ADMINISTRATION AND HUMAN SERVICES
STANDING COMMITTEE MINUTES
Monday, January 23, 2023

The meeting of the Administration and Human Services Standing Committee was held on Monday, January 23, 2023, at 5:54 p.m. The following members were present: Commissioner Markley, Chairman; Commissioners Bynum, Ramirez, Johnson, Kane. The following officials were also in attendance: Ryan Hurst, Transportation Manager; Stephanie Stauffer, Community Development; Alan Howze, Assistant County Administrator; Terry Kimble, Clerk's Office; and Monica Sparks, Deputy UG Clerk.

Chairman Markley said before I call the meeting to order, I want to announce that some committee members, staff, and the public are attending remotely via Zoom as well as on-site. All participants joining by phone should mute their phones when not speaking to avoid background noise. When speaking, please speak directly into the microphone to ensure everyone listening is able to hear your comments and to ensure a clear record is made. During the meeting, please make sure that you announce yourself by name and title every time you speak so the public that is observing knows who is speaking. This is critical given the number of remote participants and is the current guidance from the Kansas Attorney General.

The public is allowed to participate by Zoom or submit comments by email prior to the meeting. Those comments will be included in the record of this meeting. The public may also indicate their intent to provide remote public comments by contacting the Clerk's Office by 5:00 p.m. the Thursday before the meeting. The public also will have an opportunity to provide brief public comments either by telephone or via Zoom from the 5th Floor Conference Room of the Municipal Office building.

Chairman Markley called the meeting to order. Roll call was taken and all members were present as shown above.

Chairman Markley said there are no revisions to tonight's agenda. Our first order of business is the approval of minutes from our July 25th, 2022, meeting.

Approval of standing committee minutes from July 25, 2022. **On motion of Commissioner Bynum, seconded by Commissioner Ramirez, the minutes were approved**. Roll call was taken and there were five "Ayes," Kane, Johnson, Ramirez, Bynum, Markley.

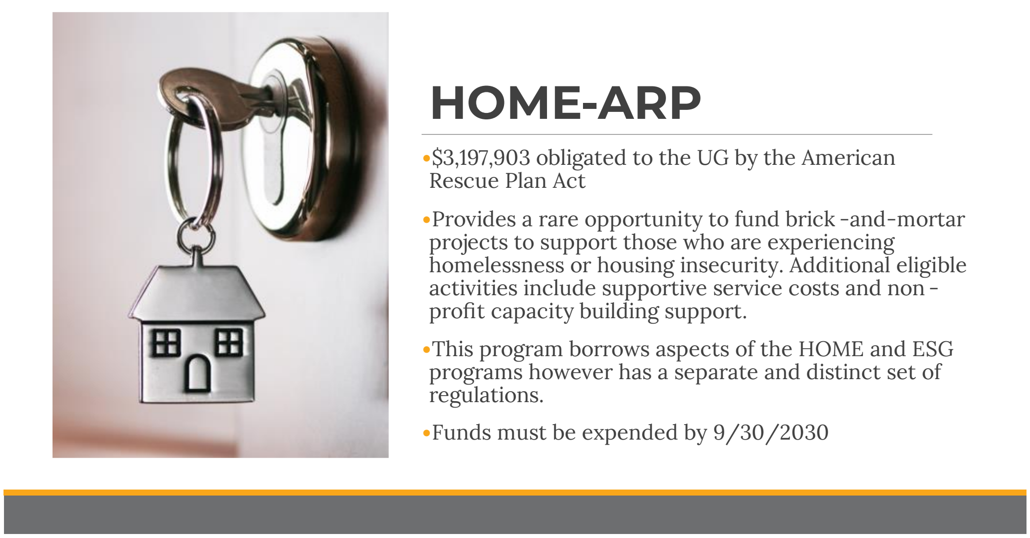
Chairman Markley said item number one on our agenda is a resolution, the approval of the resolution of the home ARP allocation plan—you are not Joe, because he's hiding back there, I see him—we are going to hear a presentation from Community Development on this item.

<u>COMMITTEE AGENDA</u>

Item No. 1 – 212158…RESOLUTION: HOME-ARP GRANT ALLOCATION PLAN

Synopsis: A presentation of the draft HOME-ARP Allocation Plan, submitted by Joe Monslow, Interim Director of Community Development.

Stephanie Stauffer, Program Coordinator Community Development Department, said we're here tonight to talk about Home ARP, which is a grant that came out of the American Rescue Plan.

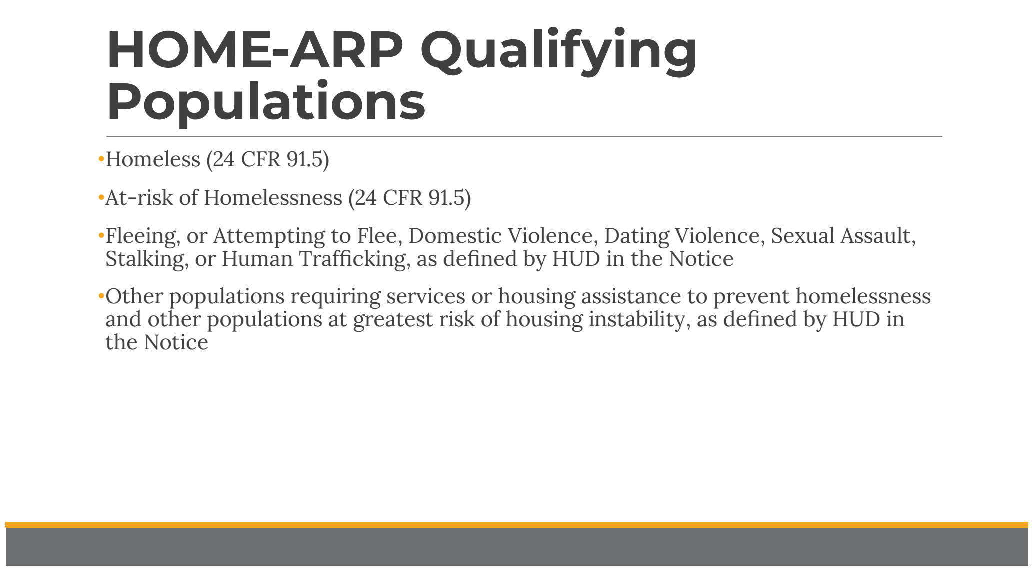


Just for—I think this might be an old slide deck, that's okay we'll roll with it. I think we can make it work. So, just for folks at home to know, the Community Development Department on an annual—you have a physical copy of the presentation, okay perfect. On an annual basis Community Development receives three grants from HUD, which is the U.S Department of

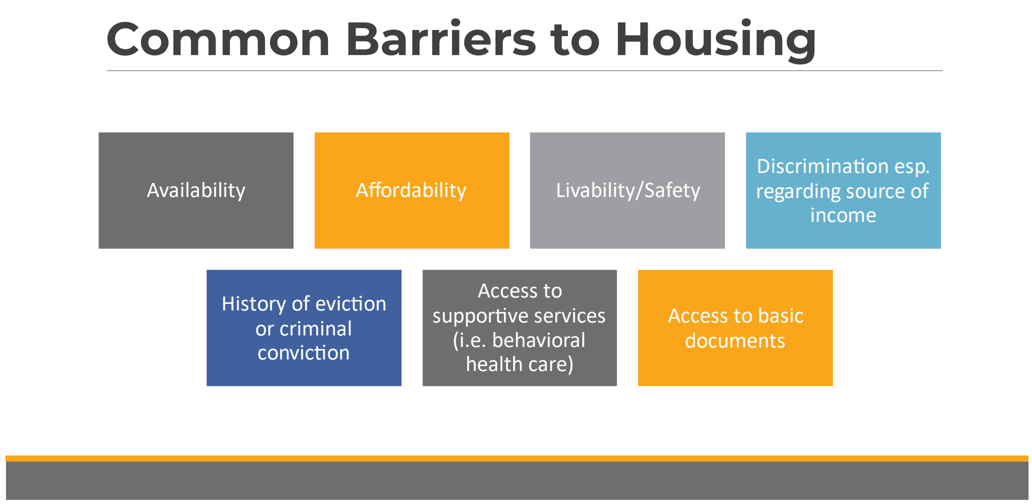
Housing and Urban Development. Those three grants are the Community Development Block grant, which can be used for a lot of Community Development purposes. That's park improvements, housing rehab, public facilities, and things like that. Home Investment Partnership Program, which is for Housing Development. And then Emergency Solutions grants, which is usually sub-granted to non-profit agencies and they do things like homelessness prevention programming, and rapid rehousing.

That's about $3.3M dollars on an annual basis depending on what Congress decides to allocate to us. Out of the American Rescue Plan we got an absolutely new grant from HUD, it's about $3.197M dollars and it is a one-time grant. This is a rare opportunity to find brick and mortar projects to serve those who are homeless or who are at risk of homelessness.

Then there are other eligible activities. This program borrows aspects of home and ESG. However, it is a totally different program. So folks who are used to home or ESG may see that the regulations are different. Then we do have to have our allocation plan into HUD by the end of March of this year, and then we have until 2030 just to spend the funding. So there's kind of a long spend down timeline on the funding. In our allocation plan we had to go through and identify the needs and the gaps for all the qualifying populations for this funding source.



There are four qualifying populations. There's folks who are homeless, at risk of homelessness, fleeing or attempting to flee domestic violence, dating violence, sexual assault, stalking and human trafficking, and then other vulnerable populations. For folks who are used to ESG or COC programs, this is a different list of qualifying populations than what are in those grants. Usually when you see the homeless definition under HUD, folks who are experiencing domestic violence would fall under that definition. So it's important to understand that this really is a unique program and folks who are used to those other funding sources may get tripped up looking at those definitions.



We undertook a pretty extensive consultation process as part of the consolidated plan, and we also talked to folks about Home ARP while we were doing that so we could just do two things at one time. We learned that there were a lot of barriers to housing for folks in Wyandotte County. those being availability, affordability, livability, and safety discrimination, especially regarding income source of folks who have a housing voucher or housing subsidies. Landlords don't always want to work with them. History of evictions or criminal convictions can bar someone from having housing access, supportive services, especially behavioral health care, and then access to basic documents. These are also things I think we've seen in other planning processes such as the Community Health Improvement Plan.

CoC 2021 Point-in-Time Count

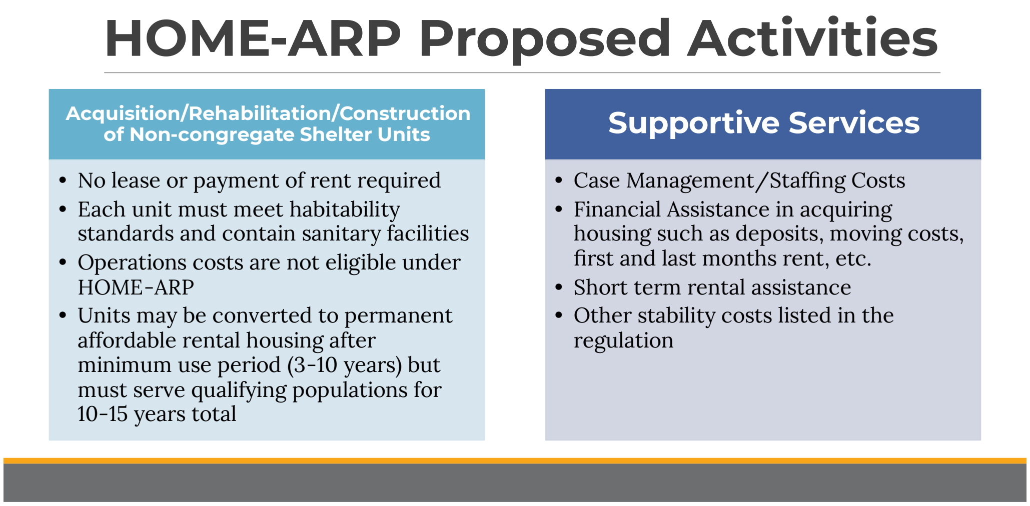
	Sheltered		Unsheltered	Total
	Emergency	Transitional		
Total number of households	23	52	66	141
Total number of persons	27	55	68	150
Number of children (under age 18)	4	1	0	5
Number of persons age 18 to 24	2	0	0	2
Number of persons over age 24	21	54	68	143

We also looked at a lot of data sources, the Continuum of Care for the Kansas City region is the greater Kansas City Coalition and Homelessness. Every year they do a point in time count. It's this one night in January they go out and they try to canvas and capture all the folks who are living unsheltered in our community. In 2021 they counted 150 individuals. Of course, 2021 was a really weird year, so we're not sure how accurate that number is. But we also pulled in a lot of other alternative data sources.

	2021 Total Contacts
Total	489
Gender Breakdown	
Female	137
Male	352
Breakdown by Race / Ethnicity	
White	269
Black	188
Asian or Pacific Islander	4
Hispanic or Latino	28

2021 KCKPD Contacts with Unhoused Persons

I talked to KCKPD Community Policing, and they keep track of the total individuals that they have contact with in a year. You can see that number is a lot higher and in 2021 they had contact with 489 individuals who were unsheltered in our community.



We're going to propose four activities. There were—we did consider all of the whole range of Home ARP activities, given the size of our grant. Although almost $3.3M dollars sounds like a lot of money, it's not when you start looking at the eligible activities and building something. Brick and mortar projects are very expensive.

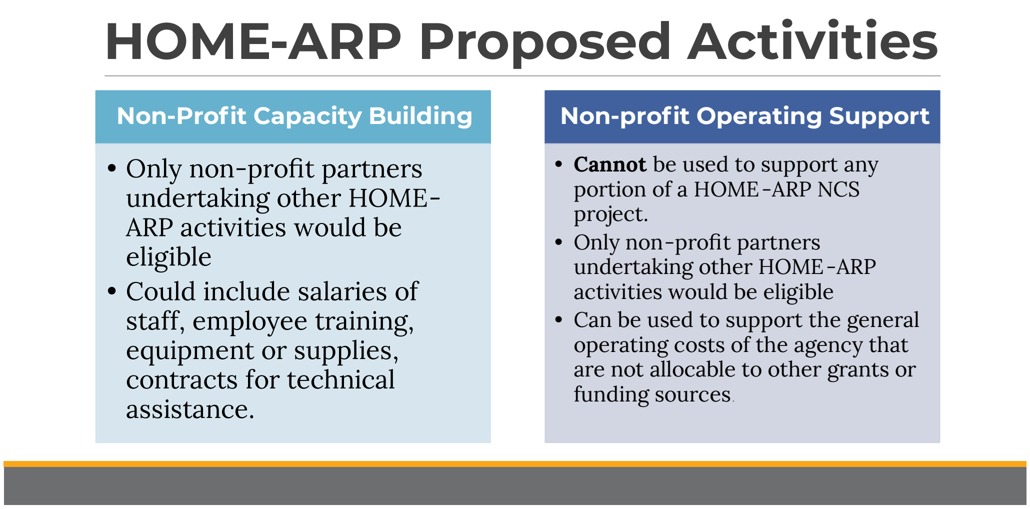
There were a couple of activities that we're not going to be able to fund, one of those is Development of Rental Housing. Just to make that pro forma work, when you know that folks aren't going to be able to pay their very much, if any rent, would be really difficult. The State of Kansas has allocated $7M dollars to that activity with their grant, and they're going to get only 20 units. That's not a lot of bang for your buck when you're talking about the size of our grant.

Then also tenant-based rental assistance is an eligible activity that we're not going to be able to fund, just given the lack of available units. We know that the Housing Authority has a lot of trouble placing folks with housing choice vouchers. We don't want to flood the market with other vouchers and then have folks competing for that really limited housing.

What we're proposing to fund is acquisition and rehab of construction—acquisition, rehab or construction of non-congregate shelter units. This is a little different than what you think of when you think of the standard traditional homeless shelter where you walk in the room and there's like bunks or there's cots. This would mean that every individual or household has a private unit they can go in. They have privacy, they can lock their door, and have a private restroom also. They wouldn't have to pay rent or have a lease or anything like that because it would be a shelter. It would have to meet all of HUD's habitability standards and all that.

Eligible cost would not include operation of the shelter. So, we're going to have to look at some of our funding that we have in the department, and work to bring on a partner who has some fundraising capacity to make sure that we can get the operating costs covered. Then after a period of time you can convert the units to another type of affordable housing if you find that the shelter units aren't necessary in your community anymore. I don't imagine that there would be a scenario where that's true, but it is a possibility.

Then we also would like to fund Supportive Services. That’s case management and staffing costs, as well as some short-term assistance as far as rental assistance and helping folks get into housing.



Then we'd like to set aside a little bit of the funding for our non-profit partner, whoever that may be, that would be capacity building costs, so things like adding new staff, going to trainings, maybe if they have to acquire equipment to undertake an activity or—and then also non-profit operating support. That's operating costs of the agency to help them be able to be successful in making one of these activities happen.

Proposed Budget

Grant reconciliation will occur regularly. Any funds requiring recapture from activities should be placed into Supportive Services fund.

Activity	Amount
Acquisition/Rehab/Development of Non-congregate Shelter Units	**$2,478,113**
Supportive Services*	**$300,000**
Non-Profit Capacity Building (1.5%)	**$50,000**
Non-Profit Operating Support (1.5%)	**$50,000**
UG Administration (10%)	**$319,790**
TOTAL	**$3,197,903**

This is the budget. You can see the great majority really is going to be bricks and mortar projects for those non-congregational shelter units, some set aside for Supportive Services and then a little bit for the non-profit support, and then Administration. We do have some contingency language in the plan, where if we don't spend all that set aside for Administration, in a few years we can kind of look at that and say do we really need all this or can we put it towards Supportive Services. At that time we would reallocate some of the money so that we're spending it for its best use.

Next Steps

January 19th-February 16th: Accept public comments on the Draft Plan
February 16th: Public Hearing and approval by the Full Commission
March-April: HUD submission and approval

Currently, we're in our comment period for the plan, so it's out on our website if folks want to check it out. It's all out there. We also have a comment form for folks to fill out to give us their comments on the plan. That will run through February 16th. We would also like to have a public hearing on February 16th and approval by the full commission. Then it will take—HUD has I think 60 days to approve the plan to get back with us. We think we might know by mid spring how they feel about the plan.

Requested Action

Approval of resolution and public hearing to be heard by Full Commission on February 16th

Our requested action is approval of the resolution and to hold a public hearing on February 16th. That's not the standard meeting we would be going to, but we need to have the plan available for public comment for a certain period of time and so that's why we request February 16th.

Chairman Markley said questions for Stephanie? Commissioner Ramirez.

Commissioner Ramirez said thank you for everything that you do in the Community Development Department and what you guys do for everything that you do for all of our vulnerable populations. You mentioned something and I'm curious, I don't know if this is a question that our Community Development Department can answer or if our Housing Authority can answer. How many in a year, how many vouchers are sent back because they just cannot be used or landlords won't accept them?

Ms. Stauffer said I don't know the number I know that it's like an ongoing issue. Even with some of our ESG funding and things like that, we have problem getting landlords to accept subsidies. **Commissioner Ramirez** said okay, because I know that that goes along with and I'm a big supporter of SOI discrimination bands. I’m in big support of them because it in my mind it's you—every tenant can check all the boxes, have perfect record of everything, but just because your money comes from the Federal Government I can't—I won't rent to you. To me that's not fair. I was just curious if there was a certain number of how many have been sent back but thank you for everything that you do and all that you try to do for our vulnerable populations.

Alan Howze, Assistant County Administrator, said I'll just chime in. In the legislative agenda this came up as well. That estimate there was 400 vouchers to go unused each year in Wyandotte County. **Commissioner Ramirez** said 400 vouchers. That means 400 individuals or families couldn't find a home here in Wyandotte County. **Mr. Howze** said where their form of payment was not accepted. **Commissioner Ramirez** said that's to me it's frustrating. **Mr. Howze** said that's the push on the legislative agenda to make that not acceptable statewide. It'd be a state law that would prohibit that source of income discrimination. **Commissioner Ramirez** said hopefully there's movement on that because that is very frustrating. Again, thank you for everything that the department does.

Commissioner Bynum said thanks for the presentation and for walking through this with me at least one time prior to tonight. I'm trying very hard to make sure I understand it and it's an area, again like Commissioner Ramirez, that's just something that I care pretty strongly about. $3.1M available for this project. We could purchase a building as long as it complies with all the HUD guidelines that come with the money, that include your own bedroom, your own bathroom. Am I tracking so far so good? **Ms. Stauffer** said yes.

Commissioner Bynum said okay, I know a couple agencies that do this work in the county, that's what they do. Would it be a situation where we purchase something and then we take them on as the non-profit partner that manages it and coordinates it. Is that one of the directions that you are contemplating here? **Ms. Stauffer** said yeah, I don't think that we have like a process formalized at this point, it's pretty open. We know we want to probably be—like do some sort of competitive process and take on proposals. We know we're not the subject matter experts and we would like to see what other folks have, what they would propose, something collaborative would be great. I know that the collective impact is a really big deal it's a kind of like emerging practice. So we'd love to get something like that. I don't think that we would be the operator, we would want to bring someone on who knows what they're doing.

Commissioner Bynum said and which makes a lot of sense. I mean it's good and frustrating at the same time to me because we probably do need to put in that time, as you say, first we have to have the public come in and do these required steps. It looks like your slides are indicating that we would know by April or May that we're going to receive this grant. Then we could maybe do an accelerated timeline for the rest of the steps. When you look at spending this kind of money through, I think you said 2030, now that's not that much money. But, if we were able to purchase something and bring on a partner and really actually house people, I think sometimes what's frustrating is that we're so caught up in so many rules. I mean you walked us through a few of the rules. Why we can't use it on vouchers because there aren't enough places that will take them. The various scenarios that you can walk us through as to why. Here we have this great grant opportunity and yet item A is not a good fit for Wyandotte, and Item B is not a good fit for Wyandotte because one of the things that we need desperately is a permanent overnight shelter. Yet I don't think we can use this money for that unless it can be your own room, your own bathroom, it can't be a congregate shelter. There's that because it would be beautiful to be able to put this money into a true shelter, but we cannot do that. So, we're going to do the next best thing that this money allows if I'm understanding what you've presented. I'm fully on board to support everything you do because it's such a tremendous need and it is just kind of one piece of this whole housing challenge that we face here in Wyandotte, but it could be a really significant one. I wholeheartedly support it, willing to make a motion if that's needed. I don't know if it's needed, is it an action item?

Chairman Markley said you have to approve the resolution so that it can go for the public hearing.

Action: **Commissioner Bynum made a motion, seconded by Commissioner Ramirez, to approve.**

Chairman Markley said were there any other questions or comments from the commission? Clerk, any comments from anyone online or from the public? **Ms. Sparks** said no comments received, no hands raised. **Chairman Markley** said anyone here from the public wishing to speak? Roll call on the motion.

Roll call was taken and there were five "Ayes," Kane, Johnson, Ramirez, Bynum, Markley.

Chairman Markley said thanks, Stephanie. Item number two, our last item, is the acceptance of a grant from KDOT's Access Innovation and Collaboration Fund totaling $1,253,390 to fund public transportation related projects. Ryan Hurst is here to present. Looks like he has a couple team members with him too.

Item No. 2 – 212196…APPROVAL: ACCESS, INNOVATION, AND COLLABORATION GRANT AWARD

Synopsis: Request approval to accept KDOT's Access, Innovation, and Collaboration (AIC) grant funds totaling $1,253,390.00 to fund six public transportation-related projects, submitted by Ryan Hurst, Transportation Manager. There are UG matching funds required.

Ryan Hurst, Transportation Manager, said good evening commission. Thank you for having us. We're here to discuss this evening and request approval of the Access Innovation and Collaboration Grant program, and the funds for the six transportation projects.

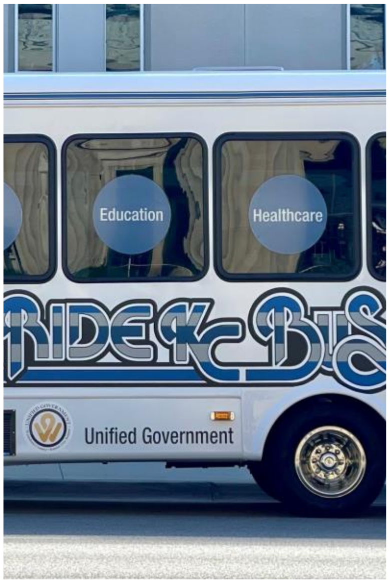
2021 CALL FOR PROJECTS

The Kansas Department of Transportation (KDOT) issued a call for public transportation projects for their Access, Innovation, and Collaboration (AIC) grant program

- **Access**: Enhancing infrastructure and allowing for improved access to transit
- **Innovation**: Investing in innovative projects including microtransit and electric vehicles
- **Collaboration**: Expanding efforts in working with private providers and eliminating the gap between urban and rural systems

Like I said, we're here requesting approval to accept the funds from KDOT's Access Innovation and Collaboration Grant program that is going to fund six public transportation projects totaling $1,253,390.

Quick little breakdown to tee up the Access Innovation and Collaboration Grant program that KDOT released. It was put out and the Transportation Department applied for these funds in June of 2021. They were looking for projects that in enhanced access, including infrastructure, that would allow for improved access to public transportation. They were also looking for innovative projects. They were looking for projects that invested in innovative projects including micro-transit, as well as electric vehicles, and electric vehicle infrastructure. They were also looking for projects that were collaborative in nature. Specifically, they wanted agencies to see—they wanted agencies to work with public and non-profit and businesses to expand public-private partnerships to help eliminate the gap between the urban and rural systems.



UGT PROJECT SUBMISSION

In collaboration with several community stakeholders, UGT submitted six different applications for projects that aimed to enhance access to jobs, healthcare, education and amenities throughout our community.

- Microtransit Expansion Pilot (Edwardsville & Legends area)
- WYCO Health Link (NEMT)
- Facility Modernization
- Fleet Modernization
- Accident/Incident Management System
- Software Upgrades

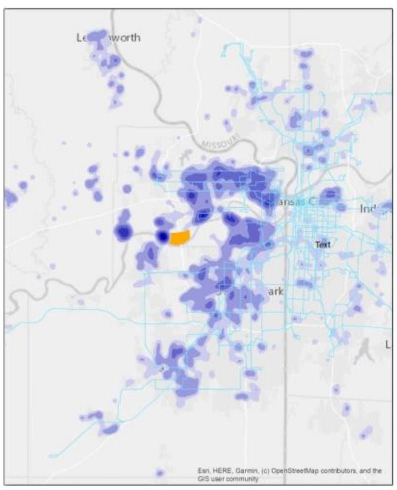
With that, we actually put together a list and collaborated with multiple stakeholders across the community including partnerships with the Public Works Department, UG Public Health Department. We also partnered with Wyandotte Economic Development Council, City of Edwardsville, a slew of different stakeholders essentially to put together these six projects, one being the micro-transit expansion pilot in Edwardsville, the Wyandotte County Health Link project or our non-emergency medical transportation program, our facility and fleet modernization efforts, as well as an accident incident management system, and then some software upgrades on top of that.

MICROTRANSIT PILOT

MicroTransit is a public transit ride-hailing option that uses a small vehicle within a designated service area. The service only operates when there is a demand, making it more responsive to riders.

- Operated within a defined zone
- Curb to curb service
- Book via phone, app, web or wave & ride
- Fare-free pilot
- Operated by UG Transit under the regional RideKC brand

A little bit about micro-transit and kind of what that is. Micro-transit is a public transit ride hailing option that uses smaller vehicles with a designated—within a designated service area. The service is designed to only operate when there is demand. So in theory it makes it more responsive to riders and it also makes it a better option for us as far as cost-cutting measures but still being able to provide a higher level of service for our residents. Specifically, this project was designed for workforce access within the Edwardsville Industrial Complex area. The project will be operated within a defined zone like I mentioned. It's also going to be operated on curb-to-curb or as a curb-to-curb solution. Essentially, we'll pick up the riders at the curb and then we'll drop them off at their destination at that curb. They'll be able to book via phone, an app, on the web, they could do a wave and ride. For the first year the fair free pilot was important to us to really help drive demand by continuing to keep it fair free. That is a little bit about micro-transit.



STRATEGIES & GOALS

- Improved workforce access
  - Edwardsville is currently void of public transit & this service will connect them to the regional network
- Creation of multi-modal connection between the 101 State Avenue route at Village West Wal-Mart transfer point and the Edwardsville industrial business cluster
- 15-minute (or less) wait time
- Project is in keeping with the Regional Climate Action Plan, Net Zero Emissions by 2050

Specifically, some of the strategies and goals behind the micro-transit route was like I mentioned, it was really important for us to have improved workforce access specifically. Edwardsville, currently as I'm sure you all know, is currently void of public transportation options. They don't have any ability to access the larger regional transit network. By having this project in place, essentially, we'll be providing those employers the opportunity to reach out and recruit and get employees for their businesses throughout the larger regional network through the 101 State Avenue route that makes a connection into downtown KCMO. The idea is that at any point during the time that a rider books a ride, that we would be able to then pick them up within 15 minutes or less and then drop them off at their destination. We make it functional for them and easy to use. Another thing that is noteworthy that this project is also in keeping with the regional climate action plan of net zero emissions by 2050. We do that by—we also incorporated an electric vehicle into this project as well as EV charging infrastructure that we'll be able to install to be able to charge while the vehicle is still out in the field. This project, too, I would also point out is also was identified in the GoDotte Mobility Plan and the work originally came about through work that the community or—Wyandotte County Public Health Department did in collaboration with the CHIP (the Community Health Improvement Plan) process, is sort of where that came from, between their work and Wyandotte Economic Development Council.

WYCO/HEALTH LINK (NEMT) PILOT

WYCO Health Link is a Non-Emergency Medical Transportation program that aims to increase access to fare free, high quality and culturally sensitive NEMT services within our community. Participating clinics will be provided with transportation vouchers for their patients.

Participating clinics:

- Mercy and Truth
- Family Health Care
- KU Landon Center on Aging
- Duchesne Clinic
- Swope Health - West Location
- Swope Health - Wyandotte Location
- UG Public Health Department
- Pharmacy of Grace
- Jay Doc Clinic

Move on from there, we've got the WYCO Health Link non-emergency medical transportation pilot as the second project. Wyandotte County Health Link is a non-emergency medical transportation program that aims to increase access to fair free high quality, as well as culturally sensitive non-emergency medical transportation services within the community. A couple of noteworthy things about this project, it really is a partnership between the Unified Government Transportation Department, as well as the Public Health Department, and then all of the participating clinics that you see there up on the screen.

The idea was that Wyandotte County Health Link—or one of the things that we're most proud of is that Wyandotte County Health Link is the first project that partners with all the safety net clinics within Wyandotte County. That's something that we're definitely proud about and hope to see this project continue to expand.

To that end, one thing that I did also want to mention is this program is actually already up and running. It was funded originally through ARPA. The idea for this project came again through the CHIP and the program—or in the work that the Public Health Department did, but then we were also able to expand it and get ARPA funding. This project technically already launched August 1st of 2022. To date we've done around 270 rides. We're looking averaging about two and a half per business day already. These are folks that were able to get to any of the safety net clinics that have already established care with those safety net clinics. Very excited about this project too as we are basically all of these projects.

Bus Facility Modernization

This project will fund several capital improvements at the UG Fleet Center. These improvements include the replacement of:

- A heating system in the cold storage building
  - Transit vehicles are cleaned inside facility in all temps
- Installation of six fast opening garage doors
- Updates to the existing car wash
- Two (2) new security gates

The next project that we have here is the Bus Facility Modernization project. This one's going to fund several capital improvements at the UG Fleet Center that's located at 5033 State Avenue. These improvements are going to include things such as a heating system for the cold storage building. The cold storage building as you can see there on the screen, at least some of it, you can see this is where our all of our vehicles are housed and cleaned to get ready for the next day of service. As you can imagine it gets quite cold in the wintertime in Kansas and this is where our vehicles are cleaned. That has created several challenges for us throughout the years of being able to clean these vehicles in sub-zero temperatures. It also has created safety, health, and wellness concerns for both our employees but also for our riders. If we try to mop the floors of these vehicles the night before and then they freeze over because they're in a cold building all night long, then we put them out first thing in the morning, obviously those floors are slick. We're really excited about the opportunity and our operators are very excited about the opportunity to have this facility heated. I believe the facility was originally heated back when it was built, and Jeff Miles could speak to that here in a little bit, a little bit more than I can, but that heating system has long since been not working.

Additionally, in addition to that we're also looking at the installation of six fast opening garage doors. These garage doors are going to allow our operators to be able to pull right up to those doors. Their doors are going to open, we're going to be able to pull through. They're going to immediately close behind them. That's going to cut down obviously on draft, cold winds, and everything like that, but also helping to secure the building and all of our equipment that we have in there.

Additionally, we're looking for some updates at the existing car wash that is actually housed on this site. That's going to include garage doors, I believe, as well as some just enhancements to the actual car wash system or I guess truck wash system that's there. Then we're going to also be purchasing two new security gates that'll be there at the front entrance to help better secure the facility.

FLEET MODERNIZATION

This project will provide funding for the purchase and installation of:

- Automatic Passenger Counters (APCs)
- Auto Voice Announcement Systems (AVAs)
- Four hybrid conversion systems for existing vehicles within our fleet

The next thing that we're looking at is the Fleet Modernization project. This project will provide funding for the purchase and installation of automatic passenger counters for all of our fixed route vehicles. This is really just going to allow us to automate the process of tracking folks that get on and get off of our vehicles. It'll really help us drill down to the stop level of where our folks are coming from, where they're riding the vehicles, where they're exiting the vehicles. which will have several positive benefits for us as we move forward in our various planning processes.

The next thing is automated or auto-voice announcement systems. This is just the system that basically automates letting the passengers know what stop they're coming up to. That way if they're visually impaired or if they're reading or whatever they're doing, and they're just not paying attention, it'll have an automatic announcement that will display as we get close to various stops along each of the fixed routes. Currently this process has to be done manually by our operator. That'll cut down on some of the distracted driving and that type of thing.

The last thing here for this project is we're looking at the purchase of some hybrid conversion systems for the existing vehicles within our fleet. The benefits of this are pretty self-explanatory. We’re looking to use less fuel, and just do a better job overall of having a greener fleet.

ACCIDENT / INCIDENT MANAGEMENT SYSTEM

This project would procure a cloud-based software solution to better manage compliance with the FTA's Public Transportation Agency Safety Plan (PTASP) final rule.

Specifically, this platform will allow us to digitize our record keeping and operational processes relating to all accident/incident reporting.

The next thing here that we're looking at is an Accident/Incident Management System. This project is going to help us procure a cloud-based software solution to help us better manage and stay in compliant with FTA’s Public Transportation Agency Safety Plan or the PTASP. The PTASP basically is just our plan for safety within our Transit Agency itself. This is going to allow us to track various safety events, do a better job of understanding where we are seeing maybe trends in our safety events, whether it's maybe we're seeing more collisions with fixed objects, or maybe we're seeing more passenger falls, and will really allow us to be more proactive the way that we go about our training by being able to analyze that data and have that data on hand. Definitely also very excited about this and we think that this will really help us tailor our training systems for our operators and overall help make our transit network safer here in Wyandotte County.

Software Upgrades

This project will provide funding to implement an Interactive Voice Response (IVR) system to integrate into our current paratransit dispatch software.

In addition, it would also integrate a web-based dashboard that allows clients to book trips online.

The last project that we have here is some Software Upgrades. Specifically, we're looking at IVR interactive voice response system. This program will integrate with our scheduling and dispatching platform that we currently use. Essentially what we'll have the ability to do is provide 48 hours in advance call reminders to our folks that have scheduled a ride. This will allow them to if they've maybe forgotten about their ride, it'll give them the opportunity to be reminded of it. It'll also give them the opportunity to cancel their ride ahead of time. So in the event that they forgot that they booked us, and they no longer need us, now we don't have to send an asset out into the field, waste fuel, waste wear and tear on vehicles.

In addition to this, the system will also provide the ability for us to give imminent arrival notifications to the clients. Whenever our vehicle gets within a specific geotag location, that's managed all on the back end, the system will be smart enough to know to push out a notification and let that client know, hey your vehicle is almost arriving, you go ahead and head to the door. This will hopefully cut down basically on some of the frustration of the clients trying to find a vehicle, and dispatch having to call. It'll just sort of handle that for us on the back end and do that automatically. So that's exciting as well.

FINANCIALS

Project	Total Project Cost[1]	Grant Award	Grant Funding %	Match Requirement	Outside Funding	Match Remaining[2]
WYCO Health Link (NEMT)[4]	$137,964	$124,168	90%	$13,796	$13,796	N/A
Microtransit Expansion Pilot[4]	$437,937	$394,144	90%	$43,794	$10,500	$33,294
Facility Modernization[3]	$539,722	$431,778	80%	$107,944	$150,000	N/A
Accident/Incident Management Systems[4]	$17,000	$15,300	90%	$1,700	N/A	$1,700
Fleet Modernization[3]	$301,600	$271,440	90%	$30,160	N/A	$30,160
Software Upgrades[4]	$18,400	$16,560	90%	$1,840	N/A	$1,840
TOTAL	**$1,452,623**	**$1,253,390**	**N/A**	**$199,234**	**$174,296**	**$66,994**

[1] Based on independent cost estimates done in 2021.
[2] All match fund requirements will be covered from existing Transit budget.
[3] Grant funding from Federal revenue
[4] Grant funding from State revenue

A little bit here about financials. One thing that we did mention—one thing that I did mention in here is that we're looking at a $1,253,390 worth of grant funding to come in. These are for total project cost of estimated for $1,452,623. That leaves a total match requirement of $199,234. We've been able to procure outside funding through the help of Public Works, which went through the CMIP process for the facility modernization stuff that we talked about earlier for $150,000. We already have that in the bag. We have $13,796 there for Wyandotte County Health Link. That's actually being paid for half through a partnership with Vibrant Health, and then half through Unified Government Public Health Department is going to foot the rest of that. The Micro-transit Pilot Expansion that we have here, we've procured $10,500 worth of commitments for funding to hit the match of $43,794. So, that $10,500 dollars, I don't want to leave anybody out, that funding has come from the City of Edwardsville, Wyandotte Economic Development Council, Greater KC Chamber, and then several of the local businesses specifically within the within the Edwardsville Industrial Complex area.

The remaining $33,294 is actually funding that's coming directly from the UG Transit's budget. Again, nothing here is a new ask tonight, all of this funding is already secured and ready to go. The Accident/Incident Management System, we're going to be looking at out of the Transit budget $17,000. The fleet modernization, again, same thing $30,160 from UG Transit. Again, that money it's already allotted and accounted for. No new ask there either. Then the Software Upgrades you're looking at $1,840 for those, for a total of $66,994 if you don't include the $150,000 that's already been allocated through the CMIP process from Public Works, then the $7,000 or so from the Public Health Department. The rest of it is outside funding from grants or commitments.

With that I am happy to answer any questions, I've also got Jeff Miles here with me this evening. I've got Sarah Frost from Trans Systems, they are overseeing the grant process for KDOT. Then we've got Susan Beckman in the back from the UG Public Health Department in the event that there's any questions on the Health Link. Kind of got a full house for us tonight, with that happy to answer any questions.

Chairman Markley said thanks so much and welcome to your full house. Several of these projects are projects that through Mid-America Regional Council I've seen other cities doing and that I've been jealous of. I'm super excited to see that happening here for us and particularly through this funding stream.

Commissioner Bynum thank you. Go back to the slide with the dollars, the very last one. I just want to understand correctly. What you just said to us which I think was that for dollar amount that'll show up in a minute. It’s somewhere between 66 and 174,000 I guess. It's the second to the last slide. I'm asking you to clarify for us, for me, the standing committee, and the community that for a dollar amount that's on that second to last slide that I think is somewhere in the range of $166K, you are bringing $1.2M in improvements? **Mr. Hurst** said that's correct. **Commissioner Bynum** said it's 166 correct, I'm struggling a little bit with your columns.

Mr. Hurst said sorry about that, so what we're essentially looking at minus, the $150K that's already gone through the CMIP process for Public Works, essentially what we're looking at the $150K plus the $7K that's coming from the Unified Government Public Health Department. If you if you exclude those two things, total we're looking at $66,994 gets us $1.253M, yes.

Commissioner Bynum said this is an amazing return on investment is the point that I'm trying to make. This is the innovation that we see in this department on a regular basis and I'm super proud.

Question for you on your non-emergency medical transportation program, are you able to collect like rider satisfaction? Have you been able to capture data about whether folks are pleased with the experience? **Mr. Hurst** said yeah, we are currently working on that. As a part of the original ARPA project that was one of the areas that we are utilizing or that we are trying to develop what that survey data looks like and the best way to actually implement that survey so that it's the most useful that it can be, but yes that's something that we are actively working on. I don't know, Susan, if there's anything that you would want to add to that.

Commissioner Bynum said it's a great program, that transportation program. We always know through the Community Health Improvement Plan that transportation is one of the barriers to access. So, thanks for that. I feel like I had another question, but it's gone. We'll let somebody else talk.

Commissioner Ramirez said just to second what Commissioner Bynum said of the innovation and I always feel our Transportation and Public Works Department is lightyears ahead. I feel like every time you come to us, I never have to ask a question because you always have the information there. You always innovate all the time and I'm happy that you're leveraging not only with the money that we have, but also the outside funding and creating those partnerships and partners out in the community. I thank you for that, for all that you do.

Chairman Markley said any other questions from the commission?

Jeff Miles, Director of Water Pollution Control, said go ahead I'd just like to thank Ryan and the transit team not only for this project but since I've been in Fleet for three plus years and now going off to do something else at this point, but they've always been innovative Commissioner Ramirez said about finding potential grant money turning over every possible rock, not only for their department but for the Fleet Department with lifts, diagnostic software, things like that. When Ryan first came to me last year and said, “hey we have this opportunity let's put our heads together”. He spearheaded meetings with our team, really pulled this information out of us that not only benefits Transit, it benefits all the tenants that populate the Fleet Center. I just want to applaud Ryan for his efforts. He did a fantastic job.

Chairman Markley said thanks Jeff. Anything else from the commission? Clerk, any comments from the public or anyone online wishing to speak? **Ms. Sparks** said we do have a public comment from Carolyn Kahar. "Thank you for your consideration for the Edwardsville micro transit pilot plan. This will be a valuable asset to the workforce and employment in Wyandotte County and Edwardsville. This project will allow people who have issues with transportation to be dropped off at their place of employment, benefiting employer and employee alike. Like any new endeavor, it is best to make sure that the project is best fitting the need. I suggest giving it a run for two to three years making sure it is being utilized for its intended sole purpose of job security and workforce efficiency, providing transportation directly to the workplace of employees without a ride, reevaluating if needed. Thank you for your support, time, and consideration." No hands are raised online.

Chairman Markley said thanks, Clerk, and thanks to Mayor Kahar for sharing her comments. Anyone here from the public who wants to speak here in the room. I need a motion and a second, I believe.

Action: **Commissioner Bynum made a motion, seconded by Commissioner Ramirez, to approve.** Roll call was taken and there were five "Ayes," Kane, Johnson, Ramirez, Bynum, Markley.

Chairman Markley said thanks so much Ryan and team. That concludes our meeting this evening. I'll entertain a motion to adjourn.

Public Agenda

No items of business.

Adjourn

Action: **Commissioner Bynum made a motion, seconded by Commissioner Ramirez, to adjourn.** Roll call was taken and there were five "Ayes," Kane, Johnson, Ramirez, Bynum, Markley.

The meeting was adjourned at 6:35 p.m.

BM