



Upstream from ordinary.

BOARD OF ALDERMEN SPECIAL MEETING

RIVERSIDE CITY HALL
2950 NW VIVION ROAD
RIVERSIDE, MISSOURI 64150

TENTATIVE AGENDA

MAY 30, 2017

Closed Session – 5:30 p.m.

Regular Meeting - 6:00 p.m.

Call to Order

Roll Call

CLOSED SESSION

(5:30 p.m.)

Motion to enter into **CLOSED SESSION** for the following matters:

610.021(1) Legal actions, causes of action or litigation involving a public governmental body and any confidential or privileged communications between a public governmental body or its representatives and its attorneys

610.021 (2) Leasing, purchase or sale of real estate by a public governmental body where public knowledge of the transaction might adversely affect the legal consideration therefore

Motion to adjourn Closed Session.

REGULAR SESSION

(6:00 p.m.)

Call to Order

Roll Call

- 1. R-2017-030: A RESOLUTION STATING THE CITY OF RIVERSIDE, MISSOURI'S SUPPORT FOR A NEW US 169 BUCK O'NEIL BRIDGE AND DIRECTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO CERTAIN INDIVIDUALS.**
Point of Contact: Community Development Director Mike Duffy.
- 2. Present Recommended 2017-2018 Budget and Discussion.**
- 3. Motion to Adjourn.**


Gregory P. Mills, City Administrator

ATTEST:


Robin Kincaid, City Clerk

Posted: 05.26.2017 at 11:00 a.m.

RESOLUTION NO. R-2017-030

A RESOLUTION STATING THE CITY OF RIVERSIDE, MISSOURI'S SUPPORT FOR A NEW US 169 BUCK O'NEIL BRIDGE AND DIRECTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO CERTAIN INDIVIDUALS

WHEREAS, the U.S. 169 "Buck" O'Neil Bridge was constructed in the mid 1950's; and

WHEREAS, the Bridge's existing capacity and alignment no longer meet the long-term needs of the region; and

WHEREAS, in 2016, the Kansas City region, through the Mid-America Regional Council (MARC), the City of Kansas City, Missouri (KMCO) and the Missouri Department of Transportation (MoDOT) entered into a partnership to create a long-term plan for the Buck O'Neil Bridge and surrounding urban highways and at MoDOT's recommendation, an FHWA Planning and Environmental Linkages (PEL) process was funded using \$3 million in regional Surface Transportation Program funds and a local match from KCMO, which has appropriated nearly \$1 million towards this effort; and

WHEREAS, the PEL process is being managed through MARC, is well underway, and is expected to conclude in 2018 and this study has already had public meetings and the public is expecting that one of the results of the study will be a comprehensive, long-term look at how a U.S. 169 river crossing can best serve the region for the next 75 years; and

WHEREAS, the Bridge's age and condition makes any major maintenance both costly and unsustainable; and

WHEREAS, the Missouri Highways and Transportation Commission has released a draft Statewide Transportation Improvement Program which has proposed approximately \$49 million in state fiscal year 2019 to perform a 35-year rehabilitation of the bridge; and

WHEREAS, the proposed rehabilitation will require an estimated two-year closure of the bridge; and

WHEREAS, a sustained closure of this bridge would have irreversible and devastating life-safety and economic impacts to the Kansas City region, including:

- The 24-hour, 7-days per week operations of the Charles Wheeler Downtown Airport (MKC)
- The life-saving services of the Children's Mercy Hospital Lifelight, which completed 1140 flight operations at MKC in 2016
- The life-saving services of the Midwest Transplant Network, which completed 709 flight operations at MKC in 2016
- The fire, police and ambulance protection to MKC and Harlem area
- 45,000 daily commutes, including commutes to and from Riverside
- The loss of customers to local businesses such as the Red X and Argosy Casino Hotel and Spa; and

WHEREAS, a rehabilitation of the existing Bridge would not reduce the existing traffic bottlenecks, allow for future population growth, improve non-motorized travel across the River, or improve access to MKC, its operations, or its tenants; and

WHEREAS, a rehabilitation would not improve the operational or safety aspects of the highway corridor; and

WHEREAS, a rehabilitation will not provide a sustainable operational solution resulting in future rehabilitations that will be similarly costly and disruptive; and

WHEREAS, the proposed 35-year rehabilitation will negate any long-term plans being developed through the PEL process; and

WHEREAS, a new U.S. 169 Missouri River Bridge could be built to current standards using construction methods that would not require any substantial maintenance until 2070;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RIVERSIDE, MISSOURI AS FOLLOWS:

THAT the Board of Aldermen of the City of Riverside, Missouri (“Board”) expresses its support for the funding of a new US 169 Buck O’Neil Bridge; and

FURTHER THAT the Board requests that the Missouri Highways and Transportation Commission commit to a long-term solution regarding the US 169 Missouri River crossing by amending its draft Statewide Transportation Improvement Program as follows:

- i. Reduce the planned 35-year rehabilitation of the US 169 Buck O’Neil Bridge to a five-year rehabilitation, with the funding necessary to perform such a rehabilitation with minimal disruptions; and
- ii. Include the funding necessary to begin the planning, design and regulatory review of a new US 169 Buck O’Neil Bridge; and

FURTHER THAT a copy of this Resolution be immediately transmitted by the City Clerk to the Governor of the State of Missouri; the Cass, Clay, Jackson, Platte and Ray Counties delegation to the Missouri General Assembly; and the Missouri Highways and Transportation Commission.

PASSED AND ADOPTED by the Board of Aldermen and of the City of Riverside, Missouri, the ____ day of _____, 2017.

Mayor Kathleen L. Rose

ATTEST:

Robin Kincaid, City Clerk