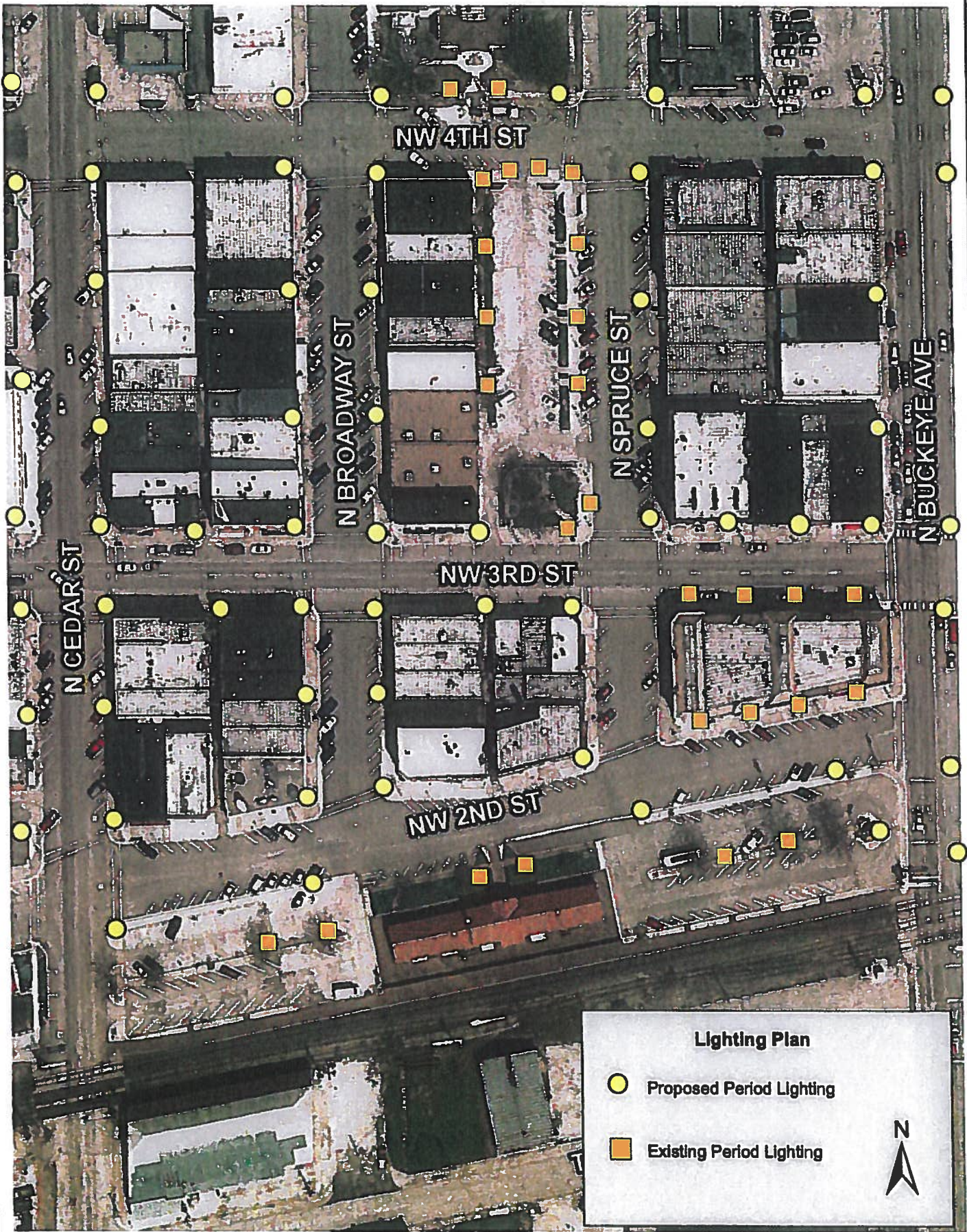
PROJECTED EXPENSES

LIGHTING	\$ 150,000
SIGNAGE	\$ 36,000
BRICK PAVERS	\$ 40,500
CONSTRUCTION/INSTALLATION	\$ 51,500
ENGINEERING & INSPECTION	\$ 42,000
CONTIGENCY	\$ 80,000
TOTAL	\$ 400,000

REVENUE

KDOT GRANT	\$ 300,000
CITY GENERAL FUND RESERVES*	\$ 100,000
TOTAL	\$ 400,000

* General Fund Cash Carry Over for 2014 is \$1,500,000, which is \$500,000 above the Target Balance. \$100,000 of that balance could be designated toward this project, and still remain above the Target Balance.



NW 4TH ST

NW 3RD ST

NW 2ND ST

N CEDAR ST

N BROADWAY ST

N SPRUCE ST

N BUCKEYE AVE