

PUBLIC WORKS AND SAFETY

STANDING COMMITTEE MINUTES
Monday, March 27, 2023

The meeting of the Public Works and Safety Standing Committee was held on Monday, March 27, 2023, at 5:00 p.m. The following members were present: Commissioner Bynum, Chairman; Commissioners Kane, Markley, Ramirez, Stites on behalf of Commissioner Johnson; and BPU Board Member Groneman. Commissioner Johnson was absent. The following officials were also in attendance: Laura Cromwell, Fiscal Analyst KCKPD; Chief Karl Oakman, KCKPD; Matt May, Emergency Management Director; Susan McMahan, Deputy Emergency Management Director; Daniel Kuhn, Senior Attorney; Troy Shaw, County Engineer; Jeff Fisher, Executive Director of Public Works; Gunnar Hand, Director of Planning & Urban Design; Reggie Lindsey, Budget Director; Debbie Jonscher, Interim Chief Financial Officer; Javier Segoviano, Solid Waste Manager; Chris Cooley, Director of GeoSpatial Services; Russ Owens, Fleet Manager; Vincent Billaci, Street Division Manager; Angel Ferrara, Director of Parks & Recreation; and Monica L. Sparks, Deputy UG Clerk.

Chairman Bynum said I want to thank Commissioner Stites for subbing in for Commissioner Johnson, thank you very much. 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 electronically should mute their phones when not speaking to avoid background noise. 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. 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. 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 comments either by telephone or via Zoom from the 5th Floor Conference Room of the Municipal Office building.

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

Chairman Bynum said tonight just make note please that in our order of business items, we're going to flip seven and eight. We'll hear eight before seven and I'll have Jeff Fisher remind me of that again if I get to item seven and try to proceed. We'll actually do item eight before seven. Other than that, we don't have any revisions on our agenda and we have no minutes to approve. We can move right into our committee items and the first one is FY23 Cops Technology Program Grant. Is Laura here, there you are, come on up to the table. She's a Fiscal Analyst with the Kansas City Kansas Police Department and she's going to tell us about this Cops Technology Program Grant and we also have Chief Oakman.

Chief Karl Oakman, Kansas City Kansas Police Department; said I know what it costs and I know what it is. **Chairman Bynum** said all right, it gives me great confidence that you know both of those things, please proceed.

COMMITTEE AGENDA

Item No. 1 – 212325...APPROVAL: FY23 COPS TECHNOLOGY PROGRAM GRANT

Synopsis: Approval to apply for and accept an award under the FY23 COPS Technology Program in the amount of \$905,000 to further the establishment of the Real-Time Intelligence Crime Center, submitted by Laura Cromwell, Fiscal Analyst, KCKPD. There is no match required for this grant.

Laura Cromwell, Fiscal Analyst for the Police Department, said here with me tonight is Chief Oakman. The Police Department was recently named in the Consolidated Appropriations Act of 2023 as a grant funding recipient under the FY23 COPS Technology Program. Funding for our department has been designated in the amount of \$905K to support the further establishment of our Real-Time Intelligence Crime Center. There is no UG match requirement for this program and we are just here to seek approval to apply for and accept this award. I'm going to turn it over to the Chief to share a little bit more about this grant program and the specific items that we plan to fund under this award.

Chief Oakman said if you had heard lately about a couple of months ago, U.S. Senator Jerry Moran secured \$11M for the state of Kansas for law enforcement. Kansas City, Kansas Police Department was one of 11 jurisdictions that would receive a portion of that \$11M, which ours comes out to \$905K. Real quick, I'll go through kind of what we would use those funds for. NIBIN, which stands for the National Integrated Ballistic Information Network. You'll probably hear me say that quite a bit in my tenure at KCK Police Department. Basically, what that is, is new technology that came about in the last five years where we trace shell casings to determine if they're connected to violent crime or as well as if they're connected to weapons.

The significant thing about this is Kansas City, Kansas Police Department has one of the highest knifing rates in the Midwest, and that's compared to St Louis, Chicago, Omaha, Kansas City, Missouri, Wichita, and Topeka. That's a good thing, that's not a bad thing, that means that the majority of our shell casings we can trace back to another offense which helps in apprehending the suspect. A microscope would be one thing that we would purchase for that, in addition to a NIBIN technician. The ATF is putting, believe it or not, KCK recovers almost the most shell casings in the state of Kansas and we're one of the few jurisdictions that doesn't have a NIBIN machine, so go figure. Overland Park has one, Topeka has one, and Wichita has one. We use KCMO and Independence on their NIBIN. What this funding would allow us to pay for NIBIN technician for two and a half years and they would—actually the ATF is bringing in a new NIBIN machine in their headquarters north of the river, that our technician would be exclusively available to use that machine. That would cut down on the amount of time it takes for us to get those shell casings back when we're working and shooting, or a homicide, or a violent crime.

The next would be our Real-Time Crime Center, which is a Real-Time Crime Center video wall. That whole back wall would be one continuous video monitor where we can put up several different locations to monitor cameras or if we have one big event, we wanted one big video feed, we could do that. There's a lot of other things we can do with that technology. Then Flock, which is 20 license plate readers with a two-year—for two years. What's important about the flock is we have another grant where we're going to implement Flock gunshot detection. What's significant about Flock versus shot spotters, is Flock you can add cameras as well as LPR. So, if the shot goes off, we'll be able to go back whatever time we said, if it's 30 seconds, to the video to see where the shot came from or who actually fired off the weapon, and then the LPR, if there was a vehicle near,

then we would get the license plate number and the location of where the vehicle was coming from.

The next item is more storage for our network and that's about \$194K because we are—just like if you look around when you talk about storage with all the video, everything that we're storing, we get to where we're at a critical level. This money will help us buy more storage which would help us along for two to five more years.

Then a True Narc machine, which is a machine that I don't know if you're familiar with it but especially now with our increase in Fentanyl, a True Narc machine tells our drug unit detectives at the scene what is in this substance and its instant. You put it on the machine and it tells you. If I put this bottle of water in that machine it would say H₂O and then whatever chemicals the wrapper is and the container. We have one and we'll be purchasing another, and then a mobile LPR trailer which we can move around in different—as we get complaints. If we get complaints in a certain area, we can then move that LPR to be mobile.

Then mobile RMS, which we recently was able to issue smartphones to every officer in patrol to help with follow-up. So instead of calling 9-1-1, tying up the 9-1-1 system, now you can just call that patrol car, and say hey this car is back, you guys can come back. That as well as being able to eventually, if we needed to dispatch from the cell phones, you can with this technology. I think that's it, and Laura's pretty good because we ended up at \$904,999.85. So, we got 15 cents to spend.

Chairman Bynum said, Chief, thank you so much, I'll ask if the committee members have any questions.

Commissioner Ramirez said thank you Chief, thank you Laura. Of course I want to thank Senator Moran for being a champion for law enforcement and bringing this money to us. I just have a couple, well one, you answered one question for me already. For the funding stream in general, what was the criteria that—the criteria for how much the 11 jurisdictions got or rewarded?

Chief Oakman said well this started about a little over a year ago. I met with—when Senator Moran, actually a week after I was sworn in as Chief, Senator Moran reached out to me and asked what could he do to help KCK. I sat down with him and his staff and kind of said these are some of the things we're trying to do from a technology standpoint and that funding would

help. Based on that conversation is kind of how they tailored the amount of money that we would need. **Commissioner Ramirez** said okay, well I thank you for that. I know our KCKPD and Public Works do an amazing job of looking outside and leveraging state and federal dollars that are out there to be able to do what you do. So, thank you for that. **Chief Oakman** said you're welcome.

Chairman Bynum said thank you commissioner. Are there other comments or questions from the committee? I have a couple of questions that I hope can be brief. Give us just a quick snapshot of what the Real-Time Crime Center is and does.

Chief Oakman said a simple version is all of our technology would be in one area and the objective is to use that technology as well as analysts. We have three civilian analysts and two officers that are Intelligence Specialists that would be housed in this Real-Time Crime Center. and their objective is to generate leads, solve cases by providing real-time analytic support to patrol, and the investigative process to help reduce crime and apprehension of violent offenders. One thing that we're going to actually do with our Real-Time Crime Center, you have a lot of them around the country that say they're real-time, but we actually will be real-time. We'll have an analyst monitoring the radio. For example, if a call comes out, you know a shooting at I-70 and 78th Street. Well, that analyst is then going to get on the air, make contact with that arriving officer, and say okay we have cameras here, we're looking, we're going back, we're going to see what we can find as well as with the shot spotter all of that and then be able to give them information. We see that there's a blue truck that was involved that's leaving the scene eastbound, but they're going to be able to do this real-time as it's happening. **Chairman Bynum** said that's awesome, I just wanted to make sure folks are aware. I think we're making some pretty significant technological steps forward and it's really impressive.

A couple of weeks ago I went back and watched the Law Enforcement Advisory Board meeting, you had shared some crime stats at that meeting. I don't want to put you on the spot if you don't have them in front of you, but it strikes me that almost every category was down. Would you want to just briefly talk on that.

Chief Oakman said what we did is we put in a violent reduction plan in January of 2022, and we started seeing some of the results of that when 2022 ended. We were down 24% in homicides, 5% in aggravated assaults, 5% down in aggravated battery, rapes were down 5%, burglary which oftentimes people, you know, we talk about violent crime because it's important,

but the majority of the community is actually faced with property crime. We saw a 27% decrease in burglaries and so far year to date we're at historical lows from January now to March the 27th. We are down in homicide 60%, and we're down in shootings by 45%. In fact, as of today, Topeka, Kansas have 60% more homicides than KCK. That's all trending in the right direction and a lot of this is some of these things that we put in place such as—and I'll be real brief, but such as one thing that we're doing is our uncooperative victims, we're cross-referencing those with our gang affiliations. When we're determining when we see a match, we then do risk for retaliation and that's where we intervene, whether we need to give them services, resources, or just knock on their door and say we know what you're getting ready to do and we're not going to allow you to do it. Those are some of the things that we're doing and that we have in place, but I can send each of you our Violent Crime Reduction Plan.

Chairman Bynum said I think we would all appreciate seeing that, so thank you for doing that.

Commissioner Ramirez said that's going to kind of steer away from, well what you're here for tonight, but the intervention you just spoke of, how effective is that because I know I've seen that as a model around the country, other police departments doing that. How effective is that here, do people actually follow with it, or do they continue with doing crime?

Chief Oakman said well I'll tell you the most effective part is when we intervene because that looks like a lot of things. One, they know that that we're on to them. We identify where they go, where they live, who they're having these issues with, and we intervene. There's other things we can do too such as if they're on probation or parole. If they're a felon, then we can do things where we work with their probation officer, or their parole officer, to tell them, hey, this is what they're planning on doing and we need some help to try to intervene in this. That part of it's pretty successful. I think the part that's not very successful is getting the resources to them because there's really nothing to force them to take the resources. And that's what KC NoVA—that's what caused KC NoVA to fail because there was really not a care there to make you go to job training, to make you go to parenting classes, or whatever you may need to do, or drug treatment.

Chairman Bynum said thank you. It's great information and I really appreciate everything you and your entire department sworn in civilians are doing for the community every day. It's clearly helping and my request for you would be, and I will ask ACA Cobbins, perhaps next month

we could have room on the agenda for an update on the cameras and how the cameras are working out because you mentioned the network storage cost so we know that it comes with a high price tag. Maybe next month if we could, just a presentation. **Chief Oakman** said is that on the body cams? **Chairman Bynum** said right, the body cams, any cams you want to talk about specifically. **Chief Oakman** said we have a lot of cams, we'll talk about all the cams.

Chairman Bynum said I'm just asking that as a request for next month. I think it would be important for us to have an update, but this item is actually here for a vote. I would—okay and let me do my little required steps and then I'll hear your motion. Clerk, did we receive any comments online? **Monica Sparks, Deputy UG Clerk**, said no comments were received. **Chairman Bynum** said anyone online requesting to speak? **Ms. Sparks** said no hands raised. **Chairman Bynum** said anyone here in person that would like to speak on the item? Is there a motion? I think I heard a motion, is there a second? We do have a motion in a second on the item. Roll call, please.

Action: **Commissioner Kane made a motion, seconded by Commissioner Stites, to approve the grant.** Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Item No. 2 – 212320...ORDINANCE: AUTHORIZING THE UNIFIED GOVERNMENT TO ASSIST OTHER JURISDICTIONS DURING EMERGENCY DISASTER

Synopsis: Adopt a section in the Unified Government Code of Ordinances that would establish the authority for the Unified Government to provide assistance to other jurisdictions within or without the state of Kansas during a declared disaster emergency in alignment with K.S.A. 12-16, 117, submitted by Matt May and Susan McMahan, Emergency Management Department. It is requested that this item be fast-tracked to the March 30, 2023, Full Commission meeting.

Matt May, Emergency Management Director, said good evening Chair Bynum and Commissioners and our own Staff. First one I want to mention because I'll forget—the first one that's on the agenda and it's a revision of an existing one needs to be both a resolution and an ordinance. What you might have gotten in your packets is just a little out of date in that respect,

but otherwise, the content is the same and the concept's the same. What we're trying to do is, this is a requirement by State Statute to have on the books so that we can do the next piece, which I'll get into in more depth. When I was looking this up and looking at and going over with Legal, we agreed that it had been written right after it had been established as a state statute and some of the status was out of date as far as it didn't have a KAR assigned to it yet, all those kinds of things. We cleaned a lot of that up but basically, this is just a renewal of something we already have. I don't know, Commissioner Bynum, if you want to do these one at a time or do them collectively.

Chairman Bynum said I will defer to Legal because I wonder if they need to be taken individually. **Daniel Kuhn, Senior Attorney**, said I would recommend that they be taken up individually. **Chairman Bynum** said okay, so go ahead and give them to us and then if the second one is similar, but only a county resolution, we'll just adopt it separately.

Mr. May said okay, that's the first step. The second step is the actual document that we want to adopt. This is something that in Emergency Management world throughout the metro, we've been working on for years to try and get some cohesiveness around. What happens in real life is bad days happen. The best example I give you recently is 2019 when the Linwood tornado came through, Chuck Magaha, who's my counterpart in Leavenworth, is standing out in the middle of K-32 and debris everywhere and he's looking for a little bit of help. We come, I mean that's just our nature, but if it's going to be any kind of an extended event, in all fairness to everybody involved there's usually some sort of compensation. We've got 20 dump trucks, operators, and front loaders, that stuff gets expensive over time. In that particular case, Overland Park was actually able to give them everything they needed. In 24 hours every road was cleared and they did a fantastic job, but what happens lots of times is these agreements are made at two in the morning standing in the dark and it sometimes gets a little muddy six months down the road when you're trying to sort out who do we owe what to.

What we wanted to do is develop a template document that we could literally carry around in our briefcases or back pockets or whatever and we could pull it out at two in the morning write out, okay, you agreed to send me 20 dump trucks with operators and 10 front loaders, and we're going to do that at no cost to the requesting jurisdiction for the first 48 hours and after that we're going to have a billable rate, whatever that is and we're going to go by FEMA billable rates. The advantage of that is because we have vetted this document through FEMA, it will not disturb our ability to get reimbursement. That's really tricky. A lot of folks have done this. Do you remember

the group who did it? They spent it was the schools—oh in Joplin. The schools in Joplin did this and spent millions of dollars and then found out they couldn't get reimbursed. Is that right? **Susan McMahan, Deputy Emergency Management Director**, said yes, it is. **Mr. May** said it can happen and I don't want that to happen to us and we don't want to have it in the region. We want to play nice with everybody and so that's the objective of this. This is nothing but a resolution saying that if we need it. Law Enforcement and Fire, these guys have figured this out a long time ago. They've already got these Mutual-Aid agreements in place, but for Public Works and some other groups that we share resources with, they don't. So, this is a great way to kind of nail that down, make sure that it's documented, and make sure we've gotten everything approved ahead of time.

That's the second piece that we had on the docket and then the last one is our continuing extension of the State of Emergency for Covid-19. Just a couple little stats. Hang on, I wrote them down so I wouldn't say them incorrectly. If we continue this to May 11th as we've asked for in this document and I'll explain why in a minute, we will have been under an emergency declaration for 1,156 days contiguously. That's totally unheard of, I mean times past the tornado event I was just describing probably was under a declaration for about five days total. This is so unique and we know that whole event was unique, but the upside was because there was a national declaration in place and so long as we had one in place we were able to request reimbursement through the PA process to the tune as of today \$4.1M has already been requested, approved, and received in reimbursement to the Health Department. Another \$3.5M is in the works and we expect to get that, if not at all, at least most of it because it's up to FEMA to approve each of those expenses and we got to make sure we've done our documentation. In addition to that, anything we spend from today until May 11th that qualifies, we can apply. So, rough numbers \$10M by simply having this in place. I greatly appreciate the patience of the Commission and understanding if the Commission to having this in place, but also I wanted always to have an opportunity to come back and explain what we're doing with it and why and it'll probably will never happen again in any of our lifetimes I hope, but there it is.

That's the last piece we have. May 11th is a magic number because that's when the federal government has decided to terminate their national declaration. It's time to roll up the carpet so to speak, and so we're ready to move forward and call it what it is now, which is simply an endemic problem, not a pandemic problem. That's where we are, a little bit of normalcy maybe in all of this,

but the bottom line is we're no longer going to be under a declaration. That's the explanation for the short time change, little extension in what we already had in play. And then we're going to marry up so that everything we expend right up to the 11th can be submitted if it's appropriate. I will entertain questions about any or all of those.

Chairman Bynum said okay thank you very much. If I'm tracking correctly, Mr. Kuhn, I think we have—item two is the city side ordinance, item three is the county side, and then item four is this sort of finality on the emergency declaration. **Mr. Kuhn** said correct. **Chairman Bynum** said okay, questions from committee.

Commissioner Kane said well, I didn't follow the way you did but the tracking number 212320 is the first one, correct? **Mr. May** said let me look and see if I got the tracking number on here, it's on the agenda I believe, yes. **Commissioner Kane** said move for approval and fast-track to Thursday night's meeting.

Action: **Commissioner Kane made a motion, seconded by Commissioner Ramirez, to approve and fast-track the item to March 30, 2023 Full Commission meeting.**

Chairman Bynum said thank you. A motion and a second on fast-tracking the first item. I'll ask the Clerk if we've had any comments. **Ms. Sparks** said no comments received. **Chairman Bynum** said anyone in the room that would like to comment? Roll call, please.

Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Item No. 3 – 212319...RESOLUTION: ADOPTING THE GREATER KANSAS CITY REGIONAL RESOURCE SHARING AGREEMENT

Synopsis: Adopt a resolution endorsing the Greater Kansas City Regional Resource Sharing Agreement, submitted by Matt May and Susan McMahan, Emergency Management Department. It is requested that this item be fast-tracked to the March 30, 2023, Full Commission meeting.

Chairman Bynum said the next item is the county resolution of the same effort, if there's a motion on that. **Commissioner Kane** said tracking number 212319, move for approval with request fast tracking for the March 30th commission meeting. **Chairman Bynum** said is there a second? Roll call, please.

Action: **Commissioner Kane made a motion, seconded by Commissioner Ramirez, to approve and fast-track the item to March 30, 2023 Full Commission meeting.**
Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Item No. 4 – 212311...RESOLUTION: EXTENDING THE STATE OF EMERGENCY FOR COVID-19 PANDEMIC

Synopsis: To adopt a resolution to extend the state of emergency for the COVID-19 pandemic from May 1, 2023 through May 11, 2023, submitted by Matt May and Susan McMahan, Emergency Management Department. It is requested that this item be fast-tracked to the March 30, 2023 Full Commission meeting.

Chairman Bynum said thank you both. **Mr. May** said we need I think to move on the pandemic. **Chairman Bynum** said yes, I’m sorry we still have that one. **Commissioner Kane** said 212311 move for approval but this doesn’t say fast-track. **Mr. May** said yes, we would like to do that, please. **Commissioner Kane** said with the fast-track. **Chairman Bynum** said with the fast-track. Okay, thank you very much. Roll call on this item.

Action: **Commissioner Kane made a motion, seconded by Commissioner Ramirez, to approve and fast-track the item to March 30, 2023 Full Commission meeting.**
Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Chairman Bynum said thank you so much **Mr. May** said Commissioners thank you very much. **Chairman Bynum** said can’t thank you enough for all you've done during this time. **Mr. May** said what we do. **Chairman Bynum** said and you will continue to do. **Mr. May** said that's correct,

thank you. **Commissioner Kane** said I hope the rest of our guests are as efficient and as fast as you guys. **Mr. May** said I understand.

Item No. 5 – 212328...RESOLUTION: A RESOLUTION AUTHORIZING FUNDING FOR KC CONNECT BI-STATE RIVER BRIDGE REPLACEMENT

Synopsis: Request to approve a resolution committing the UG to funding our matching portion of the MEGA/Infra Grant for the KC Connect Bi-State River Bridge Replacement Project (Kansas Ave. Bridge), submitted by Troy Shaw, County Engineer.

Chairman Bynum said thank you very much. Mr. Shaw are you the next item. We have a resolution committing UG to funding our match for the MEGA Grant with KCMO on the Bi-State River Bridge replacement project. And this is also an item we're requesting a fast track. We have Troy Shaw and Reggie Lindsey coming forward and our CFO Debbie Jonscher and our Public Works Director Jeff Fisher. We got all the folks here and okay. Is that this one or a different one. **Troy Shaw, County Engineer**, said it's the one you have in your hand. It says it says Central Avenue and Kansas Avenue Bridge sites and I will explain why it says that here.

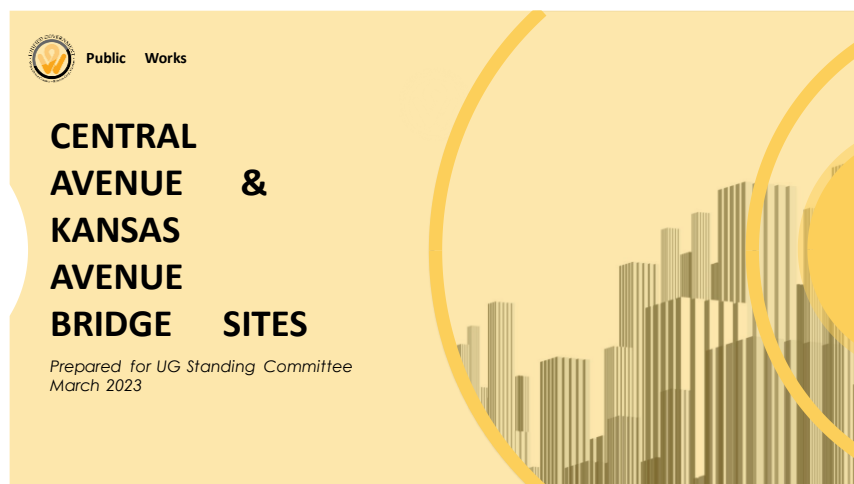
Chairman Bynum said okay and before you get started, I would just like to recognize and welcome our new County Administrator, Mr. David Johnston, who stepped into the back of the room. Sir, I want to thank you for just taking time to participate or observe in the standing committee meeting process, welcome you and you're welcome to sit anywhere you like. We are not obligating you to stay for any certain amount of time, but we're glad you're here. This is an integral part of the governing process here and a lot of the work is done at the standing committee level. I'll hand the floor to you for any remarks.

David Johnston, County Administrator, said well just for the public satisfaction, this is my first day. Time has not been my own, it was, Dave you have to be here at this date, this year at the state. I just finished my one hour of decompression time that I was allowed to have. Then I was told they want you downstairs on the fifth floor, oh okay, well I'll get another adrenaline rush. I do understand the role of the standing committees. It's an important part of our governing process and legislative process. We want our Council, our Commission to be in a position to make the best,

most informed decision possible for the people they serve. Therefore, this is part of that process, next step public meeting. The better informed our elected officials are, the better decisions they make for the public. I look forward to being part of many of these meetings over the coming years. Again, I want to thank publicly to all the commissioners, thank you for the trust that you've given me to serve in this role. I look forward to it, look forward to working with all of you and working with—for our citizens for this great County of Wyandotte. Thank you, I'll sit in the back though if you don't mind.

Chairman Bynum said very good, thank you so very much. We'll try not to put you on the spot with anything. Mr. Shaw, I will hand this to you.

Troy Shaw, County Engineer, said alright, per Commissioner Kane's request, I will try to keep this as brief as possible. Obviously, you're aware, we're here to approve a resolution committing the city or the county, Unified Government up to \$30M as a matching portion of the grant for Kansas Avenue Bridge.



Given that that number is so large I want to give you a little background information and make sure you have all the information as it pertains to the Kansas Avenue Bridge as well as Central Avenue and other things that may impact that Kansas Avenue as well. I just want to make sure you have that information before you make this decision.



This is just an overall real quick look at, red star is Kansas Avenue Bridge, the blue dot is the Central Avenue Bridge, and the yellow star is actually a project that you may not be aware of or may be aware of. We just found out last couple weeks that KDOT is getting ready to redo the interchange at 70 and Central. What that means to us is conversations with KDOT, at least initially, have said is Central Avenue Bridge going to be vehicular, and we said we don't know yet. They said if it's not vehicular, that's a benefit to us and it may be a benefit to the UG in some form or fashion. My mind leads to monetary, what that means I don't know. Their design changes if that's not a vehicular Bridge, even if it's a pedestrian bridge it changes their design, it saves them money which could be a benefit to the UG monetarily. I want to bring that up, we have a meeting, Jeff, I think in mid-April ish sometimes to talk to KDOT about that. I don't know where that leads yet or what that means.

Central Avenue Quick Stats

- Length = 3,451 Ft/800 Ft Lower
- 4,700 Average Daily Traffic
- No Sidewalk
- KDOT to Conduct 9-Month Study
- Collaboration with KDOT ensures cohesive design



I just want to bring that up as a point that sometime in the near future the UG is going to have to make a decision on that bridge if we want any benefit from KDOT by not making that vehicular. Right or wrong, I don't know. I just want to bring it up, so we'll be back later for sure once we have more information. I just kind of want to point that out. This is just the area that they're working on and they've just now started getting a consulting firm together on that and putting that together. They reached out to us to say just so you know it's just coming up. I want to let you know about that before we get too far into things.

Incorporating Plans

Local

- GoDotte Strategic Mobility Plan ('22)
- Central Area Master Plan ('20)
- Armourdale Area Master Plan ('21)
- Riverfront Development Plan ('22)
- Complete Streets Ordinance ('20)
- Citywide Master Plan '22 Updates (Currently Underway)
- Sidewalk & Trails Master Plan ('21)
- SmartMoves RideKC Transit Plan and Climate Action Plan

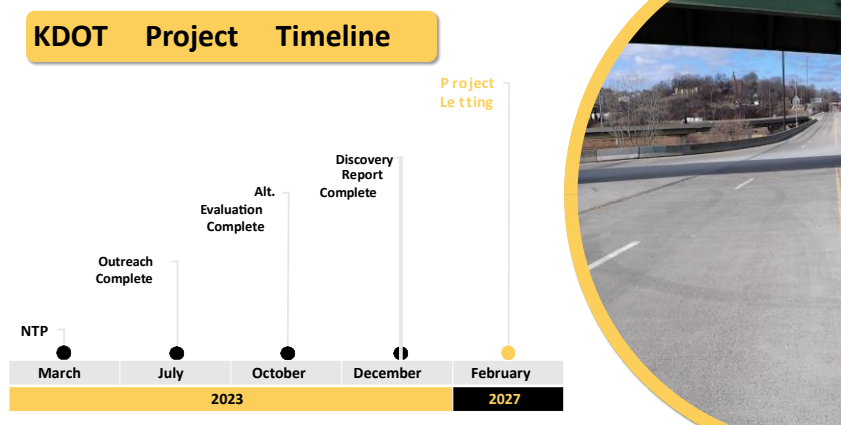


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Downtown KCK Industrial River Edge Vision Study
Kansas City Design Center (KCDC) Urban Design Studio 2022/2023



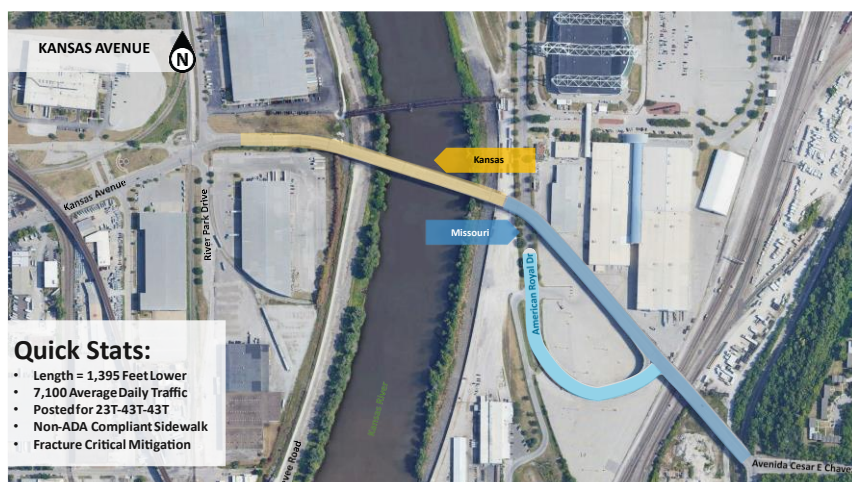
This is kind of KDOT—this is a slide that KDOT wanted us to present. They're looking at all our plans when they do this. They want to reach out and make sure we're involved in this, and how we're working, how their project's going to fit with Sixth and Central, the Interchange there as well as with the Kansas—or with the Central Avenue Bridge and how all that works together. They just want us to know that they're looking at it, they're aware and they want us involved in that conversation going forward too.



This is roughly their time for that project. In KDOT terms, it's pretty quick. It's moving along pretty quick if they're talking about bidding the project in '27, that would be roughly when they're planning on starting construction after that. The design portion of it will come along really quick. We're just thrown out there knowing that in the near future we're going to have to look into that.

**Kansas Ave.
Bridge Site**

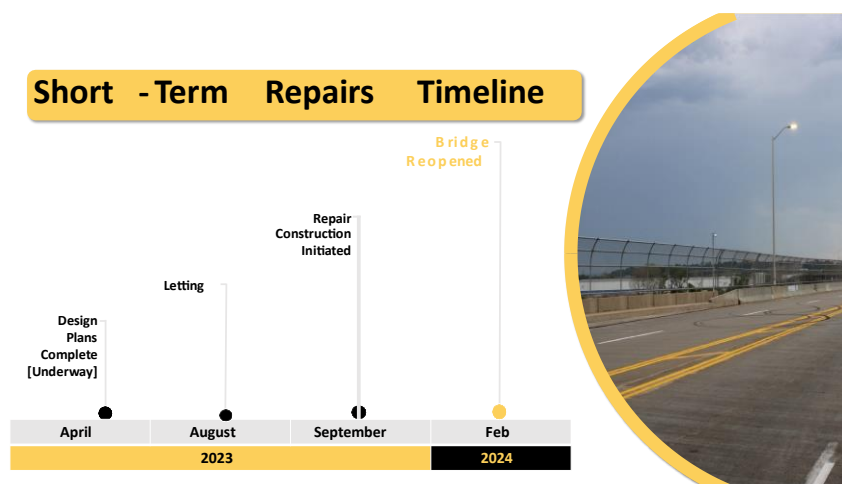




Move on to the Kansas Avenue Bridge site. We're obviously aware of this, this is the project that about this time, maybe a little later last year, we're a Commission and we were directed to pursue the MEGA/Infra Grant for the Kansas Avenue Bridge Project. We've been working with KCMO and with the consultant to put that grant application together for the past year. We're anticipating they're going to release that grant opportunity in the next few weeks and have that probably do at the end of May if they follow last year's schedule. We've been working on this whole time getting it getting it forward.



Real quick, you guys approved funding to make temporary repairs on that bridge. These are a couple of the repairs that you will see that we're going to make.



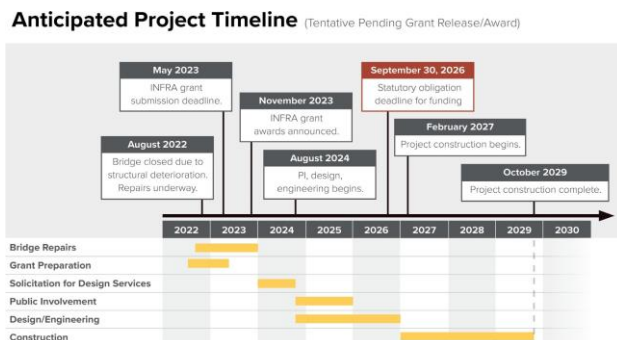
We say it'll be open in February '24, I'm optimistic it'll be done by the end of the year. We've went ahead and ordered steel before we've had the design done. We had the design done in four specific parts, ordered that because that's a long lead time on a lot of things right now is the steel. We've actually ordered that before we've started letting the project to get the contractor on board just to get it done as soon as possible. We're working on that and that's the short-term repairs that we're talking about.

INFRA/MEGA Grant Application Development



Here's the MEGA/Infra Grant that we're working with KCMO on. They're in about the same spot we're at right now. They're looking to do the same thing we are as far as getting commitment from their side formally to submit that grant. The project goes from Southwest Boulevard on KCMO side, all the way down to 7th Street on our side. The entire project will be to connect two communities together with this project, it'll be a complete street and bridge replacement tying those two communities together.

KC Connect Bi-State River Bridge Replacement Timeline



Rough timeline for that assuming—like I said, they haven't released that grant. We're just going off what was submitted—or what was out last year and bumped everything a year based off of that timeline. It's a long-term project for sure. This is set up as a kind of design bid build type project, typical. We're hoping to do alternative delivery and maybe speed things up, save a little money as we go through that, but we won't know how that works until we get in further into the actual grant if we get it.

KC Connect Bi-State River Bridge Replacement Funding Needs

- Project Estimate: \$150M (approximately ½ UG, ½ KCMO)
- Project split: approximately 50/50 between the UG and KCMO
- MEGA/Infra Grant is a 60/40 split with 40% Matching
- MEGA/Infra allows for an additional 20% Federal Funds to match



What we're looking at, big-picture \$150M project is what this project is estimated at right now. Roughly half UG, roughly half KCMO. The MEGA/Infra Grant is a 60-40 match. So, 60% of that's paid by the grant, 40% paid by local, which would mean 20% would go to the UG approximately. 20% of \$150M is \$30M, which is where we come to that number.

Proposed Project Funding

Total Estimated Project Cost	\$150M
UG 50% Portion*	\$75M
Possible Non-UG Funds	
MEGA/Infra Grant	\$45M
Additional Federal Grants**	0-\$15M
Additional State Funds	TBD
K-5 Ownership Turnback	0-\$4M
KC Levee Betterments***	0-\$2M
Remaining UG Funds Needed	\$9-\$30M
Possible UG Fund Sources	
Remaining Bridge Repair Funds	0-\$1M
Stormwater Utility Fund	0-\$5M
City GO Debt	TBD
City General Fund Cash	TBD
Dedicated Sales Tax Cash	TBD
Special Street and Highway Fund	TBD
Other Fund Sources (TBD)	TBD

*Totals for each City are approximate and will be determined based on the actual work completed in each City.

**The MEGA/Infra Grant allows for an additional 20% matching using Federal Funds but are not guaranteed and additional funds will need to be obtained.

***These funds have already been spent adjacent to the proposed project and may qualify as part of the UG's matching portion.



You can kind of see a breakdown here. We've sit down with Budget and Finance. Reggie's up here, Debbie has been involved, and we've thought of how do we pay for this thing if we—it comes to the point where we have to spend \$30M. There's a couple different possible sources from the non-UG and then UG sources. One of which I'll note that will actually be brought to standing committee probably next month, is you see the K-5 ownership turnback. We have been in talks with KDOT the past few years and figuring out how to take over K-5, which is Leavenworth Road between 435 and 635. We already maintain it, it's basically our road. There's some nuances in there, but KDOT's offered us approximately \$4M to take that road back, along with a couple other things, but to this we would recommend if we do that, committing those funds to Kansas Avenue.

Commissioner Kane said why don't you tell them how much it costs a year to maintain Leavenworth Road and why we would want to go ahead and take it over. **Mr. Shaw** said I couldn't—I can't tell you exact cost per year but what KDOT offers—here's probably where you're going with I'm guessing. What KDOT offers is up to \$98K a year in maintenance expenses for that, so it takes 50 years to actually make that up. It's a good deal long term for the UG even so, I think that's where you're going with it. That's why we would be considering that, but we're working on getting an agreement with KDOT, and we'll be back with that agreement for your consideration, hopefully, next month is what we're hoping for.

The way the MEGA/Infra Grant is also written is it offers 40% matching. However, it does allow another 20% of that matching to be federal funds as well, which is unusual, most grants don't do that. They don't match federal funds with federal funds. There's opportunity for us to pursue other grants or other opportunities as well to cover up some of that, up to \$15M of that 30 with

additional funding from federal government as well. We'll continue to pursue looking for other opportunities and sometimes there's bridge specific opportunities, or maybe complete streets opportunities that will cover different portions of that entire project that we might be able to utilize. As you'll note, we start looking down at UG funds and what we have in there. I'm hopeful that the top one is remaining bridge repair funds. I'm hoping that comes in under what we estimated and then some of those funds will be able to use. We won't know until we get it bid, but the steel was cheaper than I thought it was going to be, so I'm crossing my fingers, hopefully, that the rest of it's going to be the same way. Obviously, you approved a Stormwater Utility Fund last year. This is obviously a bridge over a river, there will be stormwater improvements along the street as well on our side. There's opportunity to use or rearrange some of that fund how we had planned it, but if we get this and need to supplement some of that, there's a possibility to use some of those funds as well. Then restructure how we had planned the stormwater fund out the next five or ten years.

Then, obviously, there's other funds, City Debt, General Fund, there's Cash Sales Tax Funds, Street and Highway. Some of those funds can be switched around if you had to take it. I'm not saying that's ideal. We're just throwing ideas out possibilities on how you fund this thing if we got to a point where we got the grant, we have to find \$30M. That's just the information we're putting together.



Really in the end what we're looking for is to approve a resolution that commits the UG to paying up to \$30M for our local share of the grant match if awarded. This is a requirement of the grant for us to have a formal commitment. There are a couple different ways that we could make that commitment. The one that made the most sense to us was a resolution just saying the Commission

has approved that we are willing to pursue this and fund this if it comes that we need to do this. Then also I've obviously put on here, what the grant will be. We have a template for letter of support. If we want to pursue it and continue to do this, I'll be asking for help to get either support from you or support from others. If you guys can help us do that, that'd be great. Then the last one is advocate for any support we can get would be great.

Commissioner Kane said I was with Emmanuel Cleaver last week and Sharise Davids the week before and they're pushing to get us some monies. I think that's something that we need to keep in mind that there's other folks already involved and have been involved. And you got to remember the infrastructure money across—well it's across the United States but Missouri and Kansas, I think this is a perfect item for that. I would think we would get as—those two are already working on it. Actually, I even mentioned Central Avenue Bridge, but that's a different story, but I think that we need to do something to make sure that bridge is opened and open for a long time.

Commissioner Stites said when will Kansas City Missouri, when will their resolution go in front of their counselor? **Mr. Shaw** said I don't know the exact date I was told. I asked about that and they said they're working about the same timeline we are, so it should be somewhere. **Commissioner Stites** said what's our deadline on this as to when we have to have this in place. The reason that I ask is, as we just heard a few minutes ago, our new County Administrator, day one is today. I don't know if he's been brought up to speed on we're looking at a \$30M ask right off the bat. That's why I'm asking when's the date and if he can be brought up to speed. **Mr. Shaw** said yeah, for sure. I know, I agree, I think Mr. Johnston is definitely someone we need to get in the room and talk to about this. We don't know the exact date because I said they haven't released the application yet but what they did—we're basically guessing off of what they did last year because it's a five-year rolling program that they would do. Last year it was roughly mid-April is when they released it and then they gave three weeks to submit. We're kind of guessing off of that same timeline this year. We want to have approval by the end of April on this, which is why we start here, then next month go to full commission. That gives us plenty of time to talk about that because we'll have to go to full commission as well for approval. It gives us a month before that's necessary to have that conversation and if we want to change something during that time, we don't want to pursue it, we don't have to.

Commissioner Ramirez said I think what I'm going to do tonight is vote for it so that it can advance, so that we can have a fuller conversation as a full board along with staff so that all of us are there at the table and that we can have that conversation. I agree with Commissioner Stites. It's a lot, \$30M is a lot for us to commit where we're already within our structural deficit in our budget issues. I know and I thank our Finance and our Budget Departments for looking into it and trying to find ways to put things together, but I hope we get to the point in the future financially where we don't no longer have to pick and choose where we get funding from. I do thank you for what you do but I think just a fuller full conversation with the full body needs to be had before I can fully say yes or no for my support for it.

Chairman Bynum said a couple of comments. We've been talking to Kansas City, Missouri and ourselves for a good while about the Kansas Avenue Bridge such that last budget cycle we allocated the emergency money for the repair to get one lane open. I think the Commission recognizes the need for the bridge, especially if there's the possibility that Central Avenue Bridge won't be—could possibly be something other than vehicular. The MEGA Grant is an ongoing conversation that we started last fall. I don't want to have the impression that we don't want this grant, we very much want this grant.

I think what I'm hearing Commissioner Kane say is that there are possibilities that in addition to the actual grant award, that there could be earmarks that would help from Sharice Davids and/or Representative Cleaver and/or both, that could further support to cost federally. I'm assuming I mean you're probably getting those letters of support from those individuals. We've heard all the conversations about all the things that we do to strengthen our grant application including all of our partners and etc. I don't have to reiterate any of those components because I know you're doing that. We're talking about once again looking for the creative ways that locally our cash-strapped government can still provide what we need and it's an up to. I also don't want us to speak only in the context of finding \$30M because that's not 100% accurate. We don't know that that's the case, especially if we're identifying the other sources of funding.

Commissioner Kane said another person Senator Marshall is going to have an office at Fourth and Minnesota here in the next month or so. I think we should get ahold of him and get ahold of the request letters and target that.

Chairman Bynum said I guess I would just kind of wrap everything up by saying you know the action that we're requesting tonight is a resolution to support the funding, but again, it's an up to. It's not a definitive we have to go find \$30M. That's my opinion only. Yes, go ahead. **Commissioner Kane** said we're not even sure—I'm sorry we're not even sure it'll be that much if we got the other parties to kick in. There's a max and, hopefully, with this new contact that we're going to have here pretty quick, that we'll get more funding from them too.

Mr. Shaw said yeah and Commissioner Kane's correct. That's why it is like to your point, up to \$30M. I didn't want to throw out \$15M because I'm going to do worst case scenario and worst case scenarios up to \$30M and that's—what unless we have other funding sources dedicated right now to it, that's what the grant will require us to commit to is anything that we don't currently have dedicated. **Commissioner Kane** said how many people use that Kansas Avenue bridge every day? **Mr. Shaw** said about 8,000, I believe. **Commissioner Kane** said we've closed down, we're getting ready to close down some more bridges around town, right? **Mr. Shaw** said KDOT is closing K-5. **Commissioner Kane** said that's critical for the people in Kansas City, Kansas to get to Kansas City, Missouri. **Mr. Shaw** said correct, I would agree.

Chairman Bynum said I think that is the main point, let alone the other—as we all know the other events and whatnot that are coming our way very soon, so it is critical. With that, other comments? Anyone online with their hand raised? **Ms. Sparks** said we don't have anyone with hand raised, but we did receive a comment. **Chairman Bynum** said okay, please.

Ms. Sparks said this is from Rob Anderson from Kansas City Kansas. The Central Avenue and Kansas Avenue Bridges were built in the early 1900s. They were built for a different era when the West Bottoms was buzzing with flies and cows waiting to board trains to Chicago. At the time the economic activity justified the construction of the bridges and there were a few options to get people, goods, and services across the river. Today there are other ways to cross the Kansas River. Two options are maintained by the Kansas Department of Transportation I-70 and I-670, and the James Street Bridge is maintained by the Unified Government. The average daily traffic on the Central Avenue and Kansas Avenue Bridges are not significant when compared to the James Street Bridge and pales in comparison to the two interstate bridges. The community needs to ask itself

some tough questions. If this bridge never existed, would we build it today? What transportation problem would it be solving? Can we afford to build this bridge? Considering all the other infrastructure needs in the community, will there be a dramatic change to economic activity to either side of the bridge and will the delta index generation justify the expense of the project? Should we be in the river crossing business? Taxpayers in Wyandotte County should be wary of concentrating a huge portion of the capital budget to rebuild these bridges. The community should look to repurpose the Central Avenue Bridge for non-vehicular traffic if there is enough structural integrity to do so. The community should partner with Kansas City, Missouri to use federal dollars to replace the Kansas Avenue Bridge. Additionally, dedicating funds to this project will take away from the very limited budget Public Works has to repair box culverts and other short-span bridges. Focusing the UG's limited budget into one huge capital project might lend itself to a photo op ribbon cutting or bridge naming but it does little to maintain the infrastructure that serves all Unified Government citizens. Personally, I live near these bridges and my commute time to the West Bottoms would be slightly improved with the replacement of the Central Avenue Bridge. That said, I considered a terrible waste of taxpayer dollars when we have other needs.

Chairman Bynum said thank you very much. Any person present in the room to speak on the item? I just have one more clarification, so you do not need to fast-track this. **Mr. Shaw** said no, correct we do not. **Chairman Bynum** said I'm willing to hear a motion on the item.

Action: **Commissioner Ramirez made a motion, seconded by Commissioner Markley, to approve.** Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Item No. 6 – 212330...RESOLUTION: ILLEGAL DUMP PROGRAM

Synopsis: The Public Works Solid Waste Division is requesting approval for a resolution to fund 25% of the Illegal Dump Program by the Kansas Department of Health and Environment (KDHE), submitted by Jeff Fisher, Executive Director of Public Works. It is requested that this item be fast-tracked to the March 30, 2023, Full Commission meeting.

Jeff Fisher, Director of Public Works, said this is a state program that we have been looking to access for probably a better half—better part of a year. We finally now can do this. We have three sites that Javier our Solid Waste Manager is going to highlight for you real quickly, but it seems like a great program, great opportunity, to clean up three very significant illegal dumping sites, and not spend any UG money except for labor and equipment.



Agenda

- Introductions
- Overview of Solid Waste
Illegal dumping locations
- Total costs for clean ups





Javier Segoviano, Solid Waste Manager, said I'm new here with the UG, I'm the new Solid Waste Manager. I haven't seen some of you guys, I mean—oh you guys already know unfortunately, whatever the case is. Like Jeff Fisher was talking this is we are—Solid Waste is requesting a resolution to bring this project back. I don't think we have done this project for like it's been a while. I know they have been working with the previous manager for about a year on it and we are finally getting some traction on it. We're hoping for a resolution only as soon as possible. We have three cleanup locations to work with and we partner up with KDHE from the state. They have a grant out there for \$10K. They pay up to \$10K, 75%, then 25% stuff that we had to pay.

Cost of Projects

Address	KDHE Cost 75%	UG Cost 25% (Labor)	Total Cost 100%
3651 Minnesota Ave	\$8,613.27	\$2,871.09	\$11,484.36
3650 Minnesota Ave	\$2,321.25	\$773.75	\$3,095.00
4600 Sortor Dr	\$10,000.00	\$12,824.52	\$22,824.52

As shown here, total cost for 3651 Minnesota is \$11,484.36. KDHE is going to pay \$8,613.27. We are—for labor again, this is no higher cash from us, it's just going to be labor \$2,871.09. The same for the Minnesota one, it's literally across the street. The total for that \$3,095.00. Those are just the best estimates that we have. The worst-case scenario there's going to be a little more fees here and

there but they're also like FEMA rates, it's going to be—looks higher than what's going to be. The good thing is that we don't have to pay any hard cash. The last one on this order is higher \$22,824.52. Again, the KDHE is only going to pay \$10K out of it. Labor is going to be \$12,824.52, again, just labor something that we will absorb. That'll be the last one, we're excited and hopefully that we can have a resolution for these sites. The idea is to get them started by mid-June. Then we have the opportunity to work with KDHE every year, once a year, three sites per year. My goal is to do this moving forward every single year.

Mr. Fisher said I believe we need this fast track, right? **Mr. Segoviano** said yes. **Chairman Bynum** said needs a fast track, okay.

Commissioner Ramirez said could you explain for the public and those are watching, what's done during the illegal dumping program and what part of that? **Mr. Segoviano** said it's cleaning up mostly what homeless people have left behind. We'll bring machines in there to open up trees and stuff like that and then literally clean up all the tables, trash, many trash that is left behind. The last one on Sortor Drive, there was an illegal dump and literally somebody was dumping on somebody's property. There's a lot of dumping literally vehicles we're dumping. That's why it's a bigger number out there. It's trash that we had to clean up, make it nice and neat.

Commissioner Stites said how were these three sites selected across the many hundreds of other sites that I could pick out. Just curious of how these got selected and then also the follow-up question to that is, what are we going to do once we spend this money and get them cleaned up to stop it from reoccurring?

Mr. Fisher said that's a good question. The sites were selected I think last year when Jonathan Gutierrez, his predecessor was here. I believe he was working with Code Enforcement to determine which were the best sites for this program. **Commissioner Stites** said well I guess that would be my question, is how were they decided that those were the best sites. I mean we got one location basically across the street from each other and we have a whole county because this is coming out of the county dollars that—our county personnel, but these this just happens to be the sites that we landed on. And how will we determine the next year as you said, the next three sites?

Mr. Fisher said I think being consistent and doing this each year from here on out and moving and finding those locations throughout the county so we get that coverage. That would be best practice for sure. **Commissioner Stites** said then what are we going to do to prohibit this from happening again, because I mean if we don't do something other than just go in there and clean it up and think that it's going to fix itself, I think that's a little ridiculous on our part. **Mr. Fisher** said I don't know that I have a good answer for that. I mean we've been working with Code Enforcement. I'm sure the Community Policing has been involved with these sites. Public Works has just identified these sites, evaluated them, accessed the state program and clean them up. I certainly could follow up with those department heads and see what we're going to do. **Commissioner Stites** said I like the idea that we're cleaning up locations, don't get me wrong. I like that. I just don't want it to reoccur in five years, or three years, or two years. That we're looking at man it happened again and we're trying to figure out how to get them cleaned up. I think prevention, whether it be with that we work with the Police Department and what we need to do. I don't know who owns those sites, but maybe there needs to be some of this put back on to the owner of the locations to prohibit this from occurring. **Mr. Fisher** said I will follow up with them.

Chairman Bynum said I would just add on to Commissioner Stites question and comment to the extent, I think it applies to the 3600 Minnesota site, but it definitely applies to the 4600 Soror. You know the area, the illegal dumping that has occurred there is not a new phenomenon, that's been going on for 20-30 more years and has been a continuous problem. I think one thing positive I might say about that particular location is we do have active Public Works, Community Policing and Code Enforcement response up in that area more so than probably ever before because we have neighbors who are willing to step forward and not basically not agree that that's an okay thing to have happening in their community. It's a very rural area, so it's very easy to hide there and do whatever illegal thing they desire to do, but we have more and more responsiveness from the residents who value what they've been able to obtain in that area and keep it decent. I would definitely speak to that one in terms of its, there's some preventative availability there. I think the commissioner is right as far as 3650 and 51, we know that those are probably privately owned. I'm really not sure about the about the south side, but they probably both have private owners and certainly can try to be as proactive as possible about engaging those owners, such that maybe it gets nipped in the bud sooner rather than later if you will. I'm not so sure that there's an active

neighborhood association nearby, that's why I keep looking at the commissioner. I'm not sure but definitely, I think any kind of interdepartmental communication with codes and cops is going to be helpful.

Commissioner Markley said I was just going to say it either died or I stopped getting invited. I think it died, but we used to have the (inaudible) group that was meeting that was like the illegal dumping committee and I'm thinking back to the membership, I'm not sure anybody who was sitting on that committee other than the KCKPD representatives is still with Unified Government. It was a good committee. It had Police representation, Code representation, representation from Public Works. All the folks were sharing information about the sites that they were seeing and how they were being handled and ways that we can improve that system. I'd like to get back there eventually when we have the personnel to make that happen because I think it was beneficial. **Chairman Bynum** said thank you, that's great and I had forgotten about the committee. Mr. Fisher and ACA Cobbins, maybe you can just look into and Commissioner Markley can update you.

Mr. Segoviano said there is that committee still in place. **Chairman Bynum** said oh maybe it just doesn't have a commission represent. **Mr. Segoviano** said right, next time we have it, I'll bring that up. **Chairman Bynum** said okay and Commissioner Markley was participating which makes me think that she would be glad to receive an invite. **Mr. Segoviano** said okay perfect. **Chairman Bynum** said thank you okay great. **Commissioner Markley** said well I just stopped getting invited. **Chairman Bynum** said well the pandemic did a lot of things. Other questions or comments from the committee? **Commissioner Stites** said just what's the reason that it has to be fast-tracked? **Mr. Fisher** said the state needs this adopted or moved forward from the UG by April 1. **Chairman Bynum** said Madam Clerk, any comments received? **Ms. Sparks** said no comments received. **Chairman Bynum** said any hands raised? **Ms. Sparks** said no hands raised.

Mr. Kuhn said, Commissioner Bynum, each resolution is a \$2,500 max so clarification is to the in-kind dollar amount and possibly an amendment might be in order. **Chairman Bynum** said \$2,500 max as in that's what we will spend or they will spend? **Mr. Segoviano** said we will spend 25% and they spend 75%. **Chairman Bynum** said I heard two different things. **Mr. Segoviano** said KDHE will pay up to \$10K. **Chairman Bynum** said okay, but I think I'm hearing you say

something different. **Mr. Kuhn** said yes, there is a dollar amount specified in each resolution that is up to a max \$2,500. **Chairman Bynum** said per site? **Mr. Kuhn** said yes, so in the case of 3651 Minnesota and for 4600 Sortor, that maximum would need to be changed. **Chairman Bynum** said with regard to you, are we saying that the other dollars are in-kind such as labor. **Mr. Fisher** said the amount—the costs above and beyond \$10K or 75% would be borne by the UG and it could be up to \$12K as you can see in the third case. We need to probably just take the limits off of that because it's all in-kind, it's just our labor and equipment. **Chairman Bynum** said oh, it's all in-kind. **Mr. Fisher** said that's right. **Chairman Bynum** said okay, is there a modification to language that you would suggest in order to make sure the resolution is appropriate? **Mr. Kuhn** said, Commissioner, I would suggest—well there's two ways. You can either remove the maximum or put a maximum that is slightly above or would be approximately as to what is in the slide. **Someone was inaudible.** **Mr. Fisher** said right, I would suggest no maximum. **Chairman Bynum** said okay, if we had a motion that modified the resolution.

Action: **Commissioner Ramirez** made a motion to approve the resolution striking language providing a maximum of \$2,500 per site and it be fast-tracked to the March 30th Commission meeting.

Does that work? **Mr. Kuhn** said just to clarify, it would be removing that language from each resolution, yes.

Commissioner Stites with doing that if this was to—I mean it's kind of like we have an open-ended, no we're not tied to \$2,500 anymore, you could go in there and spend \$45,000. I don't like that. **Chairman Bynum** said okay but we can see that of the list we only have one that is under \$2,500 in cost. I'm a little bit—frankly I'm a little bit confused about the \$2,500 language in the first place and how it's even in there. I'm just not following on how the \$2,500 max per site was inserted in the first place. **Mr. Fisher** said I'm not sure either. These are estimates based on the gentleman with the state's experience and cleaning up hundreds of sites all over the state of Kansas and his evaluation of each site he helped Javi and Jonathan. Jonathan before him create these estimates. I think if we were to get into something we weren't anticipating, that's an operational decision, I would have to then report to the County Administrator, get some direction from him

that would be sort of normal practice. **Commissioner Stites** said do we know how the \$2,500 even got put in there? Who recommended it? I mean somebody had to put this dollar amount.

Chairman Bynum said I'm just throwing it out but I wonder if it's a template from something past that's been updated and perhaps this particular portion didn't get either reconsidered or taken out. **Mr. Fisher** said it does appear that this is a template from the state, is that right Dan? **Mr. Kuhn** said I believe it is and that may have been a miscommunication between the Legal Department and Public Works. **Chairman Bynum** said frankly when we had our agenda review on it, I don't remember any discussion of a max amount on my memory of discussing this and preparation for tonight. **Mr. Fisher** said there wasn't. **Chairman Bynum** said let me ask this, Commissioner Stites, would you be—knowing that we're about \$13K on the most expensive one, would you be willing to insert a dollar amount of like \$13K or \$14K or \$15K per the max? **Commissioner Stites** said yes, I would agree. I just think that it needs to have some sort of a ceiling on it so that we—yeah. **Chairman Bynum** said then we're going to take them one at a time. It looks like we have a resolution for each address. Are we agreeable to a \$15K max on each item?

Action: **Commissioner Ramirez made a motion to change the motion to striking the language but adding a \$14K maximum per site that could be spent. Chairman Bynum** said okay, is there a second on that motion? **Commissioner Marley seconded the motion.**

Chairman Bynum said more discussion or are you ready to vote? **Tom Groneman, BPU Board Member,** said does have to be the same amount for each site? Why don't we have \$14K for \$773, make that one \$1K, the other one \$3K. **Chairman Bynum** said you could do it and so how about we do this, let's take the motion on the first item which is 4600 right? So, we'll take the motion on 4600, Commissioner Ramirez, if you're agreeable to this and that one is the most expensive and you could cap it at the \$14K. **Commissioner Ramirez** said yes. **Chairman Bynum** said okay, Commissioner Markley agreeable? **Commissioner Markley** said agreed. **Chairman Bynum** said let's do that motion or the first one in our packet which is 4600 and we're fast-tracking and I'll ask for a roll call on the item.

Action: Commissioner Ramirez made a motion, seconded by Commissioner Markley, to approve 4600 Sortor up to \$14K and fast-track to March 30th Full Commission meeting. Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Chairman Bynum said the second one in the packet in this order is 3651. **Commissioner Ramirez** said I'll make a motion to approve the resolution changing the dollar amount maximum from \$2500 to \$3K and to be fast-tracked to the March 30th meeting. **Chairman Bynum** said thank you, any other discussion on that one? Roll call, please.

Action: Commissioner Ramirez made a motion, seconded by Commissioner Markley, to approve 3651 Minnesota up to \$3K and fast-track to March 30th Full Commission meeting. Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Chairman Bynum said and the last one is 3650. **Commissioner Ramirez** said move to approve the resolution changing the maximum dollar amount from \$2500 to \$1K and to be fast-tracked to the March 30th full commission meeting.

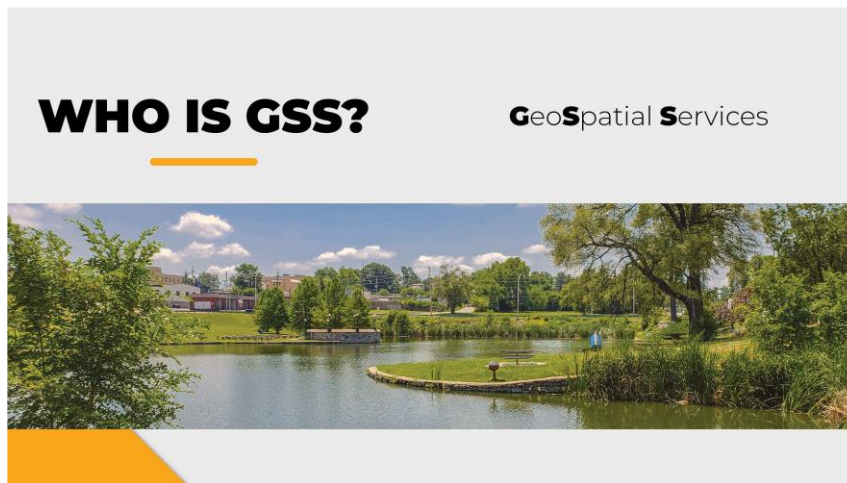
Action: Commissioner Ramirez made a motion, seconded by Commissioner Markley, to approve 3650 Minnesota up to \$1K and fast-track to March 30th Full Commission meeting. Roll call was taken and there were six “Ayes”, Groneman, Kane, Markley, Stites, Ramirez, Bynum.

Chairman Bynum said thank you very much all of that passes. Thanks for what you do. Also, we are moving item eight instead of item seven right now. Item eight is the quarterly update from Public Works and I will ask Mr. Fisher to bring his team forward.

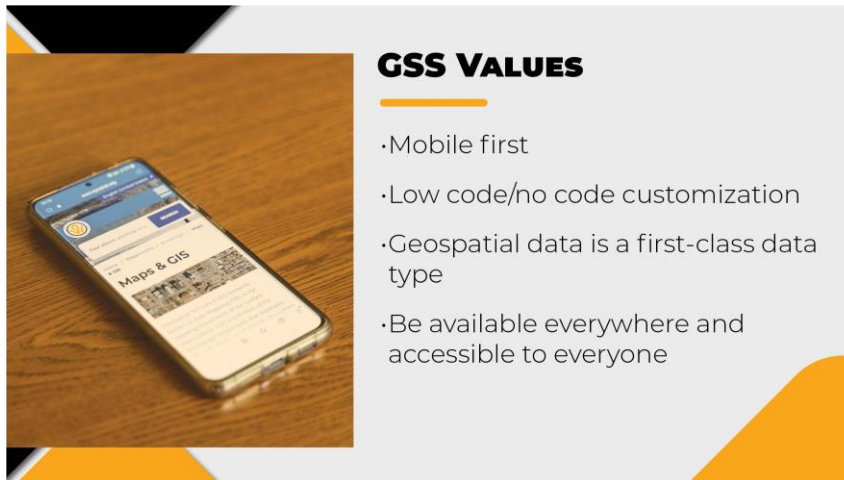
Item No. 8 – 212327...PRESENTATION: PUBLIC WORKS QUARTERLY REPORT

Synopsis: The Public Works Department will provide a quarterly update on new initiatives, programs and challenges, submitted by Jeff Fisher, Executive Director of Public Works.

Mr. Fisher said this has been our normal practice of reporting every quarter some of the highlights of what Public Works has been up to and the most important thing for tonight is that two departments were added to Public Works here recently. So, Chris Cooley with GSS is here to sort of highlight what GSS is all about and in the future we'll have Rhonda from Parking Control.



Chris Cooley, Director of GeoSpatial Services, said we're the GIS and Mapping Department here in the Unified Government. I want to talk a little bit about our organization, what we do to support things across Public Works and across the Unified Government. With the reorg, we were moved out of the Knowledge Division—our Knowledge Department into Public Works and that's where we live now. We're continuing to serve just as we always have, it's just I work with Jeff now rather than Alan Houze previously. We're responsible for the mapping, we're responsible for supporting the mapping efforts and the data that is underlying that across the organization.



One of the things I want to talk about is some of our values and the organizations and the things we look at, and I'll go out of order from the way they're presented on there, but one of the things that we consider and we consider in the organization is that geospatial data. So, data about things that are occurring at a location is a first-class data set within the organization within the UG. It's critical infrastructure, it's a different type of asset that we have. Our data is an asset just like our streets or our sewers or things that anything else that's going on in Public Works. Data is an important piece of that asset story. When you think about it everything we do operationally within the Unified Government is tied to a location. We're delivering an appraisal, we're delivering a tax bill, we're doing an inspection, we're going to call for service, we're fixing a pothole, we've got an asset there that we're inspecting or that we're maintaining, so all those things are location-centric and nearly every division or department has something that's tied to location. We have an XY coordinate associated with it or should be at least there's an address or something like that. It's the underlying piece of what we have in all the data that we have and what we've been trying to do with—in GeoSpatial Services as a group is unlock that and make that a consideration. That's why I say considering a first-class data set. It's the first thing we want to consider is that spatial in nature. How do we look at it on the map, how does it add to the storytelling, how does it add to the decision making, the policy making that we have. It shouldn't be considered in a vacuum that hears us one thing over here, we want to consider it in a holistic fashion.

Going to the others, another thing that we want to do is it says be available everywhere and accessible to everyone. The analogy I use is that we want our technology and the things that we've been working on and building to be as accessible and ubiquitous as Microsoft Excel. Certainly, you know everybody inside the UG you know years ago when we adopted computers and PCS on

our desktops, we got Microsoft Office and Excel became kind of the de facto list maker database and things like that. Then you guys certainly see people from Finance that really know how to make Excel sing. There's people doing fantastic pivot tables and regression analysis and things like that that really unlock all the features that it has, not just using it to make a list. I would like the same thing to be current with our mapping infrastructure. There's people that just go and look at our web map, UG maps, Dotte Maps, those things. They go and look at it and they just want to see a location or they want to see, let's say, where all the parks are. Look at those things and say okay here it is here's just a simple list but in map form.

Then there's things like some of the asset team has been doing—done before you in the past where they're telling a story about the age of our infrastructure and the serious cost of delayed maintenance, deferred maintenance, on that and what that looks like in 10 years from now. Those are very different stories that are being told. Our infrastructure, our pieces are very important to helping drive those decisions and tell those stories. We want it to be everywhere, so all those people that it touches, we would like them to be looking at a map and I think you guys would too.

The other things that we do is we can certainly turn data into information. When we're doing that we want to consider a mobile solution first, we do that through applications and targeted apps and stories and tools like that. The determining technology is that it needs to be mobile first and when I say that I mean that it's accessible on a mobile device, you guys have probably been to websites on your phones that you have to zoom in on or are kind of clunky. It's because they're not responsive to a mobile platform like a cell phone. We design with that value in place and then the other thing is that we're trying to adopt low-code, no-code solutions. Things that allow us to do configuration over custom coding. Custom coding and development of any solution, any application or anything like that is very costly. The long-term impacts of it are difficult as you have to make upgrades or add enhancements things like that, you've got to pay somebody versus today there are a lot of solutions that allow for configuration. It doesn't allow—require very much coding. Somebody actually typing lines of computer code that tell the computer what to do, it's more like you're filling out a form and telling it look at this data here, display it in this manner and that's the way we want to go. Those are kind of some of the values we have when it comes to what we're looking forward to.



Then the other thing I'm talking about is some of our goals over the coming years. You know like many departments here in the UG, we've been impacted by some people leaving our department, had two key technical people leave us last year. It's been challenging to hire those, we do have them posted and we're trying to—when we get good applicants, to do interviews and move forward with that. That's certainly one of our priorities is getting fully staffed, right now we're sitting at five when we're at seven.

The other thing is that we do need to upgrade our infrastructure. This would be—we're not—when I say upgrade it's not that we're lagging, it's that we need to be making the upgrade to keep current with things. It's just an internal thing, but that'll be a focus of our time is making version upgrades to our underlying server software and the map services that rely on that.

Another thing we want to do is that it's challenging at times when we get a call that there's an outage or something like that with UG maps or Dotte maps. And it's frustrating to us as well as the people that are users. When we complete our upgrade, one of the things we're going to want to do is implement some monitoring tools to assist with ensuring uptime. Let us get some statistics on usage. Let us get some statistics on where things are going out and be able to maybe notify us before the public might encounter something, or a UG Department might encounter an outage so that we can respond in a more timely fashion.



One of the other things is that we're a key part of the tax administration group, the tag group with land records and parcel mapping. We fulfill the statutory obligations of the Clerk and the Appraiser. There's an antiquated workflow that probably goes back to the 80s at the very minimum, it's very paper-driven. There's been some ideas at times to try and do a digital transformation of that. We really need to sit back and take some time and say let's—I think it's more efficient so that we're not handling pieces of paper back and forth. So that we can really ask do we need to have these checks and balances in place. And if then we do, we—certainly things that are passing from department to department to ensure that a workflow is occurring in a proper manner, but this is currently a very time-consuming workflow between my office, the Clerk, and the Appraiser. It's a prime candidate for a digital transformation and that's something that we're going to be looking at in the coming years.

Leadership training to empower our team. One of the things that we were doing before the pandemic kind of shut down in-person training was we were sending staff members to the Emerging Leaders Academy offered by the KU Public Management Center. I think that's an excellent program. I've seen very good results from the people in my office that have participated in it. With some turnover in staff and you know after the pandemic would love to continue to get my the rest of my staff through that program, in going with the things that Jeff I know has talked about in leadership within Public Works as being a part of that team. Every member of my team should be empowered to be a leader. They don't have to be the manager of the organization but they should be all be empowered to be leaders to help drive the organizations. That's one of the things we're going to do. Then at the end of last year we made an investment in significant technical training credits that we'll be using across the organization, because we've not only had two staff

leave from my organization, but there's been handfuls of people leave from other departments in Public Works, and Health, NRC that just to name a few and there's probably a few others I'm missing. Where we've had people leave and new people coming in or will be coming in that could benefit from detailed technical instructor-led training from our software vendor.

I wanted to give you guys an update and introduce ourselves to you. We care about data. I know many of you care about data because it's the heart of making good policy. It's drives data-driven decisions is something we talked about continuous improvement and improvement plans in the organization. We want to be there at the table to help assist with that and whoever, whatever department it is that may be doing it. We don't have to do it, we just want to provide the infrastructure, the tools and the support, and some of the know-how. We're going to rely on them to be the subject matter experts in what they're doing. We're certainly—probably subject matter experts in using data and helping them to maybe get the data to the next step so that they can present and tell a story with it. Any questions.

Chairman Bynum said thank you very much. I have a lot of questions on the tax administration group but I'll save those for another day and just maybe ask you for a meeting. I have a quirky strange interest in that, but I appreciate—obviously I appreciate you and all the work you've done so far and I think it's great to integrate you into Public Works. Other questions for Mr. Cooley from the committee.

Mr. Fisher said they're an important part of the organization so I wanted to introduce you to the person who's been behind that, so continuous improvement.

I just want to quickly highlight tomorrow we have our next leadership roundtable. Diana and the committee has been working really hard on that, now we have 95 people going to attend that which is a big number. Many or several are outside the department, so we're real happy, real excited about that. Russ Owens behind me was promoted to Fleet Manager recently and he's going to give you a highlight real quick.

FLEET ENTERPRISE

- \$456,244.43 in sales before payments
- 8 Departments participating
- The program has generated substantial savings on repairs



Russ Owens, Fleet Manager of Public Works, said I want to briefly talk about the Enterprise Program. By the end of year 2022 this program made over \$400K before payments. **Commissioner Kane** said can you speak up, please? **Mr. Owens** said by the end of year 2022 this program made over \$400K before payments. We have eight departments participating so far and plan to get more. This program has generated a substantial amount of savings on auto repairs, it's also raised our professional image as well as recruitment and retention tool. I'm going to hand the rest off to Vinny.

POTHOLE PATCHING

- More than 28,000 potholes patched in 2022
- With weather improving, the new spray patcher "Patchy" will be out fixing streets soon
- As pavement condition declines, the need to patch will continue to increase



Vincent Billaci, Street Division Manager, said pothole patching, for the second year in a row 2021 and 2022 we patched over 28K potholes. We think since we've kind of reached out we think this is kind of our max with the equipment and staffing we have currently. This will be our first full year with the spray patcher that you see pictured there, that could increase a little bit with that. That's a one-person operation to patch potholes. As payments decline as we saw from the study in

2018, our PCI was a 56, and then 2022 is down to 51, and the need to patch is going to continue to increase.



Mr. Fisher said just a few things, as this happens every year coming out of winter we know, as Vinny any pointed out, we have a lot of potholes to repair. We have two full crews on hot patches and we have the new machine that he mentioned. We just ask you to be patient. We're getting to every pothole out there as fast as we can, and making the best repair we possibly can with the equipment that has been afforded us over the last four or five years. I think as we've—over the last recent months we have struggled a little bit to keep the momentum. As has been mentioned, we have a lot of vacancies, and it's been really tough to recruit. I think that's been a challenge across the organization. So, as we do our work and also work with the departments around us, it's just been tough and the team has—it's been a tough experience but an excellent experience at the same time because it's been Public Works anyway. We have really rallied around and drawn from each other's strengths and stayed strong even though we've had moments where it was it was tough. I'm proud of the Public Works team and the people that we work with across the organization and keep doing the work that you all expect us to do. That's our report.

Chairman Bynum said comments or questions from the committee. I will say this, in my working career as I—we know that COVID dumped many challenges and then economic challenges occurring and immediately following. You all have come to us on a number of occasions to explain the rising cost of the materials that you need to do the work that we're asking you to do and the supply chain issues that you deal with in trying to do those things as quickly as we want you to do

them. I've been impressed with how your department has, number one, answered our questions as truthfully and honestly as you're able. Number two, done as much as you can with the resources that are allocated. I'm just saying for myself in my working career as I have encountered challenges that certainly weren't on a pandemic level, but personally and internally felt difficult. I would always seek out a work partner somewhere, somehow that I could say we kind of tried to stand each other upright so that we could keep merging forward. I think you've done that but to another level by developing the leadership within your team and I'm beyond grateful for what you're doing for the individuals in the department, for the support that's being shown to one another and then the outcomes that you're able to produce. Just wanted to get on the record because it's been multiple years of challenge. I'm looking forward to working with a Commission and Mayor that wants to continue to increase the resources that we know are so needed in order for Public Works to fulfill its mission of helping us build the city that we want.

Commissioner Stites said what's that gentleman's first name. Russ congratulations on your promotion. **Mr. Owens** said thank you, sir.

Action: For information only.

Chairman Bynum said we're circling back to Item No. 7.

Item No. 7 – 212240...UPDATE: RIGHT-OF-WAY ORDINANCE

Synopsis: The Public Works Department was asked to report on the Unified Government's ordinance regarding right-of-way maintenance throughout Kansas City, Kansas, and the UG's practices and procedures, submitted by Jeff Fisher, Executive Director of Public Works.

Mr. Fisher said you might recall that we were in front of you in November to revisit right-of-way mowing and we've been asked to do this again. I'm going to turn it over to Mr. Billaci for a few minutes and let him highlight the past and the present and then we got a question for the Commission. I will just be prepared for wherever that discussion goes.

RIGHT-OF-WAY MOWING

March 27, 2023 Public Works & Safety Standing Committee

BACKGROUND

- 1 A 2017 internal review showed teams were mowing and trimming many areas of right-of-way on private property.
- 2 Mowing or trimming the right-of-way on private property is not in line with city ordinance.
- 3 Public Works created a plan with the Board of County Commissioners for returning to compliance with local ordinance in mid 2017.
- 4 Being in compliance created opportunities for Public Works teams to focus on street preservation and maintenance.



Vincent Billaci, Street Division Manager, said as Jeff mentioned, we kind of started this several years ago, we identified that our right-of-way maintenance program was not following the ordinance that was in place. In 2017 we did an internal review of that, got in line with the ordinance, with the Commission, and we kind of slow rolled that out in 2018 with full implementation in 2019.

Chapter 8, Article XII, Section 8-535:

It shall be unlawful for any property owner, representative, tenant or other person with control, occupancy or possession of real property to allow excessive growth of vegetation on any lot or parcel of land within the city or in any area between the property lines of said lot or parcel and the centerline of any adjacent street or alley, including, but not specifically limited to, sidewalks, streets, alleys, easements, rights-of-way and all other areas, public or private. (Code 1988, § 8-575; Ord. No. 65619, § 6, 4-19-1991)

Chapter 32, Article II, Section 32-37 (c)(1):

All persons or entities owning land adjacent to public right-of-way or easement, upon which improvements are located, are responsible for the maintenance and repair of such improvements, including but not limited to the sidewalks, driveways, culverts, ditch maintenance, driveway approach, private street, private sewer, and tree trimming.

This is the ordinance here. I think that without reading through it all the key point is that it's unlawful for any property owner to allow excessive growth on their properties.

WHAT DO OTHERS DO?**1****Kansas City, MO**

- Most comparable neighbor with similar staffing challenges.
- Internal crews mow and/or trim right-of-way on public property.
- Contractors mow and/or trim vacant lots.
- They have difficulty keeping up with responsibilities due to staffing issues.

2**Roeland Park, KS**

- Only mow and/or trim publicly-owned property.
- Do not preemptively trim trees.
- Downed trees are removed from the street and placed on the property of origin.

WHAT DO OTHERS DO?

1 **Prairie Village, KS**

- Only mow and/or trim publicly-owned property.
- Do not preemptively trim trees.
- Downed trees are removed from the street and placed on the property of origin.

2 **Leawood, KS**

- Only mow and/or trim publicly-owned property.
- Do not preemptively trim trees.
- Downed trees are removed from the street and placed on the property of origin.

We reached out to—the next two slides we reached out to other municipalities to see. KCMO is kind of the most comparable with what they do as far as right-of-way maintenance and having staffing challenges. We have KCMO, Roeland Park, Prairie Village, and Leawood. They're all doing pretty much the same thing we're doing currently as far as mowing, no tree trimming and just kind of the downed trees are placed at the property of origin. All those communities are doing the same and that's what we're doing as well.

CURRENT PRACTICE

1 **Street Maintenance Mowing Team**

- Mows and/or trims the right-of-way on publicly-owned property.
- Downed trees in the right-of-way are moved from the street and placed on the property of origin.
- Does not preemptively trim trees.
- Mows and/or trims areas deemed hazardous to the public.
- Mows and/or trims around guardrails.

2 **Requests for Assistance**

- There will always be special cases
- Reviews resident/property owners requests with mowing and or trimming the right-of-way on private property.
- Locations are added regularly upon an in-field review



The first bullet point there kind of points that out with what we're doing. The second one is we know there's always special cases that come to us and I think as a point of clarification all of the ones that have been brought to us we haven't denied anyone that brought a special case for mowing that we're aware of.

WHAT ARE THE BENEFITS

- 1 More Street Maintenance**
 - Street teams focus scarce resources on critical street preservation activities like pothole patching, crack sealing, alleyway improvements, and curb replacement.
 - As PCI declines, patching and sealing will become even more important.
 - Saves money on equipment and equipment maintenance.
- 2 Focused & Fair Approach**
 - Community Survey respondents rank street maintenance as their top priority (2016, 2018, 2020, and 2022).
 - No longer maintaining private property for some and not others.



Getting into compliance with the ordinance and reducing the amount of private property mowing we were doing or eliminating that, allowed us to focus more on street maintenance. Again, the PCI is continuing to decline so that need is going to continue to rise. It's a focused and fair and equitable approach the way we're doing now. The community survey, the last four of those has had street maintenance as the top priority. Getting there, no longer maintaining private property helps us with that.

DIRECTION NEEDED

? What changes, if any, would you like to make?



The question for you all is what changes, if any, would you like us to make for the right-of-way maintenance program?

Commissioner Kane said I don't care if the Pope or anybody else, Leawood, Prairie Village, I don't represent them. I represent District Five and when you guys brought this to us it affected

District Five more than any other District that we have. Mr. Groneman lives off 123rd Street, some of those houses—and you're going down 123rd Street, there's a senior citizen that lives there. One, she doesn't have the funds, and two, she couldn't do it if she wanted and it's still a mess. Let's ask you guys a question, let's say your parents are in their late 60s and they live off of Parallel and they can't do anything. They might have the money to do it but they don't know what to do because it's unsafe because the cars are going 45 miles an hour, right. Let's say a grandma 91 years old and she lives off of Polfer, and there's some deep and slotted spots where it's extremely unsafe. That I pointed out in the first place that we should have done that—not made it where the people did the best they could and then call you guys to come do it. You have caused, in my mind, and I'm not speaking for any other commissioners, I'm speaking for me. I got multiple complaints non-stop about—and you guys say what do you want. I want you to go back to what you used to do and I know you're 19 people short. When I was at General Motors in line with short, they put supervisors out there to perform that job. They put Union reps out there to perform that job. The situation that you caused has affected my district and you do not answer those phone calls or the people who are crying say I'm in trouble. And it's frustrated me this whole time and then the other day one of you guys said are you serious? I'm dead serious. We should not have to sit there and answer the phone to our senior citizens and say I'm sorry, but that's what you have to do. I don't like it, I never did like it.

Commissioner Markley said we've obviously revisited this issue repeatedly. I think what is clear is that we're not all going to agree on this issue. I disagree with Commissioner Kane on this issue. I am comfortable with how we're handling it now. I appreciate that you have handled special cases because I do understand that there are those special cases. I've had them in my district as well. I appreciate how you've handled them, but the reality is if these people lived in any other place in the metropolitan area, they would be taking care of their own right-of-way. We have been taking care of it all these years and we've paid for it. We can't afford to keep paying for it and I'm comfortable with the changes we made previously and the way you guys have handled it. I understand that Commissioner Kane does not agree, we don't agree on this one, and that's all right.

One more thing I just want to say Commissioner Kane said this is a problem you caused, but I just want to be clear, it's a problem the Commission caused because a majority of us voted

for this change and I understand Commissioner Kane did not vote for this change, but I just want to be clear that was us guys. If we're unhappy, we're the ones who made that vote, not Public Works.

Chairman Bynum said other comments and questions.

Commissioner Kane said I didn't agree with that. **Commissioner Markley** said I know. **Commissioner Kane** said we closed the fire station down in Fairfax and we had to reopen it, right. Then when I got here umpteen years ago, this is what we were doing. this was the past practice. I'm going off past practice, not current practice. Like I said, they don't have to answer the calls that I'm answering that are people upset and some of them are not—they're your age Angela, but they don't have the equipment to perform the job. I guess what I'm going to do—well I'm not, nope, I'm not going to say it.

Chairman Bynum said any other comments because our step is asking for again input. If I understand properly the current situation, if we were to go back and I asked you when we met and you have this map in the packet, is it available to put on the screen? Actually, the presentation. I know it's not part of this presentation that you just gave, but am I correct that this map that you're showing us inside the packet is the mowing map that we talked about having access to?

Mr. Owens said I don't have the full package, so I don't know. **Chairman Bynum** said it's embedded inside the packet. The agenda packet, the published agenda packet that you all have. It's on page... **Mr. Fisher** said looks like they're working to find that commissioner. **Chairman Bynum** said the only reason I'm asking, I don't mean to delay us, page 46 of the 75 pages in our packet. **Mr. Fisher** said while they're looking for that, I know Mr. Billaci did some work to quantify the consequences of this. I would say two things, I believe and he can correct me if I'm wrong, if we wanted to go back to the way we were doing this a few years ago, we're looking at around \$600K a year. Does that include new equipment? **Mr. Owens** said yes.

Mr. Fisher said that includes new equipment that we would need because we never we no longer carry that level of equipment since we went away from that practice. We'd have to buy new equipment and then the cost of mowing it would be about \$600K. I think more importantly, as Mr.

Billaci pointed out earlier, 2017 or 18, we scanned every city street segment in the county and it was an average of 56. We've talked a lot over the last few years about the PCI, the conditions of our streets and we just did this again last year and our average in '17 or '18 was 56, now it's 51. We're going in the wrong direction pretty fast now. We've talked in our outcomes and strategies document that the Commission adopted by resolution about a goal of supporting strategies to get from what was then 56 to 65. That's millions of dollars, remember the 20-plus million that we talked about repeatedly. I'm suggesting is we can do, we can mow whatever the Commission wants us to mow. Those are going to be the consequences. Vinny will essentially have to pull one of the pothole patch crews out of operation because of the vacancies we have for a solid season. The 28K potholes that he has been able to fill over the last—each year for the last two years would go down significantly. Therefore, our PCI will continue to deteriorate, so those are just the consequences of this.

Chairman Bynum said so I'm going to make my points and then I'll come back to you. In the map that's in the packet that is on page 46. I think Commissioner Kane that map demonstrates your point which is, let me just clarify. I'm able that the map that I'm looking at is actually the mowing map, that's the map. What I'm asking Public Works to clarify is the map that was put in this packet, is it the previous mowing map that I had requested when we met? **Mr. Owens** said correct. **Chairman Bynum** said okay, because there is a lot of red in the northwest quadrant. There's a lot of red in a lot of other areas too, but whether they—whether all of the tiny red segments in the more densely populated areas equals the long strands of red, I don't know. I'm not good at those kinds of things. I'm going to concede visually that you're right, it impacts your district in a way that strikes me as larger. We talked about is there a hybrid option available that maintains, for example, maybe this trouble list that you've created of the folks for whom it's difficult or physically not possible, or the myriad of reasons that have been given when you've taken a call, or we've possibly sent you a request to assist someone. You said that you didn't turn any of those folks down which makes me think you have a list, and you kind of known since 2019 full implementation where those biggest problem areas might be, is that fair? **Mr. Owens** said yeah, once we get a request that—once we deem that we should be doing that area or it's too dangerous for the resident to be doing that, that automatically gets added to our list, so it's not a recurring thing that they have to call every time it gets tall. We add that to our list.

Chairman Bynum said I think there could be a hybrid solution here. I'm deeply troubled by the \$600K price tag of going back. I'm also troubled by the fact that if we go back, we are willfully violating our own ordinance, which makes no sense to me whatsoever. So, if we were to go back, obviously, an ordinance change would be in order, several apparently. That's fine if that's the will of the Commission. Then it just needs to be accompanied with the appropriate laws that go with that and we'd have to work with Legal for what that would be. I think that we know there are some places that we've talked about that it just doesn't make sense. It's not practical, it doesn't make sense to ask that owner to handle that area for whatever reason. We've heard what those areas are and, again, they're probably already on your list. Maybe we map your list and we see what that looks like. I heard you have some folks who like maps, maybe we compare this map that's in our packet with a map that's created of the list. I'm sorry Jeff, we're asking you to come back repeatedly to talk about this, but it's important in my mind and it has financial consequences for the Unified Government as far as I'm concerned. You've answered the question I asked you when we met which was if we do this what are we not doing, because now we're going to go back and do this. I think I heard \$600K, and fewer potholes, and a continued deterioration of our pavement condition index. That bothers me a lot given, again, as you know what the community survey tells us repeatedly. The additional support, resources, and funding that we are trying as a Commission so desperately to provide to your department because we have the strategic plan that we worked on with you that identifies so clearly the extreme deficits existing in your department. I'm preaching to the choir in this room. Anybody else want to weigh in? Commissioner Kane, you let me talk, so I'll let you talk.

Commissioner Kane said I think \$600K is over-inflated and that Fisher just said they don't have the equipment to do it anymore. So how do we ask the citizen to do it? You guys had the equipment and they don't. As far as the list goes, if they have a list, I'm sure they do, but I shouldn't have to call them back and say hey Hubbard is a mess, Hollingsworth's a mess. Because one of the roads the stuff was so bad it was hitting the school buses on the top and everyone knew it. I had to get Alvey to go out there to say yeah, I guess that's a little messed up. My frustration is this— I've been frustrated since we changed it. Like I said, I think \$600K is over-inflated. I don't think it cost that much and I don't want somebody hurt.

Chairman Bynum said I can agree with not wanting somebody hurt. I've got two commissioners and I apologize, Stites and then Commissioner Markley.

Commissioner Stites said when we mow parks like the Wyandotte County Lake and Wyandotte County Park, who's mowing that, is that county, or is that city that's doing the mowing and what equipment is that? **Mr. Owens** said, Angel, is that county or city? My guess is the city. **Commissioner Stites** said the city's mowing the county park? **Mr. Owens** said yes, city. **Commissioner Stites** said the city's mowing Wyandotte County Park. Is there a possibility that maybe we look at some—because I mean I see them out at the Legends area. I've seen contract mowing being done and on the new 98th Street between State and Parallel. There's a company that's mowing those medians. Who is that?

Angel Ferrara, Director of Parks & Recreation, said first let me also clarify on the last question. In our mowing funds, we do separate and identify how much we spend on county parks. We could probably break that out. Commissioner Stites your right, we do have a contractor that mows the medians, that's not parks related. **Commissioner Stites** said no, I know. Two separate—so where I was going with that though is if we have somebody contracted that's mowing those medians, maybe that we contract them with our troubled areas, your list, the reoccurring lists. I'm just throwing that out there and maybe that's not to the tune of \$600K. **Mr. Fisher** said yeah, we've discussed contract outsource some work, but I believe Mr. Billaci and I aren't saying we shouldn't do those trouble areas. We're doing those. We're saying if you want to do more than that, if you want to kind of sort of go back to old practice, it's going to cost \$600K a year. What we're currently doing, we're able to manage that now. With all the vacancies, as Commissioner Kane pointed out, regardless of what our policy is, with all the vacancies over the last few years, not just Public Works, but I know Parks and Rec have struggled to stay on top of mowing. That's a separate problem. If you have to call back two or three times to get somebody to mow something, it's simply because we just can't get there fast enough right.

Commissioner Stites said well hence the reason I'm saying maybe some contract mowing until we get staffed so that we can address this problem until we get staffed enough that we can take it

over and handle it. Maybe that would be something that we might be able to look at there. Like Commissioner Bynum, I mean you pointed out, Mr. Cooley sat right here and talked about data-driven and data. This is how we base what's going on. I think it would be important for just like what you said, show us those problems on data-driven so we can look at them on paper and see where these problems are at and how would somebody get on that list of problem that—reoccurring problems that don't have to be called two or three times. **Mr. Fisher** said okay.

Commissioner Markley said I just want to take a moment to say the vast majority of our residents are mowing their right-of-way, have been mowing the right-of-way and were mowing the right-of-way before we even started having this discussion. They've just always been doing it and didn't know there was any difference. Like we're all mowing our right-of-way, that little stretch along your sidewalk or along the front of your yard or the back of your yard. I just want to take a moment to recognize that because a lot of people may be watching this and going what are we even talking about I just mow my lawn, I take care of it and I think that's the majority of people. What we're really talking about are two situations. One is people who have legitimate concerns because of the way that their land is graded or the way their land is set up and they can't take care of it the same way that we can take care of an average lawn. The other group is the people who just don't give a crap and who are purposefully not taking care of their right-of-way. What we're trying to do is walk that line and say we're not taking care of your land because you're lazy, you have to take care of it, that's what the ordinance says, while still addressing those people who have legitimate issues. I feel like those issues can be addressed through the list that's existing and the process that is existing, but I just wanted to recognize that a lot of people out there might be watching this and wondering what we're talking about because they've been doing this all along. I thank them for that and we appreciate that they're taking care of their property the way they should be. **Chairman Bynum** said I appreciate the comment.

Commissioner Ramirez said again, am I stuck in the middle between Commissioner Markley but also Commissioner Kane. I think what you're saying Commissioner Bynum is like we need a compromise. Come find a middle somewhere of how can we continue to do what we're doing but also be able to have the ability to help. I really do like if we can look into it, Commissioner Stites's idea of contracting out. I would because—it's just only up to the point where until we have the

ability of staff to do the job. I like that happy medium. I don't know if—again, we don't have to decide that today. I feel it's going to continue to be an ongoing conversation but...**Commissioner Kane** said may I follow up on that. **Chairman Bynum** said go ahead.

Commissioner Kane said first of all I want to see the entire list of all the districts. Everywhere that...**Chairman Bynum** said list of the problem areas. **Commissioner Kane** said right. **Chairman Bynum** said okay go ahead. **Commissioner Kane** said then I want to see mine and then we'll drive around and staff will not deem which one needs to be cut. I will deem which ones need to be cut because they don't seem to think the same way I do. If you guys are willing to do that and it'll take more than one trip. We're going to have to go around to the spots that I know are dangerous, but I'd like to see, and this goes into I know Commissioner Markley disagrees with me but I'll bet you I got to—I know I have at least five times as much issues as the other places do and I just want to make sure my district's is safe as everyone else's.

Chairman Bynum said let me see if I can put some guidance on what we're all saying because I am hearing a lot of things. I think it starts and ends with the list. You have a list that you have compiled over the last multiple years of the decision to follow the ordinance I'll call it. We'd like to see that list and I think we'd like to see it broken out by commission district. Then maybe take some road trips and, for example, Commissioner Kane can identify for you this one is more dangerous or challenging than this one. Each of us may know a property in our district where we know it's dangerous or more challenging. Then we begin helping prioritize that way as part of the hybrid solution. I always have proposed another component of the hybrid solution is the main thoroughfares, Leavenworth Road, Parallel, State Avenue, and Metropolitan. There are some main thoroughfares that I think deserve the attention of the mowing. What I don't think I'm clear on yet is, I know parks does certain mowing, but Public Works does certain mowing also regularly, right now correct? **Mr. Fisher** said correct.

Chairman Bynum said who mows the vacant, the Land Bank lots, the vacant lots, the taxes, the lots that are—Angel's raising her hand, Parks is doing that. So, somebody calls 3-1-1 because the vacant lot in their neighborhood is six feet tall, parks does that? **Ms. Ferrara** said yes. **Chairman Bynum** said okay, Parks is mowing parks and all the vacant properties and you are doing some of that with contractors are you not? **Ms. Ferrara** said correct we are, actually this

year we are putting more of the vacant lots out for contractors. **Chairman Bynum** said say it again, more vacant lots will be cut or fewer? **Ms. Ferrara** said more, we'll be going from our in-house crew that was mowing them to contract. **Chairman Bynum** said so we have a contractor list, there are contractors. What's Public Works mowing?

Mr. Owens said it's primarily a right-of-way, city-maintained areas. A few KDOT areas, but not many. (Inaudible) **Chairman Bynum** said we're not going to solve it tonight, but we've given you quite a good deal of feedback. I do think we want the list, both in some sort of street order but also visually on a map. I do, I'm very visual and I like to see those things and where they are. I think it's fair for us to go look at them or we might be like I know that one, that's Aunt Betty. I think it is important. Have we said enough to you to know something or do you... **Mr. Fisher** said I think so. I think we can develop the map and come back in April.

If I could ask just because I think it could be important, I just want to make sure I understand what you were suggesting Commissioner Stites. Contract some work out that would help augment what we're currently do so that we're able to stay on top of the current work better. Or were you also suggesting using contract to augment the old practice if we decide to go to the old practice?

Commissioner Stites said well I think what I was hearing is you're saying right now at staffing levels, where they're at, that you are able to keep up with what you feel like, maybe different than what Commissioner Kane feels like, you're maintaining the complaints, right. So, what I'm saying if that list is larger you can't do that, or if this list that gets identified is larger than your list that you've provided, is something that you guys can't handle, then we need to maybe look at how we would contract that out so it does—because at the end of the day, we don't want to add this whole list to you. This larger list than you've already got and you not be able to perform. That doesn't do anybody any good. At the end of the day, we need those folks to be taken care of. **Mr. Fisher** said okay thank you. **Commissioner Stites** said I'm just trying to figure out a way that we get both things done and then as you get staffed fully, then we could take them over. **Mr. Fisher** said okay, thank you.

Chairman Bynum said here's what I'm hearing to recap. Again, sharing the current problem list. Some contracting that I'm going to call a part of a hybrid solution, and then possibly some mowing

of the main thoroughfares. Then continue to mow what you already mow. Am I missing something? **Mr. Fisher** said well main thoroughfares, so a full commitment to main thoroughfares. **Chairman Bynum** said just my suggestion, that's what I'm including that as part of a hybrid. **Mr. Fisher** said yeah, we can quantify and describe that for the next meeting somehow. That would require an ordinance change of course, well we can maybe—we'll think about that but we can be ready for the April meeting. **Chairman Bynum** said see if that is or is not going to require changes in the ordinance. **Mr. Fisher** said it would. **Chairman Bynum** said all right, well it's a good discussion. I appreciate we got something out of it. I mean we do need to do something and thank you.

Action: For information only.

Item No. 9 – 212314...PRESENTATION: EAST-WEST TRANSIT CORRIDOR STUDY

Synopsis: A presentation by the consultant team regarding the final recommendation of the East-West Corridor Study. This inter-jurisdiction (UG, KU Medical Center, KCATA, KCMO, KC Streetcar and Jackson County) project looks into enhanced transit between KU Medical Center and the Truman Sports Complex, submitted by Gunnar A. Hand, Director of Planning & Urban Design.

Gunner Hand, Director of Planning & Urban Design, said tonight we have some special guests from the consultant team working on the East-West Transit study. I'll let them introduce themselves but we have representations from the KCATA and the consultant team. Accordingly, this has been a culmination of a year-long planning study, unlike other quote plans long long-range plans that we put together, we are not asking for action tonight, this is for information only.

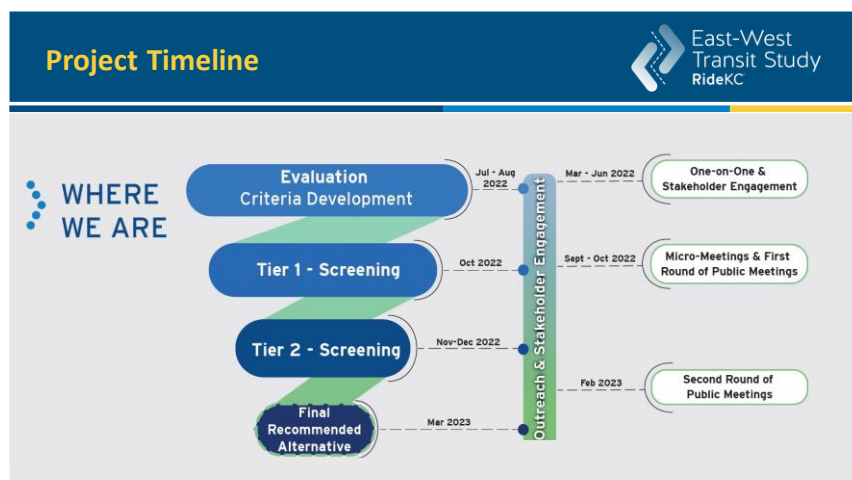
When you're working towards—it's a little different than like an area plan right, but when you're working towards potentially creating a new transit line, there are many phases in that project. The first one is planning, what is the route, what is the mode, and what are the goals. Then subsequent phases from preliminary engineering to full design, all the way to construction documentation, are many phases thereafter. So, without letting the cat out of the bag, I'll let them announce what the recommendation is moving forward. It is tied to a separate agenda item on the Administrative & Human Services Committee, which we'll get to at that moment, but we would

also ask if you all would like this presentation to also be given to the full Board of Commissioners. We'd like to make that determination and have that conversation as well so we can schedule the team accordingly. With that, I will pass it off to Mr. AJ Farris with the Kansas City Transportation Authority.

Chairman Bynum said AJ, just real quickly, if you would hold the microphone a little closer and just make sure that y'all when you are talking that you're talking directly into it because it can be really hard to hear even with the microphone, thanks.

AJ Farris, Kansas City Transportation Authority, said absolutely, hopefully, this is an okay volume. I'm a pretty loud speaker naturally but like Gunner said my name is AJ Farris. I oversee the Planning and Scheduling Departments at the Kansas City Area Transportation Authority. To my right I have Robert Hozak with the agent TB Consulting Team, and Alex Miller from the Parsons and Associates Team. They'll be here to kind of help answer any questions that we have. We are returning to you, we presented to this committee in October. In the interest of time and with your permission, I included a lot of stuff in the packet and it's a lot of stuff that has already been presented to you. With your permission I will breeze through probably the first half of this presentation, feel free to stop me at any time if you have points of clarification.

Here we go, the Kansas City Area Transportation Authority along with our project partners, Gunner already talked about this but basically identifying a high capacity, high frequency transit solution between the two anchor locations of the University of Kansas Health System and Truman Sports Complex. We are basically at the culmination of that project. All this information is in your packet but was already presented to you. We are going to go ahead and move on just to kind of give you an idea of the timeline.

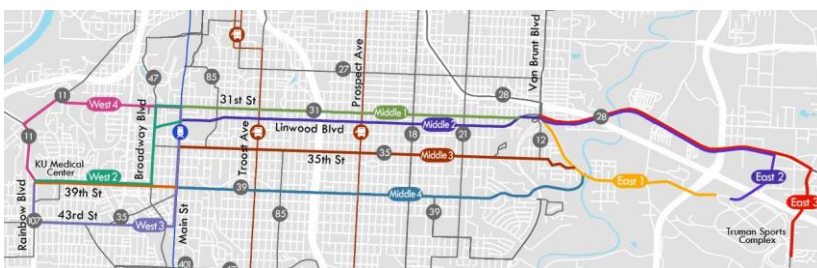


The evaluation criteria was developed through one-on-one and stakeholder engagement. This was then used to funnel into our tier one screening that was held in conjunction with micro meetings and our first round of public engagement. Then transitioned and funneled down further into our two tier screening, which we will get into later in this presentation. We had our second round of public meetings to help us—or help influence the work that was coming out of that tier two screening and we will be showing you at the end of today a preliminary final recommended alternative. I want to be clear this is not a locally preferred alternative, there is still more work that will need to be done to get us there. A lot of public engagement has been done as you can see in this. You can find this in your packet, but many survey responses and a lot of great information that really allowed us to move forward with a strong emphasis on what does the public want this to look like. The main thing they want it to look like is to increase the number of goal—people who use transit over driving. That was the number one thing that we heard from our evaluation criteria that was the most important evaluation criteria to the public.

Transit Corridor Alignment Options



Initial segments evaluated in the early screening process:

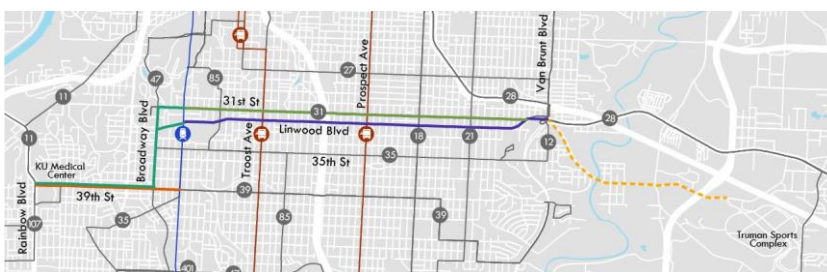


This was presented back to you in October basically outlining everything that we started with. These were all the different alignments throughout the study area that we looked at. You can see we have alignments on 31st Street, Linwood, 35th Street, 39th Street, 43rd Street, over in the Southwest Boulevard on the—and Rainbow on the Kansas City, Kansas side. **Someone** was inaudible. **Mr. Farris** said no, on the Kansas City, Kansas side we had 43rd Street, 39th Street, Southwest Boulevard and Rainbow alignments. **Someone** was inaudible.

Screening Results

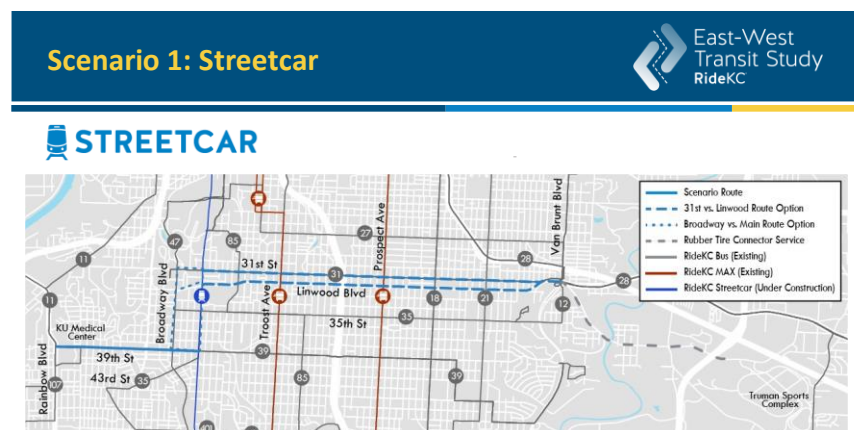


The screening process and detailed criteria analysis resulted in **two Scenarios** on the following alignments. The **two Scenarios** were presented for public feedback during February 2023 outreach.



Mr. Farris said you're fine. Through public engagement in the tier-one screening we entered into what you see here. It was basically funneled down on the Rainbow side, or excuse me on the Kansas City, Kansas side, we had 39th Street determined. This was done not only through public engagement where people said this is what we want to see. This was communicated to us by project partners including the University of Kansas Health System and our great team to our right did a

lot of fantastic evaluation work truly understanding what we would get the best benefit from, and what would be the most feasible for this project.



Scenario one, through this area we look at the streetcar mode from KU Med Center going along 39th Street up Broadway or Main and then across the north side of our study area with 31st & Linwood, and then terminating at the 31st & Van Brunt area. The exact termini of both the scenarios that you'll see tonight have not yet been identified because they require more planning work.

Scenario 1: Streetcar

East-West Transit Study
RideKC

 High ridership potential  High capital cost (\$450-600M) with greater economic development benefit  East of Van Brunt lacks the land use and density required for rail investment  High-quality amenities, high-capacity vehicles, and high frequency service  Rail construction causes significant traffic and corridor disruption	<i>ONGOING CONSIDERATIONS</i> ☐ 31st Street and Linwood Boulevard have similar ridership potential, but the corridors have different development character and roadway space available for transit infrastructure ☐ The Broadway vs. Main Street "connection" requires further evaluation (cost, operational flexibility, travel time, roadway constraints, etc.) ☐ Need for close coordination with municipalities and public on potential development and displacement policies
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As I'm sure you all know, this scenario comes with a very high ridership potential, but also a very high capital cost. You see about \$600M in current year dollars being required but it does come with a greater Economic Development benefit. As I said we stop at 31st & Van Brunt with this scenario because the land density and land use in that area just doesn't warrant a high capital cost that this would come with. This would be a high-quality amenity, high-capacity vehicles, and a

very high frequency of service. Finally, rail construction causes a very significant traffic and corridor disruption. You'll see on the right side of this slide that there are—that there were ongoing considerations. Specifically, the conversation between 31st Street & Linwood on the Missouri side and Broadway and Main Street.



Funding, there is the existing Kansas City, Missouri 3/8 cents sales tax. This would not—basically this is would not be enough to cover capital or operating costs unless we significantly reduce service throughout the rest of the region on Kansas City Area Transportation Authority, and other ride KC Services. We have the Transportation Development District that we have been—have looked into. As we'll see a little bit later, a similar East-West Transportation Development District would likely not yield enough to cover project costs because it is simply a lower-density area than the current TDD along Main through Downtown Kansas City, Missouri.

New transit funding, which would most likely be what we would be looking for is city, county, or regional funding initiatives. There could be private sector contribution, but this would be a dent, but an important dent, that would be made. It certainly would not be the largest portion of it, but something that we would want to look into and have conversations about.

Then we have the federal side of things the Capital Investment Grants. Specifically, the New Start Grant, which is a program that would typically cover about 50% of capital cost with the rest coming from a local match. There are other federal grants for capital funding that would have smaller amounts that we have looked into.

Scenario 1: Implementation



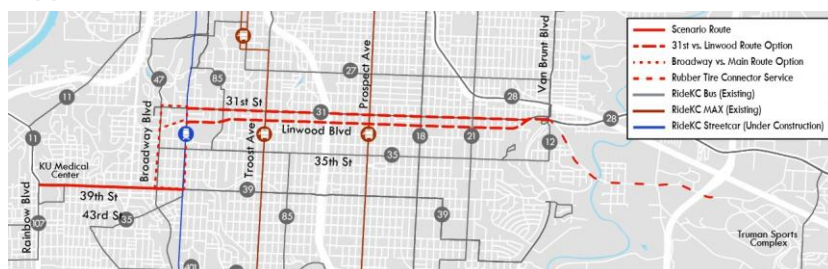
Scenario 1: Anticipated Streetcar Implementation Process



The above implementation timeline is based on prior Kansas City Streetcar experience but is subject to change as the project progresses. Funding availability will be a major influence on the implementation timeline.

There's an estimation of about eight to ten years total for this to be fully implemented and on the ground. We are in those yellow phases right now of the three years of planning and project development. You have the two years of final design, about four years of construction, and then that gets you to the total of 10 years for implementation.

Scenario 2: MAX Bus



Scenario two, basically it's the same alignment but we're now looking at a bus rapid transit solution, or basically what we call around the region, the MAX buses, Prospect MAX, Troost MAX, and Main MAX. This would be a higher level than those, this would be a true bus rapid transit solution. Again, it's the exact same alignment except for when we get over to the east side at Truman Sports Complex, we could look at continuing this to actually create that connection. You'll see that the densities have not changed, it's the same, and so we probably wouldn't have the large investments of multiple stations but with a rubber tire solution, we could make that connection a lot easier.

Scenario 2: MAX



High ridership potential, but will attract fewer riders in comparison to Streetcar



Lower cost (\$30-60M) compared to Streetcar, but the economic development impact is also lower



East of Van Brunt lacks the land use and density required to support a capital investment in MAX stations



Provides branded, high-amenity stations and vehicles and high frequency service



MAX construction is less disruptive to traffic and corridor compared to Streetcar

ONGOING CONSIDERATIONS

- ☐ 31st Street and Linwood Boulevard have similar ridership potential, but the corridors have different development character and roadway space available for transit infrastructure
- ☐ The Broadway vs. Main Street "connection" requires further evaluation (e.g. land uses/developments to be served, space for MAX stations or dedicated lanes, transit service integration)
- ☐ Need for close coordination with municipalities and public on potential development and displacement policies

A lot of the same things it's a high ridership potential, not as high as we would think that would come with a streetcar solution. It is a lower cost compared to the streetcar but there is also less of an impact for potential economic development throughout the study area. Same comments about east of Van Brunt not having the density to merit a large capital investment. This also provides high capacity and high amenity transit service. A bus rapid transit construction has a far less—does not have as great of an impact that a streetcar or rail in the ground construction would have. Same ongoing considerations when looking at 31st Street versus Linwood and Main versus Broadway.

Scenario 2: Potential MAX Funding



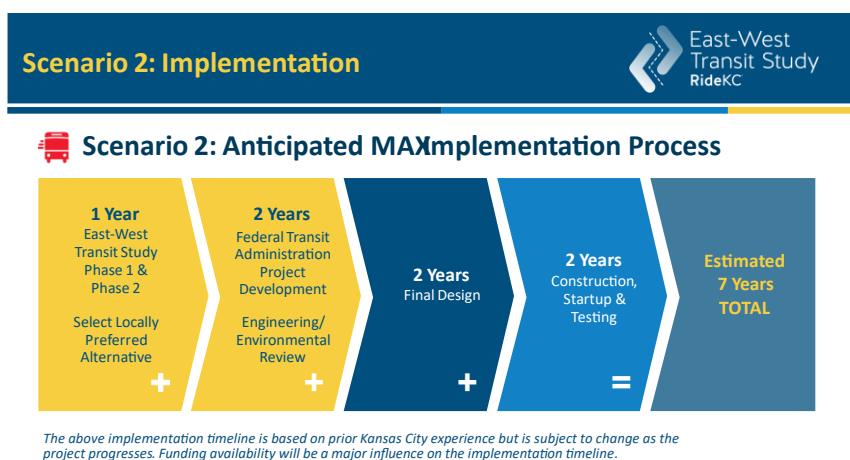
Estimated Capital Cost: \$30-\$60 Million YOY
Estimated Operating Cost: \$4.3 Million per year

Local or federal funding would be needed for the capital cost.
Potential options include:

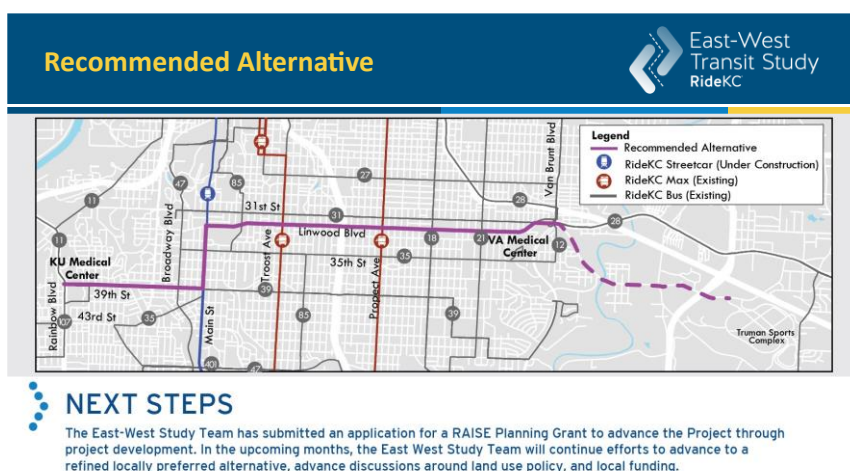
		Capital Funding Potential	Operating Funding Potential	
Local	Existing KCMO Transit Taxes (3/8 th Cent Sales Tax or Mass Transportation Sales Tax)			Additional service along the corridor would be covered by reallocation of existing operating resources.
Local	New Transit Funding (City, County, or Regional Funding Initiative)	✓		
Federal	Federal Transit Administration Capital Investment Grant (CIG) Small Starts Program (Up to 80% of capital cost)	✓		
Federal	Other Federal Grants for Capital Funding (Up to 80% of capital cost)	✓		

Funding looks pretty much the exact same. Again, there's the existing 3/8 cents Kansas City, Missouri sales tax that could potentially be used, but again, if it was used for this that would come at the cost of other regional services. New transit funding is the same thing. The only difference here that I would highlight is instead of the New Starts Capital Investment Grant program, we

would be targeting these small starts Capital Investment Grant Program, which is basically just for projects that are under a certain threshold of dollars.



Pretty much the same schedule except for we're looking—we would be looking at an estimated seven years total for implementation.



Now we get to probably what we want to talk about. This is our preliminary recommended alternative. This recommended alternative would basically go from the KU Medical Center down 39th Street, north of Main, east across 31st Street, and terminate at the 31st & Van Brunt area. Streetcar, we have been told by the public is the aspirational goal and so that is what we will continue moving forward with. Again, a locally preferred alternative has not been identified yet. In the coming months and year, our work will be to refine and move forward to actually identifying that locally preferred alternative. The last thing is we have submitted a raise grant to continue that

advance planning and refining that locally preferred alternative and getting us ready for project development, NEPO work, and getting us into the Capital Investment Grant New Starts Program. Hopefully, I went through that at a pace that was acceptable, but if you want me to come back to any of the slides or cover something in more detail I'd be happy to.

Commissioner Ramirez said I'm the commissioner that's right on Rosedale, KU Med so I know this very well. I don't and I know the majority of the part of were the 39th—majority of that's going to be in KCMO, not much until you get to KU Med does it turn into my district in Wyandotte County. I know 39th very well, it is not a very big street. There's many businesses up and down 39th and so I was just curious as to why was 39th such the big street to focus on because it is a small street. They're parking up and down 39th and I feel if buses or a streetcar comes in, that gets taken away. And then there's going to be more parking in the neighborhoods and a lot of neighborhood residents aren't going to like it—again that's mostly Missouri, but I'd like to be a good partner on the other side. So, even when it comes through KU having—that's my only concern is the KU. It's ambulances are going through there and you're going to have public transportation coming in and out as well and maybe a possibly street car, if that's the aspiration and so that's my only concern when I first heard this. Like I said, I drive down 39th a lot and I try visioning either a bus or a streetcar going down that street and unless you want to adversely affect not only the small businesses but also the neighborhoods around, is the only way. I'm curious of why I was 39th such a big thing to had to be.

Mr. Farris said I'll answer part of that question and then I'll turn it over to Bobby to kind of get more to the analytics between why 39th Street. The point that you made about the businesses that are along 39th Street is incredibly important. One of the next steps and one of the soon very soon next steps is going to be engaging 39th Street, the CID there, and basically understanding here's what we've done. We need to hear from you now, because like we said, a locally preferred alternative has not been selected at this point. We have an aspirational preliminary preferred alternative and you know it's one of the reasons why we're coming to groups like you and one of the reasons why we need to now increase the amount of engagement we're doing with people that are now going to be more impacted because we know what we think we want to move forward with. I want to make sure that you know and are not worried that one of our very next steps is to

engage those businesses and make sure we understand what their concerns are and what their needs and desires are. Now I'll turn it over to Bobby.

Robert Hozak, TB Consulting Team, said getting into the analytics, like AJ noted, we did a very data-driven approach to get to these alternatives and one of the big things around that was looking at ridership potential, the presence of population, the journey to work aspects, and one of the big draws that popped out of 39th Street is one that's already served by one of the ATA's higher ridership routes. So, it had that already built-in ridership potential around it that kind of made our analysis gravitate towards it. Then, there's that heavy draw coming from the east side of Kansas City, Missouri to KU Med for the service workers and other employment opportunities around that. That further drove us to 39th Street and it was all of those detailed factors that made 39th rise to the top. Like AJ noted, we're just at that 100K foot planning level of figuring out what makes the most sense. There's a lot of work that still needs to be done. Communicating with businesses, the engineering feasibility that will get some of the concerns that you highlighted around parking, and how this would actually work. The interaction with the emergency aspects of KU Med. We see transit systems interact with hospitals around the country, but making sure it's designed in a way that would work well and not interfere with those are all aspects that will be built in going forward.

Mr. Hand said I would also said we have obviously worked closely with KU Med and they fully understand that any transit enhancement, especially if it's a street car on 39th Street, will effectively be a turning of the whole campus towards 39th as their front door, which it currently does not really feel like. They fully I think are prepared and in their master plan are working towards making 39th kind of like their front step and front door. A lot of the stuff that they're doing in their expansion is already working towards making 39th more transit friendly, if you will, and a better look to the welcome—to the kind of gateway of not just their campus but also the UG.

Commissioner Ramirez said I do—again, that's not my district, it's not my area, but again, trying to be a good partner to my fellow city councilman or city councilwoman. I'm not sure who represents that district, but for my side—on my side of the line, my thing is just making sure whatever comes of it fits with what the community wants. Yes, of course, KU Med, they're one of

our number one job creators in our community. Amazing to have it but at the same time, I also want to make sure that the community on both sides of the state line in KCK and in KCMO, that they like it as well. That their voices are heard as well and it's not just KU Med and the businesses but it's also the community as well. I know you guys have done a lot of community engagement and I thank you for that. I think my concerns may be early just because there needs to be a lot of planning that needs to go on and I just wanted to make sure that just my concerns went out there out in front in the beginning.

Mr. Farris said your concerns are absolutely valid and it's why we have the planning process. all the points that you've brought up are things that we'll have to take a look at as we go through preliminary engineering. That's some of the next steps that we're getting into. On the public engagement side, I do want to—like you said that you're around the Rosedale neighborhood. One of the best public engagement events I've been to in a long time, Alex did a great job, but the community in general, it was during that freak snowstorm that happened during February and that community still turned up and it was one of the most active and best-represented public engagement events that I have seen. A traditional public engagement event in a very long time. so to that community and the others that showed up, thank you.

Commissioner Ramirez said I will say Rosedaleans if they say they will go, they will go. Come rain or shine, they will go.

Chairman Bynum said just a couple of comments. The streetcar in Kansas City, Missouri as it exists now is funded through those specialized taxes. Is it a TDD? They have voted now for multiple of them for the first phase and now the extensions correct, to the north and the south. And those are funding the construction and maintenance of the street cars in Missouri? Okay, I wanted to make sure I was right about that. The 3/8 cents sales tax collected in Kansas City Missouri is not funding the streetcar. **Mr. Farris** said no. **Chairman Bynum** said it scares me to talk about using that tax to fund any part of this, unless we are talking about bus rapid transit. But it sounds like since the streetcar is preferred, that you feel like your walking orders are to continue to pursue streetcar, which I love the streetcar. But I would think that the funding mechanism would be similar with your combination of federal any state dollars that could be obtained and local through a TDD. Commissioner Ramirez is rightly pointing out that like 1% of this entire proposed line is

in Kansas. I'm just—I might be getting way ahead of myself but I'm wondering for that portion that's in Kansas, is it—could we contemplate a Hospital District Streetcar tax that's only the Kansas portion similar to maybe the TDD that could be pursued on the Missouri side? Gunner, maybe I'm just way ahead of this, but I mean I'm just saying the streetcar is inordinately expensive like one of the most expensive infrastructure projects that could be taken on.

Mr. Hand said at this stage in the planning process the funding that was noticed in the plan and referenced in the presentation is basically all we did. We pointed to a bunch of different sources and say this is where it could be. Phase two will get a little bit deeper into that but based on what we do know, what we have discussed, what we have studied, yes, we have been looking at a TDD in Kansas which is allowed by state law. They're a little bit different, pretty much the same thing but a little bit different in Kansas than they are in Missouri. We have to figure all that kind of stuff out but I think no one's leaning towards anything because it's just not a part of the conversation yet but that has been a part of the conversation yes. **Chairman Bynum** said thank you very much.

Mr. Farris said and if I could add—we'll be coming to our interim steps. We have probably about a year of time between—since we submitted our Raised Grant Application and potential awarding of those funds. Planning work isn't stopping in that time. We're still moving forward and kind of that phase 1.5 is what I'm calling it, we'll be coming to groups like you and all of our partners, whether they be municipalities or private agencies and starting to have those discussions of what does funding look like, what could it look like. That's coming up, so look for an email from me.

Chairman Bynum said so I think that future discussions could and should probably include the benefit that's derived when a streetcar line goes in like what Kansas City, Missouri has experienced. Definitely their return on whatever investment is made. But anyway, again, Gunner knows I like to go straight to the tactics and forget all the planning. Any other comments? Yes, go ahead.

Commissioner Ramirez said do either of by any chance who the council person is that represents?

Mr. Farris said Bunch. **Commissioner Ramirez** said is it Bunch. **Alex Miller, Parsons & Associates Team**, said it's Bunch. He is At-Large or he's in-district and then Katheryn Shields is At-Large. **Commissioner Ramirez** said okay. I was just asking because I might want to reach

out to them and have some conversation about it. **Chairman Bynum** said it's a good idea. Okay, anything else.

Mr. Hand said, Commissioner, if I may, under your tutelage at the KCATA I think anything that would help advance the study would be much appreciated. **Chairman Bynum** said well, again, that's why—you talk about a 3/8 cents sales tax and you make me very nervous, so maybe take that out of the presentation. Okay, anything else? Thank you very much. All right, if I'm not mistaken, that's the end of our meaning and will we see you again in the next meeting or just next time you happen to come see us. **Mr. Hand** said no they're done, you'll see me. **Chairman Bynum** said all right very good, thank you gentlemen for being here tonight. I do appreciate it, thank you all very much.

Action: For information only.

Public Agenda

No items of business.

Chairman Bynum said that concludes Public Works and Safety. I would take a motion to adjourn. Could I have roll call on the adjournment, please.

Adjourn

Action: **Commissioner Markley made a motion, seconded by Commissioner Ramirez, to adjourn the meeting.** Roll call was taken and there were six “Ayes,” Groneman, Kane, Markley, Stites, Ramirez, Bynum.

The meeting was adjourned at 7:30 p.m.

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