

Unified Government of Wyandotte County and Kansas City, Kansas



Public Works & Safety Standing Committee

Fifth Floor Conference Room
701 N. 7th Street Trafficway, Kansas City, KS 66101

Chair Commissioner Andrew Kump

Commissioner, District 2 Bill Burns, Commissioner, District 3- Christian Ramirez

Commissioner, District 4 - Evelyn Hill, Commissioner, District 6 - Phil Lopez

BPU Board Member Gary Bradley-Lopez

UPDATED AGENDA

Monday, May 18, 2026

5:00 PM

1. **Call to Order/Roll Call**
2. **Revisions to May 18, 2026, Agenda**
 - 2.1 Agenda Update adding new Item No. 4.3 and adding documents to Item No. 4.4
3. **Approval of standing committee minutes from April 2 and 13, 2026.**
4. **Committee Agenda**
 - 4.1 **RESOLUTION: REGIONAL FARE POLICY ADOPTION**

Synopsis: Adopt a resolution to propose a regional fare policy that establishes a unified, equitable, and transparent fare structure across all RideKC transit providers, improving consistency and the overall rider experience throughout the region.

Tracking #: 21358
 - 4.2 **RESOLUTION: MUTUAL AID AGREEMENT WITH THE KANSAS CITY, MISSOURI, BOARD OF POLICE COMMISSIONERS DURING THE 2026 FEDERATION INTERNATIONALE DE FOOTBALL ASSOCIATION WORLD CUP.**

Synopsis: Adopt a resolution authorizing the Unified Government of Wyandotte County/Kansas City, Kansas to approve a Mutual Aid Agreement with the Kansas City, Missouri Board of Police Commissioners during the 2026 Fédération Internationale de Football Association World Cup matches and associated events from June through July of 2026.

Tracking #: 21404

4.3 **RESOLUTION: JUVENILE DETENTION CENTER BEHAVIORAL HEALTH SERVICES FUNDING APPLICATION FY2027 (ADDED PER AGENDA UPDATE)**

Synopsis: Adopt a resolution requesting approval for the Wyandotte County Juvenile Detention Center to apply for the Kansas Department of Corrections Behavioral Health Services Grant (funding period July 1, 2026 - June 30, 2027). The request for funding is in the amount of \$124,600.00. There is no match required for this grant.

It is requested that this item be fast tracked to the May 21, 2026, Board of Commissioners meeting.

Tracking #: 21498

4.4 **PRESENTATION: ELEVATING KCK RIVER BRIDGE CROSSING STUDY REPORT (ADDED DOCUMENTS PER AGENDA UPDATE)**

Synopsis: A presentation on the Elevating KCK River Crossing Study centered on gathering strong community input while evaluating multiple bridge options and presenting them to the public.

For information only.

Tracking #: 21399

5. Public Agenda

6. Adjourn

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Some commissioners, staff, and the public may attend remotely via Zoom or by phone. All participants joining by phone should mute their phones when not speaking to avoid background noise. During the meeting, all speakers are asked to please announce yourself by name and title every time you speak so the public that is observing knows who is speaking. This is critical given the number of remote participants and is current guidance from the Kansas Attorney General.

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**AGENDA UPDATE
PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MEETING
MONDAY, MAY 18, 2026**

ADDING ITEM

4. COMMITTEE AGENDA

**Item No. 4.3 – RESOLUTION: JUVENILE DETENTION CENTER
BEHAVIORAL HEALTH SERVICES FUNDING APPLICATION FY2027**

Synopsis: Adopt a resolution requesting approval for the Wyandotte County Juvenile Detention Center to apply for the Kansas Department of Corrections Behavioral Health Services Grant (funding period July 1, 2026 - June 30, 2027). The request for funding is in the amount of \$124,600.00. There is no match required for this grant.

It is requested that this item be fast tracked to the May 21, 2026, Board of Commissioners meeting.

Tracking #: 21498

ADDING DOCUMENTS

4. COMMITTEE AGENDA

**Item No. 4.4 – PRESENTATION: ELEVATING KCK RIVER BRIDGE
CROSSING STUDY REPORT**

Synopsis: A presentation on the Elevating KCK River Crossing Study centered on gathering strong community input while evaluating multiple bridge options and presenting them to the public.

For information only.

Tracking #: 21399

Unified Government of Wyandotte County and Kansas City, Kansas



Public Works and Safety Meeting

Commission Chambers

701 N. 7th Street Trafficway, Kansas City, KS 66101

Chair Andrew Kump

Commissioner, District 2, Bill Burns - Commissioner, District 3, Christian Ramirez

Commissioner, District 4, Evelyn Hill - Commissioner, District 6, Phil Lopez

BPU Board Member Gary Bradley-Lopez

MINUTES

Thursday, April 2, 2026

4:30 PM – 4:34 PM

Attendance:

Committee Members Present:

- Commissioner Kump (Chair)
- Commissioner Lopez
- Commissioner Hill
- Commissioner Ramirez
- Commissioner Burns
- BPU Board Member Gary Bradley-Lopez

Committee Members Absent:

- None

Staff Present:

- Monica L. Sparks (Unified Government Clerk)
- Dan Kuhn (Legal Department)
- Rodney Lucas (Assistant County Administrator)

Call to Order

Commissioner Kump called the meeting to order at 4:30 PM. The Clerk read the notice of the special meeting.

Revisions to Agenda:

No revisions to the agenda were announced.

Committee Agenda:**Item 4.1: APPOINTMENT: AMERICAN ROYAL SUBCOMMITTEE (Discussion Begins: 04:20)**

The Chairman provided background on the development agreement requirements, explaining that the agreement includes:

- One-time origination fee of \$5 million paid to the Unified Government
- Annual payments of approximately \$1.3 million
- Funds designated for economic development in Wyandotte County
- Committee to make non-binding recommendations to the full commission regarding fund appropriation

The Chairman called for volunteers to serve on the American Royal subcommittee. Two volunteers were identified.

Commissioner Burns nominated himself for appointment to the American Royal subcommittee, stating he had attended the Economic Development Committee meeting and learned more about the role's requirements. Commissioner Burns expressed special interest in advancing the American Royal project.

Commissioner Burns made a motion to approve Commissioner Burns as the appointee. The motion was seconded by BPU Board Member Bradley-Lopez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Lopez, Hill, Ramirez, Burns, Kump
- Nays: None
- Absent: None

Adjournment: (Discussion Begins: 06:32))

Commissioner Burns moved to adjourn the meeting. The motion was seconded by Commissioner Ramirez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Lopez, Hill, Ramirez, Burns, Kump
- Nays: None
- Absent: None

The meeting was adjourned at 4:34 PM

MLS

Unified Government of Wyandotte County and Kansas City, Kansas



Public Works and Safety Meeting

Commission Chambers

701 N. 7th Street Trafficway, Kansas City, KS 66101

Chair Andrew Kump

*Commissioner, District 2, Bill Burns - Commissioner, District 3, Christian Ramirez
Commissioner, District 4, Evelyn Hill - Commissioner, District 6, Phil Lopez*

MINUTES

Monday, April 13, 2026

5:00 PM – 6:26 PM

Attendance:

Committee Members Present:

- Commissioner Kump (Chair)
- Commissioner Bradley-Lopez
- Commissioner Hill
- Commissioner Ramirez
- Commissioner Burns
- Commissioner Lopez

Committee Members Absent:

- None

Staff Present:

- Monica L. Sparks (Unified Government Clerk)
- Bridgette Cobbins (Assistant County Administrator)
- Casey Meyer (Senior Counsel)
- Alyssa Marcy (Planning Department)
- Kristofer Finger (Public Works)
- Jonathan Wiles (Lead Engineer/Project Manager)
- Dilini Lankachandra (Legal Department)
- George Sims (Deputy Chief, Kansas City, Kansas, Police Department)

- John Droppelmann (Deputy Chief/Fire Marshal, Kansas City, Kansas, Fire Department)
- Laura Cromwell (Fiscal Manager for Police Department)
- Jennifer Tarwater (Director of Emergency Management)
- Ian Hayes (Public Works Project Manager)
- Sarah White (Public Works Project Manager)
- Michael Pratt (Data and Technology Manager)

Call to Order

Commissioner Kump called the meeting to order at 5:00 PM.

Revisions to Agenda: (Discussion Begins: 2:15)

The Clerk reported there was an agenda update issued: adding Item No. 4.1 and Item No. 4.2 to the committee agenda.

Approval of Previous Minutes: (Discussion Begins 2:27)

Commissioner Burns moved to approve the minutes from the August 25 and September 22, 2025, and February 17 and March 16, 2026, meetings. The motion was seconded by Commissioner Ramirez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

Committee Agenda:

Item 4.1: ORDINANCE/RESOLUTION: VISION ZERO ACTION PLAN ADOPTION (Discussion Begins: 2:59)

Alyssa Marcy, Planning Department, Kris Finger, Public Works, and Anthony Gallo, Kimley-Horn, presented an ordinance/resolution approving the Vision Zero Action Plan with the request to fast track to the April 16 Board of Commissioners meeting. Anthony Gallo explained that the plan includes detailed safety and crash analysis of all intersections and roadways in the county, a robust public stakeholder engagement process, policy recommendations for a capital improvements program, and targeted safety infrastructure projects. The plan must be adopted by an elected body for eligibility for implementation funding.

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

Commissioner Ramirez moved to approve the item with a fast track to the April 16 Full Commission meeting. The motion was seconded by Commissioner Burns.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

Item 4.2: RESOLUTION: VISION ZERO ACTION PLAN GRANTS (Discussion Begins: 8:09)

Anthony Gallo, Kimley Horn, presented a resolution approving the pursuit of the Safe Streets and Roads for All implementation program grant application for up to \$25 million with a 20% local match requirement. The grant funds both design and construction for safety infrastructure projects. The request includes pursuing the Build Kansas Fund for match funding. Applications are due at the end of May 2026.

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

Commissioner Ramirez moved to approve with the fast track to the April 16 Full Commission meeting. The motion was seconded by Commissioner Burns.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

Item 4.3: ORDINANCE: STORMWATER ORDINANCE CHANGES (Discussion Begins: 15:46)

Jonathan Wiles, Lead Engineer/Project Manager, presented an ordinance making updates to stormwater ordinance Chapter 8 – 30. He explained that these are primarily housekeeping items including clarifications on definitions, flexibility for contractors in development community inspection frequency and permitting requirements, defining inspectors, and replacing “water pollution control” with “environmental services.”

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

Commissioner Ramirez made a motion to approve the item. The motion was seconded by Commissioner Burns.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

Item 4.4: ORDINANCE: ALARM BUSINESSES AND SYSTEMS ORDINANCE CHANGES (Discussion Begins: 18:56)

Dilini Lankachandra, Legal Department, George Sims, Deputy Chief, Kansas City, Kansas, Police Department, and John Droppelmann, Deputy Chief/Fire Marshal, Kansas City, Kansas, Fire Department presented an ordinance amending Chapter 19, Article 7, regarding alarm businesses and systems to update for current alarm technologies and amend the fee structure. George Sims presented extensive data showing 98% of police alarm responses are false alarms, representing approximately 1.4 Full-Time Equivalent (FTE) officers annually. The Fire Department is experiencing similar 98 – 99% false alarm rate with an estimated \$386,000 annual cost in personnel and assets.

Key Changes:

- Annual registration fee implementation.
- Fire department inclusion in alarm management program.
- Enhanced verification requirements for businesses intrusion alarms.
- Excessive alarm users must meet with personnel and complete training.
- Response suspensions after multiple false alarms.

- Outsourcing alarm management to third-party vendor.
- Maximum fee increase from \$500 to \$1,000.

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

Commissioner Ramirez made a motion to approve the item. The motion was seconded by Commissioner Lopez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

Item 4.5: RESOLUTION: FISCAL YEAR 25 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT – LOCAL FORMULA (Discussion Begins: 53:44)

Laura Cromwell, Fiscal Manager for Police Department, presented a resolution to apply for and accept fiscal year 2025 Edward Byrne Memorial Justice Assistance Grant award in the amount of \$81,730 with a request to fast track to the April 16 Board Meeting. This non-competitive formula grant based on population and crime statistics will fund a taser training virtual reality program for patrol officers and a utility task vehicle for World Cup and Chiefs games events. Performance period extends through September 30, 2028, with no match requirement.

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

Commissioner Burns made a motion to move approve the item and with a fast track to the April 16 Full Commission meeting. The motion was seconded by Commissioner Lopez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

Item 4.6: RESOLUTION: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) PUBLIC ASSISTANCE REIMBURSEMENT GRANT (Discussion Begins: 56:36)

Jennifer Tarwater, Director of Emergency Management, Ian Hayes, Public Works Project Manager, and Sarah White, Public Works Project Manager, presented a resolution approving the Federal Emergency Management Agency public assistance reimbursement grant for July 17-22, 2025, flooding and severe weather. Presidential declaration signed December 19, 2025. The federal government reimburses 75%, and the state of Kansas reimburses 10%, which leaves the Unified Government responsible for a 15% cost share.

Key Details:

- Emergency repairs and debris removal deadline: June 2026.
- Long-term repair and stabilization deadline: June 2027.
- Estimated costs: \$2.8 million for sanitary/storm utility, additional \$1.4 million for roads and bridges.
- Covers seven Federal Emergency Management Agency categories: debris removal, emergency protective measures, roads and bridges, water control facilities, buildings and equipment, utilities, parks and recreation.

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

Commissioner Ramirez made a motion to approve the item. The motion was seconded by BPU Board Member Bradley-Lopez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

**Item 4.7: PRESENTATION: EMERGENCY MANAGEMENT DEPARTMENT
(Discussion Begins: 1:03:45)**

Jennifer Tarwater, Director of Emergency Management, and Michal Pratt, Data and Technology Manager, made an informal presentation on two new mass notification systems for Wyandotte County: IPAWS (Integrated Public Alert and Warning System) and Everbridge. Systems provide layered weather notifications with IPAWS reaching non-subscribers and Everbridge serving county subscribers.

Key Information:

- IPAWS requires FEMA memorandum of understanding, compatible alerting software, monthly test messages.
- Everbridge sends texts, emails, phone calls to work, desk, and home phones.
- The March 6, 226, tornado warning reached 90,000 through Everbridge with 86,305 confirmed deliveries.
- IPAWS covers all cell phones in the affected area regardless of subscription.
- Systems allow geofencing for specific emergency areas.
- The three-minute delay issue from March 6 has been resolved.

The Chairman opened the public hearing. No comments were received. The Chairman closed the public hearing.

This item was for information only, and no action was required.

Adjournment: (Discussion Begins: 1:26:37)

Commissioner Burns moved to adjourn the meeting. The motion was seconded by Commissioner Ramirez.

Vote: Motion carried 6-0

- Ayes: Bradley-Lopez, Hill, Ramirez, Burns, Lopez, Kump
- Nays: None
- Absent: None

The meeting was adjourned at 6:26 PM

BJS



Report to Public Works & Safety Standing Committee

MEETING DATE	PRESENTER	DEPARTMENT
	<div style="border: 1px solid black; padding: 5px;">Deasiray Bush, Director of Transportation</div> dbush@wycokck.org x8312	Transportation

AGENDA ITEM #4.1.

RESOLUTION: REGIONAL FARE POLICY ADOPTION

BACKGROUND

The proposed RideKC Regional Fare Policy establishes a unified, consistent, and transparent framework for how transit fares are structured, collected, and managed across the Kansas City metropolitan region. Developed collaboratively by regional partners—including the Kansas City Area Transportation Authority (KCATA), Johnson County Transit, Unified Government of Wyandotte County/Kansas City, Kansas Transit, and the Kansas City Streetcar Authority—this policy reflects years of coordination through the Regional Transit Coordinating Technical Team. The policy is designed to support a seamless, customer-focused transit network that enhances mobility, improves regional connectivity, and simplifies the rider experience regardless of service provider or jurisdiction.

At its core, the policy standardizes fare structures across transit modes and providers by establishing uniform service types, rider categories, and fare levels. It ensures equity by maintaining reduced fare programs for seniors, individuals with disabilities, Medicare cardholders, and low-income riders, while also supporting free fare provisions for certain groups such as young children and streetcar users. The policy introduces modern fare practices, including account-based systems, mobile and contactless payments, and fare capping, which guarantees riders never pay more than the equivalent cost of a daily, weekly, or monthly pass. These advancements remove financial and technological barriers, making transit more accessible and affordable for all users.

In addition, the policy promotes operational efficiency and financial sustainability by supporting consistent farebox recovery goals, reducing administrative complexity, and enabling improved data collection and revenue sharing among participating agencies. It also provides a framework for coordinated pass programs with employers, educational institutions, and social service organizations, expanding access to transit for targeted populations. By aligning fare media, payment technologies, and transfer protocols, the policy enhances regional integration and positions the transit system for future innovation and scalability.

Adoption of the Regional Fare Policy by the Commission is a critical step in advancing a cohesive, regionally integrated transit system. It formalizes the Unified Government's participation in a shared fare structure and allows for the implementation of consistent fare policies and technologies across the region beginning June 1, 2026. Ultimately, this policy supports broader regional goals of increasing ridership, improving equity, reducing congestion, and strengthening the overall effectiveness of public transportation services.

RECOMMENDATION

Approve

The recommended action is for the Board of Commissioners (BOC) to formally adopt the RideKC Regional Fare Policy, authorizing participation in a unified, region-wide fare system. Approval of this policy enables implementation of a consistent fare structure, technology, and payment system in coordination with regional transit partners. Adoption ensures alignment with the planned June 1, 2026, rollout and supports a seamless, equitable transit experience for riders.

BUDGET IMPACTS / FINANCIAL CONSIDERATIONS

The full cost of fare collection equipment and associated technology is currently under review and will be finalized as part of ongoing coordination with regional partners. While initial capital costs are still being evaluated, the reinstatement of fares is expected to generate new revenue and offset operational expenses. Overall, implementation of the regional fare policy is anticipated to improve long-term financial sustainability through increased farebox recovery and operational efficiencies.

LEGAL/ POLICY CONSIDERATIONS

No Legal considerations.

ATTACHMENTS

Regional Fare Policy Resolution DRAFT, 2025 RideKC Fare Policy_12-2-2025, Fare Policy Adoption

Approved by Mayor/Administrator to add to agenda.

RESOLUTION NO. _____

A RESOLUTION APPROVING THE ADOPTION OF THE RIDEKC REGIONAL FARE POLICY

WHEREAS, the Unified Government Transportation Department (“Transportation”) provides transportation services in collaboration with regional partners to support a seamless, customer-focused transit network that enhances mobility, improves regional connectivity, and simplifies the rider experience regardless of service provider or jurisdiction; and

WHEREAS, Transportation has coordinated over several years with its regional partners to develop RideKC Regional Fare Policy, which provides a unified, consistent, and transparent framework for how transit fares are structured, collected, and managed across the Kansas City metropolitan region; and

WHEREAS, the policy standardizes fare structures across transit modes and providers by establishing uniform service types, rider categories, and fare levels and ensures equity by maintaining reduced fare programs for seniors, individuals with disabilities, Medicare cardholders, and low-income riders, while also supporting free fare provisions for certain groups such as young children and streetcar users; and

WHEREAS, the policy introduces modern fare practices, including account-based systems, mobile and contactless payments, and fare capping, which guarantees riders never pay more than the equivalent cost of a daily, weekly, or monthly pass, which remove financial and technological barriers, making transit more accessible and affordable for all users; and

WHEREAS, the policy promotes operational efficiency and financial sustainability by supporting consistent farebox recovery goals, reducing administrative complexity, and enabling improved data collection and revenue sharing among participating agencies; provides a framework for coordinated pass programs with employers, educational institutions, and social service organizations, expanding access to transit for targeted populations; and enhances regional integration and positions the transit system for future innovation and scalability; and

WHEREAS, adoption of the Regional Fare Policy by the Commission is a critical step in advancing a cohesive, regionally integrated transit system, formalizing the Unified Government’s participation in a shared fare structure and allows for the implementation of consistent fare policies and technologies across the region beginning June 1, 2026, and supporting broader regional goals of increasing ridership, improving equity, reducing congestion, and strengthening the overall effectiveness of public transportation services.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/ KANSAS CITY, KANSAS AS FOLLOWS:

Section 1. The Unified Government Board of Commissioners hereby adopts the RideKC Regional Fare Policy.

Section 2. Further Action. The Mayor/CEO, County Administrator, and other officers, agents, and employees of the Unified Government are hereby further authorized and directed to take such further action as may be appropriate or desirable to accomplish the purpose of this Resolution.

Section 3. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the Governing Body of the Unified Government.

**APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF THE
UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS,
THIS _____, 2026.**

Christal E. Watson, Mayor/CEO

Attest:

Unified Government Clerk

Approved as to Form:

2025 RideKC Fare Policy

The RideKC Fare Policy Document outlines the guiding principles, goals, and structure of the fare system used throughout the RideKC network. It establishes a consistent, equitable, and transparent framework for how fares are set, collected, and adjusted over time. The policy ensures that fare decisions support regional mobility goals, promote accessibility, maintain financial sustainability, and enhance the overall rider experience across all RideKC services.

1. Background and Purpose

RideKC is a regional entity comprising of the following public transit providers:

- Kansas City Area Transportation Authority
- Johnson County Transit
- Unified Government of Wyandotte County and Kansas City, Kansas Transit
- Kansas City Streetcar Authority.

The Regional Transit Coordinating Technical Team (established in 2013) was established to strengthen collaboration among these transit providers. This regional technical team serves as an advisory body that promotes regional coordination, planning, and implementation of shared transit priorities across the Kansas City Metropolitan area. The objectives of this team are to:

- Provide a forum for coordination of regional transit operations, planning, and service delivery.
- Offer technical and policy guidance to MARC, region's transit providers, and local jurisdictions.
- Align federal, regional, and local transit planning and programming requirements.
- Support the evolution of governance and structural integration of regional transit services.

Through this technical team and regional partnership, regional partners continue to work toward a unified transit network that enhances rider experience, improves efficiency, and advances equity. Coordinated efforts allow transit providers to leverage shared resources, streamline systems, and pursue common goals.

As part of this ongoing collaboration, the regional partners have developed and will maintain a coordinated regional fare policy. This effort builds upon earlier work to simplify fare structures, promote fare technology integration, and ensure a consistent rider experience across the RideKC system. It is the goal of this partnership to move forward with the desire to continue

RideKC branding of services, identify and maintain reduced fare programs, and align fare media and technology across the region.

2. Defining a Regional Fare Policy

A fare policy establishes the principles underlying and guiding a transit provider's pricing related decision. The policy should balance the objectives of increasing ridership, maintaining reasonable fares, and recognizing the needs of special groups such as students, elderly, disabled, and transit dependent populations, while requiring that transit users pay a fair and reasonable portion of the costs of providing, maintaining, and improving transit services. The goal in establishing a regional fare policy is to support the region's efforts to coordinate services and provide high-quality public transportation services.

For this policy to be effective, it will be necessary for all transit providers in the region to implement a single, unified, region-wide fare structure and transfer system for all providers.

Policy Statement

The Kansas City Regional Fare Policy establishes principles that govern recovery of passenger revenues in support of the region's vision of providing cost-effective, rider-friendly transit.

Regional Fare Principles

- **Promote ridership:** The region's transit providers seek to encourage and facilitate transit ridership within the regional service area to increase traveler choice, reduce congestion, and decrease air pollution. Therefore, it is important to adopt a fare structure that is attractive to the widest possible range of existing and potential rider groups. In addition, fare media distribution channels shall be developed to promote convenience and facilitate access to fare media for all rider groups.
- **Be equitable:** To be equitable, fares must take into account riders' needs, as well as, the cost and value of the service provided by the region's transit providers. Therefore, a consistent fare structure throughout the regional service area should support the travel patterns and requirements of transit riders. The fare structure should also reflect differences in the level and quality of the service provided, while not undervaluing a transit provider's service.

The region's transit providers recognize the need to ensure that for any fare increase, the burden placed on vulnerable communities is not unjustifiably or disproportionately greater than that borne by the system as a whole.

- **Enhance mobility and access:** The fare structure should enhance the ability of riders to access the system and move through it with ease. To do so, the fare structure should be easy to understand and unified across transit providers and modes.

- **Be effective and cost efficient:** The region's fares, fare media, and fare collection technologies should be easily applied by transit operating employees and fare enforcement personnel, as well as minimize the costs associated with fare collection, fare media distribution, and revenue processing.
- **Maintain or increase fare revenue stream:** A transit provider's fare revenue is critical to its operating budget. Therefore, the fares collected should ensure that total fare revenue is maintained or increased. To maximize fare collection revenue, the region should take advantage of substantial developments in fare collection technology.
- **Improve financial management and data collection:** Regional fares and fare collection system should be interoperable and facilitate data collection and consolidated reporting to foster decision making and revenue allocation between transit providers.
- **Promote regional access:** Regional fares and fare payment system should be designed in a way to promote access to key regional locations throughout the regional transit service area.

In keeping with the principles set forth, the region's transit providers will take action on these policy areas:

Farebox Recovery

A farebox recovery ratio is the percentage of transit fares to the operating costs. Fares are collected from riders as one component of funding transit services, and it is generally accepted that transit users should pay a fair and reasonable cost for transit services.

Action: Each transit provider in the region will set a farebox recovery target that provides for a level of revenue that is consistent with the transit provider's financial plans.

Fare Structure

Fares are set by the type of transit service and rider category. Transit service types are identified by each transit provider on a route-by-route basis, and for any given transit service type, the pricing and structure should be consistent across transit providers.

Rider categories eligible for a reduced or free fare may be required to enroll in a reduced or free fare program to access reduced or free fares.

Table 1: Transit Service Types

Transit Service Type	Definition
Local	Local services consist of Support Arterial, Key Arterial, and Community services.
Metro Area Express (MAX)	High capacity, high frequency service with enhanced stations that provide upgraded passenger amenities and stop spacing that promotes faster travel times
Express	Designed to provide fast commuter service to and from regional destinations and operate on weekdays primarily.
On-Demand or Flexible	Services that fill gaps or expand the reach of the transit network by providing coverage in areas with few or no fixed route options.
Streetcar	A fixed route rail mode operating in the central core of Kansas City.
ADA Complimentary Paratransit	Curb-to-Curb paratransit service for individuals who cannot use fixed route transit as required by 49 CFR 37 .

Table 2: Rider Category

Rider Category	Definition
Adult	Any rider between 19 years and 64 years of age.
Youth	Any rider between 6 years and 18 years of age.
Child	Any rider 5 years and younger.
Senior	Any person 65 years of age or older.
Person with Disability	Any person with a certified qualifying disability as defined by the Federal Transit Administration (FTA).
Medicare Cardholder	Any person on Medicare with a Medicare Card.
Low-Income Rider	Any person whose household currently participates in an identified benefits assistance program.

Table 3: Fare Levels

Fare Level	Definition
Full Fare	Fare for a single unlinked trip. All riders who do not qualify for a reduced or free fare shall pay the full fare.
Reduced Fare	The reduced fare is a maximum of one-half of the full fare for the comparable service, rounded down to an increment of \$0.05. As required by current FTA regulations (49 CFR 609.23), seniors, persons with disabilities, and Medicare cardholders shall be charged the reduced fare. Reduced fares may not be available on services that only operate during the peak period.
Free Fare	The streetcar service will be free for riders.* Children 5 years of age and under shall be allowed to ride for free when traveling with an individual paying full or reduced fare. This level also includes any participating entity that procures free fare opportunities for their represented group of riders.

* The Kansas City Streetcar Authority has the ability to charge fares in the future. At that time, the fare policy will be reviewed and amended to consider those changes.

Action: Transit providers will set uniform fares for each specific combination of transit service type, rider category, and fare level. Any deviation from the fare structure elements described herein will be coordinated and shared with the transit providers.

Fare Products & Fare Capping

Fare products include all ways of paying for the right to use transit. The core fare product offerings will include stored value and pay-as-you-go with fare capping. Fare capping ensures that riders never pay more than the cost of a daily, weekly, or monthly pass, regardless of how they pay their fares. By automatically limiting the total amount a rider is charged within a set period, fare capping promotes equity, affordability, and convenience, especially for riders who cannot afford to purchase longer-term passes upfront. Implementing fare capping also supports system modernization by integrating with account-based payment platforms, encouraging ridership, and reducing barriers for occasional or low-income riders while maintaining fare revenue predictability for the transit provider.

Additional products that may be offered include passes and tickets, generally for specific rider groups. Any passes or fare caps achieved will be valid only for a specific service type and all lower levels of service. All categories of riders will be able to purchase and use full fare products. Reduced fare versions of some fare products may be offered and, if offered, will be priced no less than one-half the price of the full fare version of the product. Reduced and free fare products may require an individual to be enrolled in a reduced or free fare program.

Fare products will ideally be designed to support riders across all regional transit provider services. However, if a transit provider introduces a provider-specific fare product that only provides travel privileges on their services, that provider should coordinate with the other transit providers and would be responsible for costs associated with the design, implementation, and administration of the fare product.

Cash will not be collected on board, but transit providers will work with local retail locations and other municipal or county service partners to establish a cash digitization network to allow riders to purchase and load stored value to their accounts. Transit providers may choose to accept cash on certain services, such as ADA Complementary Paratransit.

Action: Transit providers will adopt a common set of fare products for use on all regional transit services. Stored value and pay-as-you-go with fare capping will be the core fare products offered by transit providers.

Pass Programs

Pass programs will enable institutions to purchase and subsidize fares on behalf of riders using the system. Pass programs may be considered for specific, affiliation-based groups of riders including but not limited to employees, students, veterans, and individuals in identified

participating social service programs (Opportunity Pass). Pass programs are agreements between transit providers and institutions, rather than fares offered directly to riders. Transit providers will establish criteria and eligibility requirements for participation in a pass program, and institutions will be responsible for the costs associated with riders participating through their program.

Pass programs will ideally be designed to support riders across all regional transit provider services. However, if a transit provider introduces a provider-specific pass program that only provides travel privileges on their services, that provider should coordinate with the other transit providers and would be responsible for costs associated with the design, implementation, and administration of the pass program.

Table 4: Pass Programs

Pass Programs	Definition
Employer	Participating employers purchase transit fares/passes for their employees.
Student	Participating high schools, colleges, universities, technical schools, or approved post-secondary schools purchase transit fares/passes for actively enrolled students.
Veteran	Organizations and/or non-profits representing veteran interests provide transit fares/passes to veterans of the United States of America armed forces.
Social Service (Opportunity Pass)	Social service agencies, non-profit organizations, and community-based organizations purchase transit fares/passes for clients participating in eligible programs and low-income or homeless individuals at or below the federal poverty level.

Action: Transit providers will design relevant pass programs for targeted rider groups. Transit providers will work collectively to establish which pass programs to offer, eligibility requirements, basis for pricing/discounts, administrative processes including revenue collection, and any other characteristics that require concurrence.

Transfer Privileges

A transfer allows the rider of a transit vehicle who pays for a single-trip fare to continue the trip on another transit vehicle. Transfers can be time based, allowing the rider a specified window of time (e.g., two hours) between trips, or a one-time use, allowing the rider access to continue their trip on one more route/vehicle.

Greater flexibility in transfer privileges is available when stored value fare media (e.g., smart cards) are used but only when all transit modes and vehicles accept the same fare media.

Action: Regional transit providers will adopt a common transfer protocol based on fare collection equipment in use. Currently, the region is not planning to provide free transfer

privileges. Instead of free transfer privileges, a rider would pay for each boarding until they reach the daily, weekly, or monthly fare cap.

Marketing Programs & Promotional Fares

Transit providers may develop marketing programs, including targeted outreach and/or short-term promotional fares to encourage ridership or achieve additional regional outcomes. Example programs may include free transit on New Years Eve, free transit on voting day, or discounted youth passes during the summer. Promotional fares may also be available for identified special events.

Ideally, marketing programs and promotional fares would be coordinated and offered regionally, but individual providers may choose to develop provider-specific marketing and promotional fare programs. If a transit provider introduces a provider-specific marketing or promotional fare, that provider would be responsible for costs associated with the design, implementation, and administration of the marketing and promotional fare.

Action: Transit providers will coordinate to develop regional marketing programs and promotional fare initiatives, whenever possible.

Fare Payment Process and Equipment

An electronic regional fare payment system will facilitate fare integration among the transit providers, providing a consistent and seamless fare payment experience. The fare payment system will leverage electronic validation to enable acceptance of a variety of electronic fare media options, improve data collection, and support revenue sharing among the transit providers.

Action: Regional transit providers will adopt a fare payment system with equipment that can accept regional fare media and regional fare products.

Fare Media

The regional fare payment system will enable acceptance of a variety of fare media options, including but not limited to smart cards, mobile ticketing, and open payments. The use of third-party IDs, such as student and employer IDs, will be explored and leveraged if possible. Disposable fare media that can be electronically validated will also be considered to meet specific needs of organizations to subsidize transit service for individuals. Visual validated fare media may be used in limited circumstances or on an as-needed basis, with coordination among the transit providers.

Action: Regional transit providers will adopt common fare media for use on all regional transit vehicles.

Revenue Allocation

Revenue allocation for a regional transit system involves the splitting of joint revenue derived from riders taking system trips (e.g., trips that involve a transfer between two or more participating regional transit providers) and using regional fare products.

Action: Regional transit providers will adopt revenue allocation agreements based on fare products and media used by riders and the capability of fare collection equipment in use.

3. Procedures

1. At least every 3 years Regional Transit Coordinating Technical Team and key elected officials/stakeholders will present a comprehensive review and update of this Fare Policy for review and approval.
2. Annually, as part of the budget process, transit providers will coordinate with the before mentioned Regional Transit Coordinating Technical Team about the need for adjustments to fares. The Regional Transit Coordinating Technical Team will recommend uniform fare adjustments, as needed.
3. When fare adjustments are proposed, all federal and state regulations will be followed including the requirements for public notice and hearings and Title VI.



Transportation Department

- Regional Fare Policy Adoption - Missouri, Wyandotte County, Johnson County



RideKC Fare Policy

- RideKC Fare Policy outlines:
 - Guiding principles, goals, and structure of the fare system
- The policy encompasses:
 - KCATA
 - Johnson County Transit
 - Unified Government Transit
 - KC Streetcar
- While the policy provides a framework for how fares set, collected, and adjusted, each transit provider sets their own fares and establishes their own farebox recovery.

Regional Fare Principles

- Promote ridership
- Be equitable
- Enhance mobility and access
- Be effective and cost-efficient
- Maintain or increase fare revenue stream
- Improve financial management and data collection
- Promote regional access

Transit Service Types

- Different fares based on transit service types
- Transit service type determined on route-by-route basis by the transit provider
- Higher fare on premium services
 - Prior to discontinuing fares, RideKC charged twice the Local fare on Express services
 - KCATA to charge Local on most services, including MAX

Service Types

- **Local** – Support and Key Arterial, Community
- **MAX** – high frequency with enhance stations/amenities and stop spacing to promote faster travel times
- **Express** – commuter service to/from regional destinations and operate on weekdays primarily
- **On-Demand or Flexible** – microtransit and Freedom OnDemand to fill in gaps or expand reach of the transit network
- **Streetcar** – fixed route rail in core of Kansas City
- **ADA Complementary Paratransit** – federally required service for individuals who cannot use fixed route transit

Rider Categories and Fare Levels

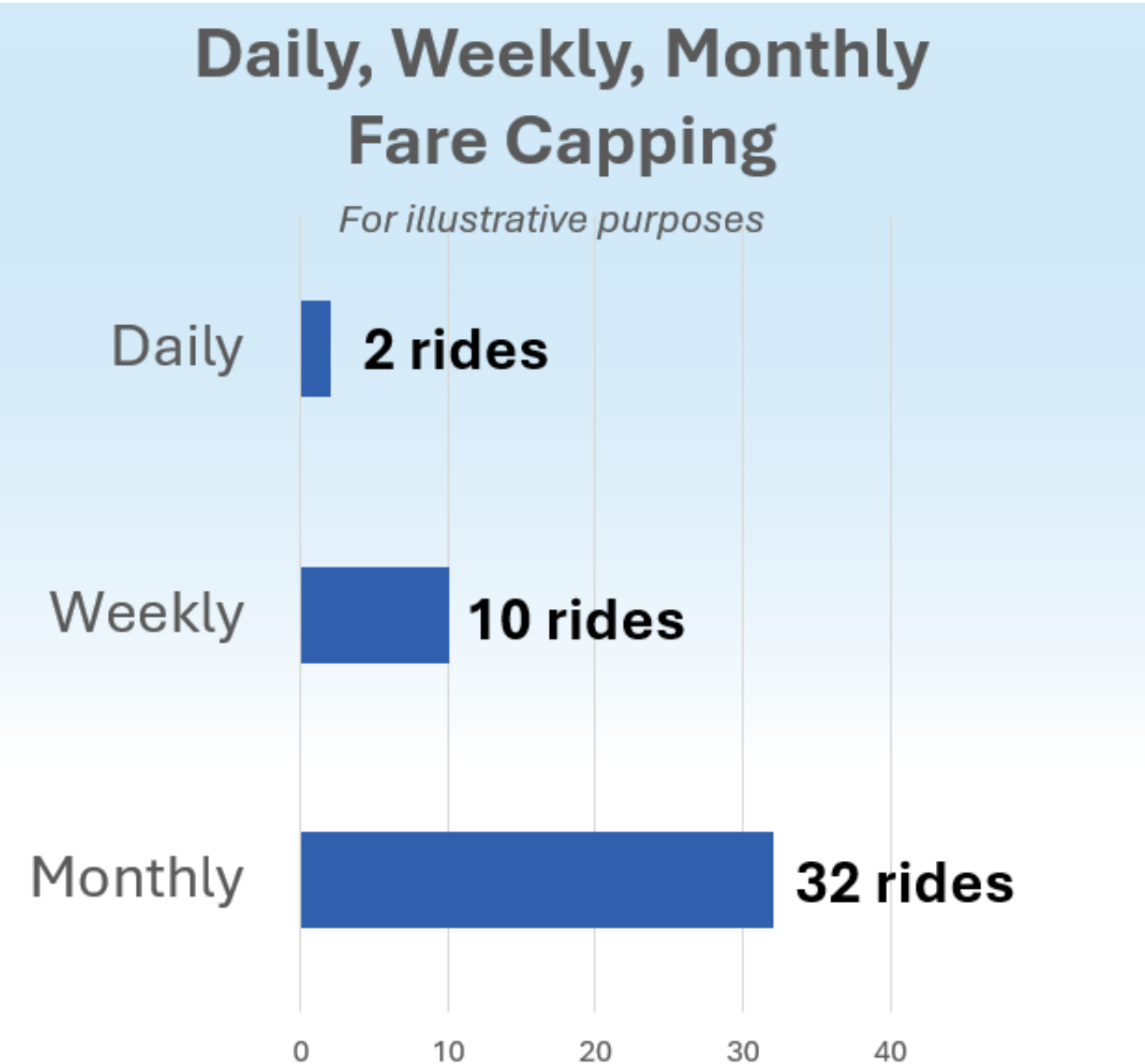
- Rider categories used to define applicable fare level for fixed route services
- Leverage existing documentation to streamline the process
- Three fare levels:
 - Full fare
 - Reduced fare (federally required for Senior, Disabled, Medicare cardholder categories)
 - Free fare
- Reduced and free riders may be required to enroll in program access reduced or free fares

Rider Categories

- Adult – ages 19-64
- Youth – ages 6-18
- Children – ages 5 and younger
- Senior – ages 65 and older
- Disabled – certified qualifying disability (e.g., physician form or other documentation of disability)
- Medicare Cardholder
- Low-Income – participation in identified benefit assistance program (e.g., SNAP, Medicaid)

Fare Products

- Pay per ride with daily, weekly, and monthly fare capping
- No transfers for simplicity and minimize operator conflict
- Pass products for institutions and pass programs
- Ideally fare products would be available across all transit providers



Fare Programming Overview

- KCATA will reintroduce fare programs similar to pre-2020 structure
- Programs return as part of Phase 2 of fare restoration
- Goal:
 - Improve equity
 - Expand access
 - Provide flexible payment options
- Reduced fares begin partially in Phase 1

Programs Being Reinstated

- Employer Pass
- UPASS (University Pass)
- Veterans Pass
- Opportunity Pass
- Reduced Fare Program (targeted populations)

Pass Programs

- Pass programs enable institutions to purchase and subsidize fares on behalf of riders using the system
- Pass programs involve agreements between transit providers and institutions
- Potential participating organizations may include employers, students, veterans, and social service agencies
- Ideally pass programs supported by all transit providers

Employer Pass Program

- Monthly pass cost: \$62.50
- Employers can subsidize employee passes
- KCATA matches subsidy up to \$12.50 per pass
- Employers may contribute more to further reduce cost

Administration:

- Digital access via fare app
- Employer backend portal:
 - Upload employee emails
 - Monthly billing based on usage

UPASS (University Pass)

- Same structure as Employer Pass
- Universities manage eligibility via portal
- Student verification through school email

Benefits:

- Streamlined student access
- Institutional partnership model
- Supports student mobility across region

Veterans Pass

- Partnership with Veterans Community Project
- Organization will:
 - Verify eligibility
 - Distribute passes
 - Manage active user list

Additional Focus:

- Identify external sponsors to fund program
- Expand access for veterans across the region

Opportunity Pass

- Designed for at-risk individuals
- Distributed through social service organizations

Format:

- Single-use or reloadable cards
- Purchased and distributed by partner organizations

Goal:

- Remove transportation barriers for vulnerable populations



Reduced Fare Program

- 50% discount on full fare
- Available to:
 - Adults 65+
 - Youth under 18
 - Medicare recipients (under 65)
 - Low-income individuals (SNAP participants in MO/KS)

Reduced Fare Verification

- Required documentation:
 - Proof of age
 - Medicare card
 - SNAP enrollment
- Verification methods:
 - In-person registration
 - Mail-in verification

ADA Incentive

- ADA paratransit-eligible riders ride fixed route for FREE

Purpose:

- Encourage fixed-route usage
- Improve system efficiency
- Reduce paratransit costs

Fare Technology and Media

- Regional fare payment system to facilitate regional fare integration and seamless fare payment experience
 - Focus on digital payments with no cash on fixed route services
 - Modern fare technology: mobile ticketing, open payments, smart card
 - Expansive retail network to load cash to digital mobile ticketing and smart card accounts
 - Electronic validation to process open payments and smart card and to support revenue allocation for revenue sharing

Fare Media

- Mobile Ticketing – mobile app used to purchase fares and scan QR code at validator
- Open Payments – contactless credit/debit card or mobile wallet used for pay-as-you-go fares
- Smart Card – reloadable, contactless card with pre-purchased stored value or passes

Fare Adjustment Procedures

- Activities and coordination led by the Regional Transit Coordinating Technical Team
- At least every three years, Fare Policy review and update
- Annually, as part of budget process, coordination about need for fare adjustments and recommend uniform fare adjustments
- Proposed fare adjustments will follow federal and state regulations, including requirements for public notice and hearings and Title VI

Proposed Fare Levels

Fare Level	2019	Proposed Fare
Single Ride		
<i>Full Fare</i>	\$1.50	\$2.00
<i>Reduced (50%)</i>	\$0.75	\$1.00
Daily Pass		
Full Fare	\$3.00	\$4.00
Reduced (50%)	\$1.50	\$2.00
Weekly Pass		
Full Fare	N/A	\$20.00
Reduced (50%)	N/A	\$10.00
Monthly Pass		
Full Fare	\$50.00	\$62.50
Reduced (50%)	\$25.00	\$31.25



Implementation Status

- Coordinate Exact Fare Products and Media to be offered
- Continue coordinating with local transit providers
- Continue coordinating with local organizations for Pass program eligibility
- Regional Title VI Equity Analysis (completed)

Implementation Status

- Coordinate Exact Fare Products and Media to be offered
- Continue coordinating with local transit providers
- Continue coordinating with local organizations for Pass program eligibility
- Regional Title VI Equity Analysis (completed)



Questions?





Report to
Public Works & Safety Standing Committee

MEETING DATE	PRESENTER	DEPARTMENT
	<div style="border: 1px solid black; padding: 2px;">Sheri Courtney</div> scourtney@wycokck.org X5084	Legal
AGENDA ITEM #4.2.		
RESOLUTION: MUTUAL AID AGREEMENT WITH THE KANSAS CITY, MISSOURI, BOARD OF POLICE COMMISSIONERS DURING THE 2026 FEDERATION INTERNATIONALE DE FOOTBALL ASSOCIATION WORLD CUP.		
BACKGROUND		
<p>A Resolution authorizing the Unified Government of Wyandotte County/Kansas City, Kansas to approve a Mutual Aid Agreement with the Kansas City, Missouri Board of Police Commissioners during the 2026 Fédération Internationale de Football Association World Cup matches and associated events from June through July of 2026.</p> <p>Deputy Chief Kent Anderson, Kansas City, Kansas Police Department will be presenting this item.</p>		
RECOMMENDATION		
<p>Approve</p> <p>To adopt the resolution and approve the agreement.</p>		
BUDGET IMPACTS / FINANCIAL CONSIDERATIONS		
N/A		
LEGAL/ POLICY CONSIDERATIONS		
To adopt the resolution and approve the agreement.		
ATTACHMENTS		
Resolution - Mutual Aid - KCMO - FIFA, Missouri Mutual Aid Agreement - FIFA 26		

Approved by Mayor/Administrator to add to agenda.

RESOLUTION NO. _____

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED
GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS:

That the County Administrator of the Unified Government of Wyandotte County/Kansas City, Kansas, is hereby authorized and directed to execute in the name of the Unified Government of Wyandotte County/Kansas City, Kansas, and the Unified Government Clerk is hereby authorized and directed to attest the signature of said County Administrator and to attach the seal of the Unified Government thereto as the voluntary act of the Unified Government to the attached Mutual Aid Agreement between the Unified Government of Wyandotte County/Kansas City, Kansas, and Kansas City, Missouri Board of Police Commissioners related to the 2026 Fédération Internationale de Football Association World Cup matches and associated events.

APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED
GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, THIS ____ DAY
OF _____, 2026.

Christal E. Watson, Mayor/CEO

Unified Government Clerk

Approved As To Form:

Angela J. Lawson
Acting Chief Counsel

MUTUAL AID AGREEMENT

This Mutual Aid Agreement ("Agreement") is agreed upon by the Public Safety Agencies (each an "Agency," collectively the "Agencies") signing this Agreement, and is effective on the date of last signature. The parties agree as follows:

SECTION 1. **Mutual Aid.**

This Agreement for "Mutual Aid and Assistance" is executed pursuant Missouri Revised Statutes sections 44.087, 44.090, 44.091, and 70.837, but it is not meant to limit or restrict any other law enforcement authority.

SECTION 2. **Purpose of Agreement.**

It is recognized that in certain situations there is a public safety need beyond the capability of the local governing authority that requires the use of public safety agencies to perform duties outside of the territorial limits of the jurisdiction where such personnel are legally employed in order to preserve and protect the health, safety and welfare of the public and, due to circumstances or events there are critical incidents that could result in serious physical injury or loss of life. As such, the executive officer of any political subdivision or public safety agency may request mutual-aid from other public or private agencies within and without the state for reciprocal emergency aid. The purpose of this Agreement is to meet the additional public safety needs caused by the upcoming 2026 Fédération Internationale de Football Association World Cup matches, and associated events, that are scheduled to occur in Kansas City, Missouri from June through July of 2026.

SECTION 3. **Authorization.**

Upon the request of the requesting agency, the responding agency agrees to provide mutual aid services in response to critical incidents or an emergency situation.

SECTION 4. **Definition of Terms.**

The following terms shall have the following meanings when used in this Agreement:

- a. "Critical Incident" means an incident that could result in serious physical injury or loss of life.
- b. "Emergency Situation" means any fire, earthquake, flood, tornado, hazardous material incident, terrorist incident, or other such man-made or natural emergency

disaster or public safety need. A public safety need includes any event or incident necessitating mutual-aid assistance from another public safety agency.

- c. "Executive Officer" means the chief executive officer or acting chief executive officer of any political subdivision or public safety agency.
- d. "Law Enforcement Officer" or "Public Safety Personnel" means any public servant certified with both the power and duty to make arrests for violations of any state, county or municipal criminal law violations in accordance with the respective officer's state laws.
- e. "Political Subdivision" means any agency or unit of a state empowered by law to maintain a law enforcement agency.
- f. "Public Safety Agency" means law enforcement agencies, emergency medical service organizations, emergency management officials, infrastructure departments, public works agencies, fire service organizations, or other specialized emergency response teams with personnel with special skills or training needed to provide services during an emergency, public safety need or disaster, declared or undeclared.
- g. "Responding Agency" means **Kansas City, Kansas Police Department** as an authorized signatory hereto called upon to provide mutual aid to the Requesting Agency.
- h. "Requesting Agency" means the Board of Police Commissioners of Kansas City, Missouri, as governing body of the Kansas City, Missouri Police Department, as an authorized signatory hereto.

SECTION 5. Power and Authority.

a. The Responding Agency does hereby authorize and direct its Executive Officer to render mutual police aid to the extent of available personnel and equipment not otherwise required for adequate protection of the agency rendering aid. The judgment of the Executive Officer of the Responding Agency rendering aid, as to the amount of personnel and equipment available, shall be final.

b. Public safety personnel who shall be commanded by their Executive Officer to maintain the peace or perform police duties outside the territorial limits of the municipality, state agency, or political subdivision which regularly employs such officers shall be under the direction and authority of one (1) person designated by each Executive Officer. Such personnel shall in turn be under the direction and authority of the local on-scene commanding law enforcement officer of

the Requesting Agency to which they are called to perform police or peace duties and shall be peace officers thereof.

c. When responding to mutual aid or emergency aid requests, each Agency's respective personnel shall be subject to all provisions of law as if it were providing service within its own jurisdiction.

d. Except in cases of emergencies presenting an imminent threat to public safety and health, the Requesting Agency's Executive Officer should transmit such request for personnel or services in writing to the Responding Agency's Executive Officer at least fifteen (15) days prior to the expected service date and in no case less than five (5) days prior.

e. In the case of emergency situations which prevent the prior written request for services by the Requesting Agency, the request may be made orally and recorded by the Responding Agency. The Executive Officer, or designee, of the Responding Agency shall furnish a written statement of services rendered to the Requesting Agency no less than five (5) days after the termination of the need for such personnel or services by the Requesting Agency.

SECTION 6. Compensation.

Compensation for mutual aid assistance pursuant to this Agreement shall be provided for as agreed upon between Responding Agency and KC2026 without charge to Requesting Agency.

SECTION 7. Liability.

a. Each Agency shall be responsible for all claims, damages, and losses sustained by its own law enforcement agency and police personnel. This Agreement shall not be so construed as to create any relationship between the personnel of one Agency and the other Agency. All members of any political subdivision or public safety agency responding for mutual aid remain employees of their own agency.

b. An Agency shall not be liable to the other Agency for any action, failure to act, delay, mistake, failure to respond, negligence, or failure to effectively combat or handle any police problem arising out of any assistance requested or provided hereunder.

c. This Agreement shall not be construed as an agreement for the benefit of any third party.

d. The Agencies agree that all individuals shall retain all pension and disability rights of their respective agency while performing duties in accordance with this Agreement.

e. Qualified immunity, sovereign immunity, official immunity and the public duty rule shall apply to all parties and their personnel as interpreted by the federal and state courts of their respective Agency.

SECTION 8. Effective Date of Agreement.

This Agreement shall be in full effect and legally binding at such time as it is signed by each Agency.

SECTION 9. Entire Agreement and Modification.

a. This writing is intended by the parties as a final expression of this Agreement and also is intended as a complete and exclusive statement of the terms of this Agreement. This Agreement may be amended or modified only in writing, which amendment or modification must be authorized by each Agency’s respective governing body, by ordinance or other appropriate writing.

b. If any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable, in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision thereof and the Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

SECTION 10. Termination of Agreement.

a. This Agreement shall remain in full force and effect until July 31, 2026. Either party to this Agreement may terminate this Agreement at will.

RESPONDING AGENCY:

By: _____

Date: _____

Print Name: _____

Title: _____

Agency: Unified Government – Kansas City,
Kansas Police Department

**REQUESTING AGENCY:
KANSAS CITY, MISSOURI
BOARD OF POLICE COMMISSIONERS**

By: _____

Date: _____

Stacey Graves, Chief of Police
Kansas City, Missouri Police Department



Report to Public Works & Safety Standing Committee

MEETING DATE	PRESENTER	DEPARTMENT
	<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Casey Meyer, Senior Counsel</div> cmeyer@wycokck.org x2851	Sheriff
AGENDA ITEM #4.3.		
RESOLUTION: JUVENILE DETENTION CENTER BEHAVIORAL HEALTH SERVICES FUNDING APPLICATION FY2027 (ADDED PER AGENDA UPDATE)		
BACKGROUND		
<p>Resolution requesting approval for the Wyandotte County Juvenile Detention Center to apply for the Kansas Department of Corrections Behavioral Health Services Grant (funding period July 1, 2026 - June 30, 2027). The request for funding is in the amount of \$124,600.00 and will be used to provide specialized behavioral health services, including assessments, individual therapy, group interventions, crisis stabilization, and coordination with probation and family sessions. There is no match required for this grant. Submitted on behalf of the Sheriff's Office by Casey Meyer, Deputy Chief Counsel.</p>		
RECOMMENDATION		
<p>Fast Track</p> <p>Fast track to May 21, 2026 Full Commission (Application deadline is May 31, 2026)</p>		
BUDGET IMPACTS / FINANCIAL CONSIDERATIONS		
No match.		
LEGAL/ POLICY CONSIDERATIONS		
N/A		
ATTACHMENTS		
JDC Behavioral Health Grant Resolution 5.15.26, Juvenile Detention Center Behavioral Health Services Funding Application FY2027		

Approved by Mayor/Administrator to add to agenda.

RESOLUTION NO. _____

A RESOLUTION authorizing the Wyandotte County Juvenile Detention Center through the Unified Government of Wyandotte County/Kansas City, Kansas to submit a grant application for the FY 2027 Juvenile Detention Center Behavioral Health Services Funding Opportunity and accept if awarded.

WHEREAS, the Kansas Department of Corrections operates the Kansas Department of Corrections Juvenile Detention Center Behavioral Health Grant Program; and

WHEREAS, an application has been prepared to request funding to support the Wyandotte County Juvenile Detention Center’s ability to provide and enhance specialized behavioral health services; and

WHEREAS, the value of the grant request is \$124,600.00, with no matching funds required.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/ KANSAS CITY, KANSAS AS FOLLOWS:

Section 1. The Wyandotte County Juvenile Detention Center through the Unified Government of Wyandotte County/Kansas City, Kansas is authorized to submit a grant application for the FY 2027 Juvenile Detention Center Behavioral Health Services Funding Opportunity.

Section 2. The County Administrator and/or his designee is hereby authorized to accept such grant if awarded, on behalf of the Unified Government of Wyandotte County/Kansas City, Kansas and to take the steps necessary to fulfill the conditions of the grant and execute documents in furtherance of the of the grant.

**APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS,
THIS ____ DAY OF _____, 2026.**

Christal E. Watson, Mayor/CEO

Unified Government Clerk



Juvenile Detention Center
Behavioral Health Services Funding
Application

FY2027

Juvenile and Adult Community Based Services Division
714 SW Jackson St., Suite 300
Topeka, KS 66603

Overview

In 2023, the Kansas Legislature passed HB2021 which included provisions for the Kansas Department of Corrections (KDOC) to ensure that while in detention, juveniles receive the following:

- A standardized risk and needs assessment within 72 hours of admission.
- An updated or completed case plan within 48 hours of assessment completion.
- Access to behavioral health services.

This funding opportunity is a collaborative effort between KDOC and Juvenile Detention Centers to implement the above provisions focusing specifically on the development or enhancement of behavioral health services available to youth detained in a Juvenile Detention Center (JDC).

Eligibility

Juvenile Detention Centers operated in the state of Kansas.

Award Period

Funding will be awarded for the twelve-month period from July 1, 2026, through June 30, 2027. Award notification is expected to occur before July 1, 2026, with funds available to recipients by July 30, 2026.

KDOC will make funding available for state fiscal year 2027 through renewal of this opportunity or publication of a new opportunity at a future date.

Funding Opportunity Open for Submission

The application (Forms I and II) will be available for submission from **April 1, 2026, through May 31, 2026.**

Application Deadline

All applications (Forms I and II) are due by **5:00 p.m., May 31st, 2026.**

Contact Information

Completed applications or questions regarding this funding opportunity should be directed to:

Clay McCarter
Director of Special Projects/Early Intervention
Phone: 785-554-8024
Email: clay.mccarter@ks.gov

Funding Information

This funding opportunity is appropriated by the Kansas State Legislature, distributed by the Kansas Department of Corrections and is supported by the Evidence-Based Programs fund.

Use of Funds

Funds from this opportunity may only be used for the specific purposes outlined as follows:

- Costs associated with obtaining/providing mental health assessments.
- Costs associated with obtaining/providing mental health treatment (Individual and Group).
- Costs associated with obtaining/providing substance use disorder assessments.
- Costs associated with obtaining/providing substance use disorder treatment (Individual and Group).
- Costs associated with obtaining/providing care coordination and discharge planning services by:
 - Option 1: Position(s) employed via contract with a Community Mental Health Center (CMHC).
 - Option 2: Position(s) employed by the JDC.

Modification of Funds

The KDOC reserves the right to make changes to the application budget at the time of the grant award and will communicate any changes to the applicant. KDOC may negotiate all or part of any proposed budget after execution of the grant award agreement due to funding provisions to program requirements.

Disqualification Factors

The KDOC may not consider funding any applicant that fails to comply with all application requirements, including the following:

- Failure to submit complete application, including signatory approval pages and budget in Excel format.
- Failure of application to comply with the **Use of Funds** described herein.

Funding Restrictions

These funds may not be co-mingled with funds from other state and/or federal agencies or local funds. Refer to the KDOC Financial Rules, Guidelines and Reporting Instructions for other funding restrictions.

Eligibility Information

Eligibility Type: Public

Eligible Applicants: County Governments

Additional Eligibility Information: Juvenile Detention Centers operated in the state of Kansas.

Award Administration Information

State Award Notices

Award notifications will be made to the Board of County Commissioners of the applicant/administrative county or the Governing Authority Chairperson on or before July 15, 2026.

Awards will be based on the criteria specified in KSA 75-7053 and will be awarded to the Board of County Commissioners or Governing Authority for the applicant county. If the applicant is a group of cooperating counties, then funding will be awarded to the administrative county identified in the group of cooperating counties' Inter-local Agreement.

Reporting Requirements

Award recipients will be required to submit financial and data tracking reports in the format prescribed by KDOC and at such times as required by KDOC. Additional information regarding these requirements will be provided during the award notification process.

Quarterly JDC Reports (Logs) Submission Dates

Award recipients will be required to complete and submit monthly JDC logs in accordance with the following timelines:

Reporting Month	Report Due Date	Reporting Month	Report Due Date
July	Aug. 7th	January	Feb. 7th
August	Sept. 7th	February	Mar. 7th
September	Oct. 7th	March	Apr. 7th
October	Nov. 7th	April	May 7th
November	Dec. 7th	May	Jun 7th
December	Jan. 7th	June	Jul. 7th

Financial Reporting

Award recipients will be required to complete and submit quarterly financial reports in accordance with the following timelines. If the report due date falls on the weekend, the due date will default to the previous Friday

Quarter	Reporting Period	Report Due date (on or before)
Q1	Jul-Aug-Sep	10/31
Q2	Oct-Nov-Dec	01/31
Q3	Jan-Feb-Mar	04/30
Q4	Apr-May-Jun	07/31

Application Forms

The following forms comprise the application and should be completed and submitted to KDOC.

- Applicant Organization Information.
- Applicant Program Information.
- Application Budget (The budget must be submitted to KDOC on the excel workbook supplied).
- Grant Conditions and Signatory Approvals.

Project Information

Please provide the requested information below. The box will expand as the text is entered to allow the space needed for an adequate response. Text may appear small at first, but will auto-adjust once you tab to the next field.

Application Information

Agency/Organization Name:

Wyandotte Juvenile Detention

Funding Request Amount:

\$124,600

Primary Contact Information

Name: Adrienne Gilchrist

Email Address: agilchrist@wycosheriff.org

Phone Number: 913 573 4112

Street Address: 738 ANN

kansas City, Kansas 66106

Date of Application: 05 12 2026

Applicant Signature:

All portions of the application should be completed in a clear and concise manner.

If more space is needed to thoroughly answer a portion of the application, please upload additional documentation.

Attachments should be labeled clearly as to what section they pertain to.

Program Information

Please provide the requested information below. The box will expand as the text is entered to allow the space needed for an adequate response.

1. Services Provided

A. Provide a description of each service that will be offered. Response should include, but not be limited to, if services include group/individual activities and what they entail.

we will provide specialized behavioral health services, including assessments, individual therapy, group interventions, crisis stabilization, and coordination with probation and family sessions.

(CBT) cognitive Behavioral therapy focuses on identifying & changing negative thoughts pattern behaviors to manage problems.

(IPT) Interpersonal therapy A short term therapy focused on improving interpersonal relationships and social functioning to reduce stress

we would like to have a clinical person here 3 4 times a week

B. Will this program be fully/partially subcontracted to another agency/organization? If yes, provide Name of the Agency/Organization and address where services will be provided. If no, enter N/A.

N/A

C. If yes, submit the Scope of Work from the Agency/Organization with the application.

Was a Scope of Work included?

Yes No N/A

2. Cost of Services Provided

Provide details as to how the cost of services was determined. For example: assessment \$100 per youth, substance use treatment \$100 per session, group therapy \$50 per session.

Requested amount \$93,000 (20 hrs/week x90/hour) A licensed clinician (LPC, LCSW, LMFT, or equivalent) will provide specialized behavioral health services, including assessments, individual therapy, group interventions crisis stabilization, and coordination with probation and family systems. The hourly rate of \$90 reflects regional market standards for master's level clinician providing contracted services in secure facilities. Participant Materials \$2000 Each youth requires individual materials such as workbooks, journals, and assessment tools. materials support engagement, reinforce skill development. Program supplies & Technology \$4000 Funds will support secure technology supplies ensure the clinician can deliver high quality, trauma informed services within a secure facility Evaluation & reporting \$3000 Evaluation funds support data collection, outcome measurement and tracking behavioral improvements. Administrative & Overhead costs \$13,000 (12% of direct program costs) Administrative support is required for scheduling, documentation, financial management, compliance, and family coordination. the 125 rate is consistent with standard non profit and government contracted overhead allowances and ensures the program can meet reporting and operational requirements.

3. Projected number of youth that will be provided services (Estimate).

yearly 275-300

4. Budget

The applicant will download, save and complete the FY27 JDC Budget Workbook.xlsx budget detail form. The form collects the individual costs under each cost category needed to implement the proposed project. Applicants should ensure that the name/description of each cost is clear and provide detailed calculations. Applicants should enter additional narrative, as needed, to fully describe the cost calculations and connection to the project goals and objectives (including, if applicable, describing connections to required measurable outcomes).

Budget proposals should include the funding needed to implement the proposed activities. Applicants should address any corresponding budget implications in their application's budget detail and budget narrative. In preparing their budget proposals, applicants should consider what types of costs are allowable, if awarded funding. Costs are allowable when they are reasonable, allocatable to, and necessary for the performance of the project funded under the conditions of the award and when they comply with the KDOC Financial Rules and Guidelines.

KDOC Grantee Conditions of Agreement and Signature Page

The grantee agrees to:

- A. Utilize grants funds for the development, implementation, operation, and improvement of juvenile community correctional services pursuant to K.S.A. 75-7038 through 75-7053 and amendments thereto, as submitted in the GRANTEE'S Kansas Department of Corrections –Juvenile Detention Center (JDC) Behavioral Health (HB2021) application.
- B. Allocate expenditures only for activities, events, or conferences that occur within the grant award period.
- C. Assume the authority and responsibility for funds received through KDOC-CBS in accordance with the provisions of the KDOC's Financial Rules, Guidelines and Reporting Instructions. (Rev. 2024)
- D. Provide administrative oversight to enhance the operational and evaluation procedures by assessing program efficiency and effectiveness of juvenile justice programs funded by the Kansas Department of Corrections – Juvenile Detention Center (JDC) Behavioral Health (HB2021) funds.
- E. Adhere to all applicable Federal and State laws and regulations, the Interstate Compact for Juveniles, K.S.A. 38-1008 et seq., as well as KDOC-CBS standards, policies and procedures. GRANTEE shall be responsible for any and all costs associated with non-compliance under this section.
- F. Expend KDOC-CBS funds in accordance with GRANTEE'S Kansas Department of Corrections – Juvenile Detention Center (JDC) Behavioral Health (HB2021) funds. Obtain advance approval in writing by the Deputy Secretary of Juvenile and Adult Community-Based Services for all out of state travel and training. All requests for approval of out-of-state travel and training will be submitted at least two weeks prior to scheduling or obligation of grant funds.
- G. Acknowledge this grant may be terminated by either party upon a minimum of ninety (90) days' written notice to the other party. Upon termination, the unexpended balance of funding distributed to GRANTEE shall be returned to KDOC-CBS within thirty (30) days.
- H. Acknowledge that if, in the judgment of the Secretary of the Department of Corrections, sufficient funds are not appropriated to fully continue the terms of this agreement, KDOC-CBS may reduce the amount of the grant award.
- I. Follow all applicable state and federal laws related to confidentiality of information regarding youth that are at risk for juvenile delinquency, victimization, and juvenile justice involvement. This provision is not intended to hinder the sharing of information where necessary to affect delivery of services when undertaken in compliance with applicable laws.

J. Neither assume nor accept any liability for the actions or failures to act, either professionally or otherwise, of KDOC-CBS, its employees and/or its contractual agents.

K. Not consider employees or agents of the GRANTEE as agents or employees of KDOC-CBS. GRANTEE accepts full responsibility for payment of unemployment insurance, worker's compensation and social security, as well as all income tax deductions and any other taxes or payroll deductions required by law for its employees engaged in work authorized by this Grant.

L. Not hold KDOC-CBS and the State of Kansas, and their employees, officials, or agents, liable for any damages or costs arising from the cancellation, voiding, denial or withholding of funds to GRANTEE.

M. Submit problems or issues regarding the terms of this grant in writing to the Deputy Secretary of Juvenile and Adult Community-Based Services for final review and resolution.

N. If any provision of this grant violates any statute or rule of law of the State of Kansas, it is considered modified to conform to that statute or rule of law.

O. Provide each child under its responsibility for placement and care with the protections found in Section 471 of Title IV-E of the Social Security Act and Kansas' Title IV-E Plan and perform candidate for foster care determinations in accordance with Section 471(a) (15) of the Social Security Act. In connection with the performance of services under this Agreement, GRANTEE also agrees to comply with the provisions of the Civil Rights Act of 1964, as amended (78 Stat. 252), Section 504 of the Rehabilitation Act of 1973, Public Law 93-112, as amended, the Regulations of the U. S. Department of Health and Human Services issued pursuant to these Acts, the provisions of Executive Order 11246, Equal Employment Opportunity, dated September 24, 1965, the provisions of the Americans with Disabilities Act of 1990, Public Law 101-336 and the Health Insurance Portability & Accountability Act of 1996; in that compliance shall include, but is not limited to, disclosing only that information that is authorized by law, authorized by the youth or their parent(s) or legal guardian(s), setting a time limit on the authorization and disclosure, taking safeguards to prevent use or disclosure of the records, keeping an accounting of all requests for records and documenting its efforts to either protect or release relevant records; there shall be no discrimination against any employee who is employed in the performance of this Agreement, or against any applicant for such employment, because of age, color, national origin, ancestry, race, religion, creed, disability, sex or marital status. This provision shall include, but not be limited to the following: employment, promotion, demotion, or transfer; recruitment or advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship. GRANTEE agrees that no qualified handicapped person shall, on the basis of handicap, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity of the GRANTEE. GRANTEE further agrees to insert similar provisions in all sub-contracts for services allowed and authorized under this Agreement under any program or activity.

P. GRANTEE may serve youth that are at risk for juvenile delinquency, victimization, and juvenile justice system involvement residing or adjudicated outside of their Judicial District if the territory in which the services are offered is approved in the grant application.

Q. Maintain books, records, documents, and other evidence in a manner that accurately reflects receipts and expenditures of all programs funded by this grant.

R. Not use state funds allocated through this grant to supplant GRANTEE'S present Federal, State or local funding of services or programs.

S. Maintain records and submit reports containing such information and at such times as required by KDOCCBS.

T. Attend all applicable training sponsored by KDOC-CBS.

U. Enter into agreements with member counties and/or private, public or not-for-profit entities for the delivery of services in order to maximize the effective and efficient use of state resources. All agreements between GRANTEE and member counties or subcontractors shall be in writing and shall require compliance with these award conditions. GRANTEE shall be responsible for ensuring member county and/or subcontractor compliance with these grant conditions, KDOC-CBS Juvenile Intake and Assessment Standards, KDOCCBS Community Supervision Standards, KDOC-CBS Immediate Intervention Program Standards, KDOC's Financial Rules, Guidelines and Reporting Instructions, and state and federal law. If requested by KDOCCBS, the GRANTEE shall forward a copy of all such agreements to KDOC-CBS indicating compliance with this condition.

Grantee Acknowledgment

My signature below certifies acceptance of state grant funds awarded by the Kansas Department of Corrections (KDOC) and further indicates that as the "Grantee" I acknowledge and agree to comply with all the conditions outlined below:

1. This grant award will be utilized solely for the purposes of developing or enhancing behavioral health services in accordance with the final approved budget by KDOC.
2. Assume the authority and responsibility of funds received through KDOC and ensure compliance with all applicable Federal and State laws, Regulations and KDOC Financial Rules, Guidelines and Reporting Instructions. All costs associated with noncompliance under this section shall be the responsibility of Juvenile Detention Center/Host County.
3. Maintain books, records, documents and other evidence in a manner that accurately reflects receipts and expenditures funded by this grant.
4. Maintain records and submit financial reports in the format prescribed by KDOC and at such times as required by KDOC.
5. Maintain records and submit data tracking reports in the format prescribed by KDOC and at such times as required by KDOC.
6. All funds unexpended at the end of the award period will be returned to KDOC within 30 days of KDOC approval of the 2nd quarter financial report.
7. Follow all applicable state and federal laws related to confidentiality of client information. This provision is not intended to hinder the sharing of information where necessary to affect delivery of services when undertaken in compliance with applicable laws.
8. If any provision of this grant violates any statute or rule of law of the State of Kansas, it is considered modified to conform to that statute or rule of law.
9. Neither assume nor accept any liability for the actions or failures to act, either professionally or otherwise, of KDOC, its employees and/or its contractual agents.
10. Not consider employees or agents of the Grantee as agents or employees of KDOC.
11. Acknowledge this grant may be terminated by either party upon a minimum of ninety (90) day written notice to the other party. Upon termination, the unexpended balance of funding distributed to Grantee shall be returned to KDOC within thirty (30) days.
12. Acknowledge that if, in the judgement of the Secretary of Corrections, sufficient funds are not appropriated to fully continue the terms of this agreement, KDOC may reduce the amount of the grant award.

13. Not hold KDOC and the State of Kansas, and their employees, officials, or agents, liable for any damages or costs arising from the cancellation, voiding, denial or withholding of funds to the Grantee.

14. Submit problems or issues regarding the terms of this grant in writing to the KDOC Deputy Secretary of Juvenile and Adult Community Based Services for final review and resolution.

Applicant Organization Director

Printed Name:

Title:

Signature:

Date:

Board of County Commission Chairperson

Printed Name:

Title:

Signature:

Date:

County Financial Officer

Printed Name:

Title:

Signature:

Date:

Signed KDOC Grantee Conditions of Agreement

Once you have completed the application process, the KDOC Grantee Conditions of Agreement and Signature Page must be downloaded, printed for signatures, and submitted with the rest of the application.

Application Checklist

The following documents must accompany this application:

1. Completed application
2. Letters of support and/or MOU's
3. Complete Budget workbook
4. Signed KDOC Grants Condition and Agreement and Signature Page

Juvenile Detention Evidence-based Treatment & Transition program

This Proposal seeks funding to implement a comprehensive, Evidence-Based behavioral, health assessment and treatment, substance use disorder services, and comprehensive care coordination and discharge planning for youth housed in the juvenile detention center. The goal is to reduce recidivism, improve behavioral health outcomes, and ensure continuity of care upon release.

Youth in juvenile detention experience disproportionately high rates of:

- untreated mental health conditions
- Trauma Exposure
- Substance use disorders
- Educational disruption
- Limited access to consistent therapeutic services
- Lack of coordinated re-entry planning

Without structured, evidence-based intervention, these challenges contribute to repeated system involvement, unsafe behaviors, and poor-long term outcomes. Current staffing levels and resources are insufficient to meet clinical needs of detained youth. A dedicated provider is necessary to deliver consistent, high-quality services aligned with national best practices.

The proposed program aims to:

- Identify behavioral health needs early through validated screening and assessment tools.
- Provide trauma-informed, evidence-based treatment to address mental health and substance use disorders.
- Improve emotional regulation, decision-making, and pro-social behavior among detained youth.
- Reduced recidivism by addressing root causes of offending behavior.
- Ensure continuity of care through coordinated discharge planning and linkage to community providers.

The contracted provider will deliver structured, research-supported interventions such as:

- Cognitive Behavioral Therapy (CBT)
- Aggression Replacement Training (ART)
- Motivational interviewing (MI)
- Trauma-Focused CBT
- Substance Use Disorder (SUD) treatment groups
- Life-Skills and decision- making curricula

Programs will be age-appropriate, culturally responsive, and aligned with juvenile justice standards.

The provider will conduct:

- Initial mental health screenings within 24-72 hours of intake
- Comprehensive diagnostic assessments
- Group therapy
- Crisis intervention
- Treatment planning and progress monitoring

All services will follow trauma-informed, developmentally appropriate practices.

Substance use Disorder services will include:

- SUD screening and assessment
- Individual and group treatment
- Relapses- prevention planning
- Family engagement when appropriate
- Coordination with community SUD programs for post-release care

Care Coordination and Discharge planning

- Collaboration with probation, families, schools and community agencies
- Development of individualized reentry plans
- Scheduling follow-up appointments
- Warm hand-offs to community providers
- Documentation of treatment progress and recommendations

The project will contract with a licensed behavioral-health professional or organization with credentials such as LPC, LCSE, LMFT, or equivalent. Training in evidence-based juvenile justice interventions and experience with trauma-informed care and the ability to collaborate with detention staff and community partners. Data will be collected monthly and reported to the funder quarterly.

Evaluation plan and how the program success will be measured through:

Process Measures

- Number of youths screened
- Number receiving mental health or SUD treatment
- Number completing evidence-based programs
- Number with completed discharge plans

Outcome Measures

- Reduction in behavioral incidents
- Improvement in standardized clinical assessments

- Increased engagement in community treatment post-release
- Reduction in recidivism within 6-12 months

To Ensure long-term sustainability, the program will:

- Build partnerships with community mental health centers and SUD providers
- Explore Medicaid reimbursement for eligible services
- Integrate training for detention staff to reinforce evidence-based practices
- Seek additional funding through state, federal, and private grants

Budget Summary

A detailed budget will be developed based on provider selection, but anticipated costs include:

- Contracted clinician salary or hourly rate
- Assessment tools and program materials
- Curriculum licensing fees
- Staff training and reporting

This project will fill a critical gap in services for youth in juvenile detention by providing evidence-based behavioral health treatment, substance use services, and coordinated reentry planning. Funding will enable the facility to address the complex needs of justice-involved youth, reduce recidivism, and support healthier, safer communities.

13. Not hold KDOC and the State of Kansas, and their employees, officials, or agents, liable for any damages or costs arising from the cancellation, voiding, denial or withholding of funds to the Grantee.

14. Submit problems or issues regarding the terms of this grant in writing to the KDOC Deputy Secretary of Juvenile and Adult Community Based Services for final review and resolution.

Applicant Organization Director

Printed Name:

Title:

Signature:

Date:

Board of County Commission Chairperson

Printed Name:

Title:

Signature:

Date:

County Financial Officer

Printed Name:

Title:

Signature:

Date:

Signed KDOC Grantee Conditions of Agreement

Once you have completed the application process, the KDOC Grantee Conditions of Agreement and Signature Page must be downloaded, printed for signatures, and submitted with the rest of the application.



Report to Public Works & Safety Standing Committee

MEETING DATE	PRESENTER	DEPARTMENT
	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">Troy Shaw, County Engineer/ Director of Public Works</div> tshaw@wycokck.org x5416	Public Works
AGENDA ITEM #4.4.		
PRESENTATION: ELEVATING KCK RIVER BRIDGE CROSSING STUDY REPORT (ADDED DOCUMENTS PER AGENDA UPDATE)		
BACKGROUND		
<ul style="list-style-type: none"> • Summary of Elevating KCK River Crossing Study <ul style="list-style-type: none"> ○ Focus on community engagement and input ○ Discuss options that we looked into and showed the public • Central Ave Bridge Discussion <ul style="list-style-type: none"> ○ Study findings ○ Talk about KDOT involvement, funding, and timeline • Kansas Ave Bridge Discussion <ul style="list-style-type: none"> ○ Study findings ○ Talks about current pots of funding that can be tapped into and ○ Discuss Rehab vs. Replace estimated costs and timelines ○ Get direction from elected body on what they want to proceed with 		
RECOMMENDATION		
<p>For information only</p> <ul style="list-style-type: none"> • For information only, but requesting direction from elected body on which option(s) to move forward with on Kansas Avenue Bridge. 		
BUDGET IMPACTS / FINANCIAL CONSIDERATIONS		
<ul style="list-style-type: none"> • No current budget impacts. Funding needed for further investigation or design work is already encumbered on study PO 		

- Future funding might be need from UG funds depending on direction given and outcomes of designs.

LEGAL/ POLICY CONSIDERATIONS

ATTACHMENTS

Elevating KCK Commissioner Memo, Elevating KCK Board of Commissioners Presentation (reduced)

Approved by Mayor/Administrator to add to agenda.



Commissioner Briefing Memo

Central Avenue & Kansas Avenue Bridge Corridors | May 2026

Program Overview

The Elevating KCK: Kansas River Crossing Study evaluated long-term transportation, economic development, safety, and multimodal solutions associated with the Central Avenue and Kansas Avenue bridge corridors connecting Kansas City, Kansas and Kansas City, Missouri. The study focused on restoring critical east-west connectivity, improving freight and commuter mobility, supporting redevelopment initiatives, and creating safer multimodal connections between neighborhoods, industrial districts, and regional destinations.

The effort evolved into a coordinated partnership between the Unified Government and KDOT, with the Central Avenue corridor now advancing as a combined regional project that includes bridge replacement, interchange modernization, multimodal improvements, and long-term economic redevelopment opportunities. As part of the partnership KDOT has obligated \$135 Million toward the construction of the preferred alternative and UG prepared and submitted a federal BUILD grant requesting an additional \$25 million to serve as the local contribution.

Key Corridor Facts

Item	Central Avenue	Kansas Avenue	Regional Importance
Bridge Status	Closed in 2021	Closed in 2022	Loss of critical redundancy
Primary Issues	Structural deterioration, geometrics, interchange conflicts	Structural deterioration, rail and access constraints	Freight, commuter, and emergency access
Key Opportunity	Modern multimodal gateway connection	Future regional connectivity restoration	Economic redevelopment and resiliency

Community Engagement & Coordination

The UG Study (and the accompanying KDOT studies) involved substantial stakeholder coordination and public engagement throughout the planning and concept development process.

- Two (2) public open houses and online engagement efforts were completed as part of the UG Study
- Two (2) public open houses and online engagement efforts were completed as part of the accompanying KDOT Study
- One (1) open house was completed as part of the EA (Environmental Assessment) completed by KDOT
- More than 400 public comments collected during outreach activities just for the UG Study
- Coordination with KDOT, FHWA, Union Pacific Railroad, MARC, and regulatory agencies completed
- Meetings with local businesses, freight operators, developers, and neighborhood organizations
- Engagement with KCDC throughout the project which included 3 community outreach events regarding the UG Study
- Over 20 Letters of Support received from local businesses, organizations, and political leaders as part of BUILD Grant
- Coordination with redevelopment and trail planning initiatives in both KCK and KCMO
- Ongoing public communication through newsletters, websites, and stakeholder updates

Central Avenue Corridor Vision

The Central Avenue corridor concept replaces aging bridge structures and outdated interchange configurations with a safer and more intuitive multimodal gateway connecting Downtown KCK, the West Bottoms, and regional freight corridors.



Concept showing future vehicular, bicycle, & pedestrian experience

Key Challenges Identified – Central Avenue

- 100+ year-old infrastructure with portions already closed due to deterioration
- Complex crossing over I-70, I-670, Union Pacific Railroad facilities, and the Kansas River
- Six closely spaced interchange ramps creating operational and safety concerns
- No dedicated bicycle or pedestrian facilities on the existing structure
- Limited shoulders, constrained geometrics, and crash history significantly above statewide averages
- Need to maintain freight access, business connectivity, and emergency response reliability

Key Challenges Identified - Kansas Avenue

- Aging bridge infrastructure and structural concerns
- Complicated coordination with rail facilities and levee infrastructure
- Need to preserve industrial and business access
- Future coordination with regional trail and redevelopment initiatives
- Funding and implementation sequencing challenges

Conceptual Improvements Evaluated

- Replacement of existing bridges with modern multimodal facilities
- Realignment and simplification of interchange ramps
- Barrier-protected multiuse trail & ADA-compliant accommodations
- Improved wayfinding, lighting, streetscape, and gateway aesthetics
- Traffic calming and operational safety improvements
- Improved connectivity to future greenway and trail systems
- Stormwater, bioswale, and urban tree canopy enhancements
- Improved freight and emergency response resiliency



Central Avenue Project Update

The Central Avenue corridor has advanced significantly beyond the initial study effort and is now being pursued as a combined UG/KDOT infrastructure program. KDOT and state leadership have publicly committed approximately \$135 million toward implementation of the corridor improvements as part of a larger \$160 million program. Current project development activities include environmental documentation, preliminary engineering, utility coordination, agency permitting, railroad coordination, and phased construction planning. The project is currently advancing through NEPA and preliminary design activities with construction anticipated in phased implementation packages beginning later this decade.

Kansas Avenue – Recommended Next Steps

- Continue evaluating long-term replacement alternatives and funding strategies
- Advance coordination with regional and state transportation partners
- Evaluate interim stabilization or limited reopening opportunities if feasible
- Preserve corridor compatibility with future multimodal and redevelopment initiatives
- Continue integrating corridor planning with broader regional connectivity goals

Why This Matters

Together, the Central Avenue and Kansas Avenue bridge corridors represent more than transportation projects — they are foundational investments in connectivity, economic vitality, resiliency, and community identity for Wyandotte County and the broader Kansas City region. The Elevating KCK study established a roadmap for restoring these critical crossings while positioning the corridor for long-term redevelopment and multimodal growth.



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Board of Commissioners Presentation

May 18, 2026



Intro

Study Overview

Study Background

Study was first introduced to Commission with discussion of using ARPA funds to address critical river bridge closures

Current Status

- Returning to Commission with results of study
- Request guidance on use of remaining ARPA funds



Study Project Team

Project Partners

Benesch

- Central Avenue
- Public Involvement

HDR

- Kansas Avenue
- Structure Evaluation

HNTB

- River Hydraulics
- Geotechnical & Levee Considerations
- Public Involvement & Community Outreach



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Central Ave & Kansas Ave River Bridges

Bridge Closures

Both Central Avenue and Kansas Avenue river bridges closed due to severe structural deterioration

2021

Central Avenue

2022

Kansas Avenue



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Community Engagement

KCDC Spring Design Studio

- Collaborated with KCDC on Central Avenue bridge concepts and design possibilities

Open House 1 – July 8, 2025

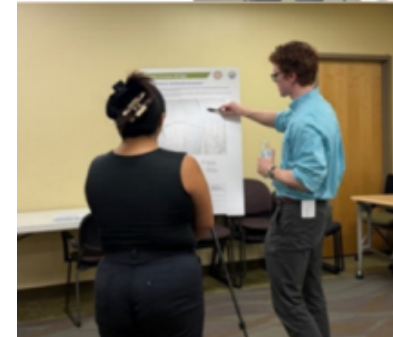
- Provided purpose of study
- Gathered priorities from public & communicated timeline
- 53 attendees

Open House 2 – September 30, 2025

- Presented alternatives to public
- Documented community feedback
- 34 attendees

Project Website, Survey & Outreach

- 725 survey responses
- 2,900 website views
- Visited 50+ local businesses in-person



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Central Avenue Bridge

Overview & Context

1918

Built

2021

Closed

KDOT-UG

Ownership

- Double decker truss bridge; severe structural deterioration
- Connects Central Avenue Business District and downtown KCK to West Bottoms
- Replacement alignments and removal options explored (no repair options viable)
- Pedestrian, vehicular, and multi-modal configurations considered



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Central Avenue

KDOT's Adjacent Project



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Central Avenue

Combined Solution with KDOT

\$155M

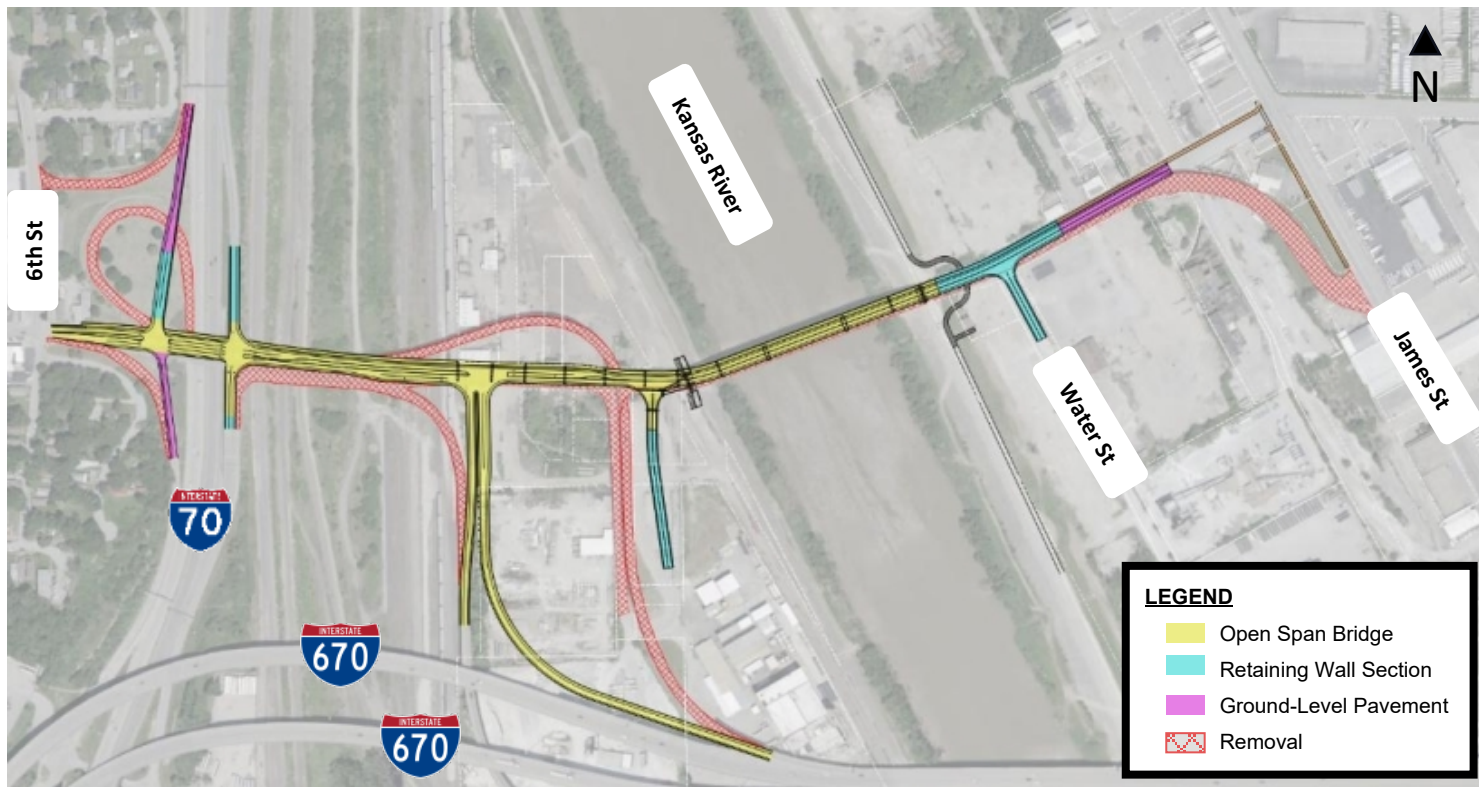
Estimated Cost

June 2026

Preliminary Design
Start

Mid 2030

River Bridge
Anticipated Open



- KDOT and UG identified combined on-alignment solution
- Assists KDOT in construction phasing, traffic management, and cost effectiveness
- Provides UG with a new river crossing
- KDOT managing design and construction



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



BUILD Grant Application

Central Avenue Funding Strategy

\$25M

BUILD Grant Application
Submitted Feb 2026

- Competitive federal program for major surface-transportation projects
- Submitted in February 2026
- Prioritize funding multi-use path, lighting, sidewalk improvements

\$135M

KDOT Commitment
Serves as local match

- Received over 25 letters of support
- No UG local match required
- Anticipate selection announcement in late June 2026



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue Bridge

Overview & Context

1923

Built

2022

Closed

UG-KCMO

Ownership

- Steel deck truss
- Critical Urban Freight Corridor (CUFC) designation
- Local access for jobs, services, and industry between Armourdale and West Bottoms
- Active developments in West Bottoms and Rock Island Bridge area
- Grade separation options investigated for railroad crossing near west end



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue

Removal



Looking East

\$8M

Estimated Cost

- Removal of River Bridge
- No changes to at-grade railroad crossing
- Removes Critical Urban Freight Corridor classification
- Ability to provide recreational area



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue

Rehabilitation Options

\$24M

Estimated Cost

Repair Steel Truss & Deck

- Fastest construction time
- Maintain truss aesthetic
- Maintains current lane configuration
- Likely gain **10-15 years** of service life

\$30M

Estimated Cost

Repair Steel Truss & Replace Deck

- Maintain truss aesthetic
- Ability to reconfigure lanes and shared use paths
- Deck will likely gain 30-50 years of service life
- Steel truss will likely need rehabbed again in **10-20 years**

\$48M

Estimated Cost

Full Steel Truss & Deck Replacement

- Usage of modern plate girder superstructure
- Ability to reconfigure lanes and shared use paths
- Existing substructure will need to be raised
- Estimated **30-50 years** of additional service life

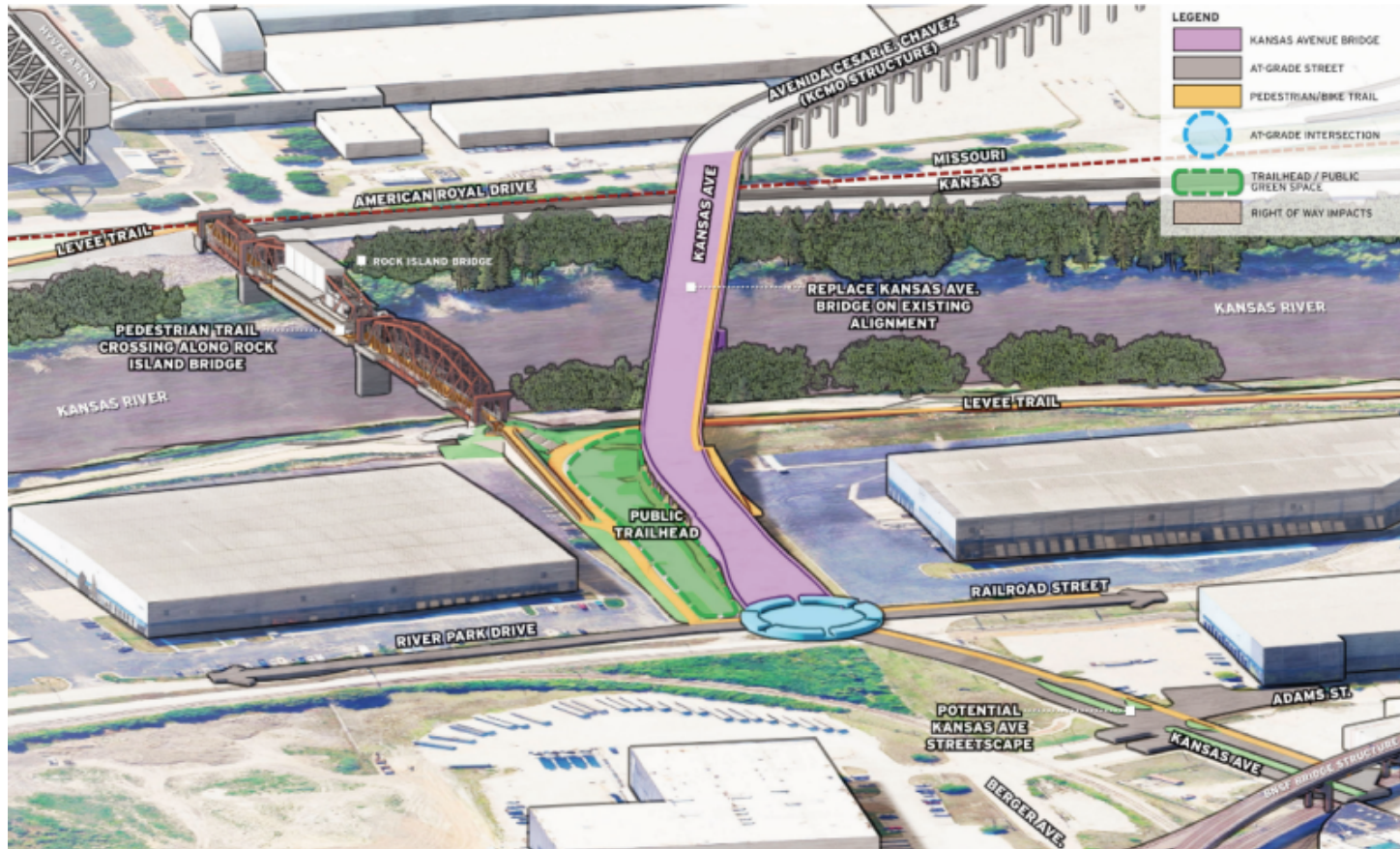


ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue

Replacement — On Existing Alignment



Looking East

\$52M

Estimated Cost

- Bridge replacement on existing alignment
- No changes to at-grade railroad crossing
- Maintains current roadway geometry and connections
- Lowest cost full replacement option

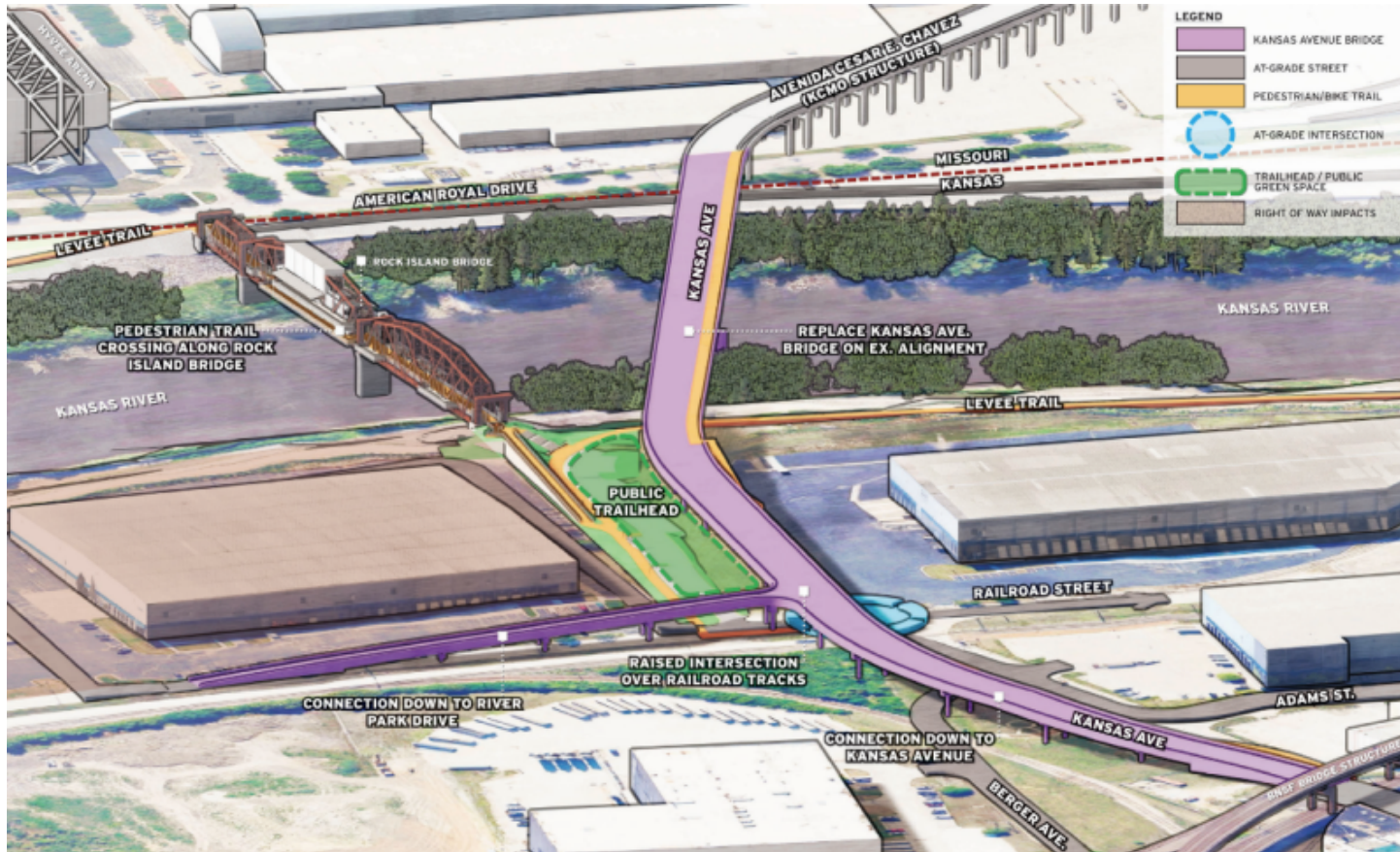


ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue

Replacement — 3-Leg Grade Separation



Looking East

\$81M
Estimated Cost

- Raised intersections over railroad crossing with bridge replacement
- 3-leg intersection configuration
- Eliminates at-grade railroad crossing conflicts

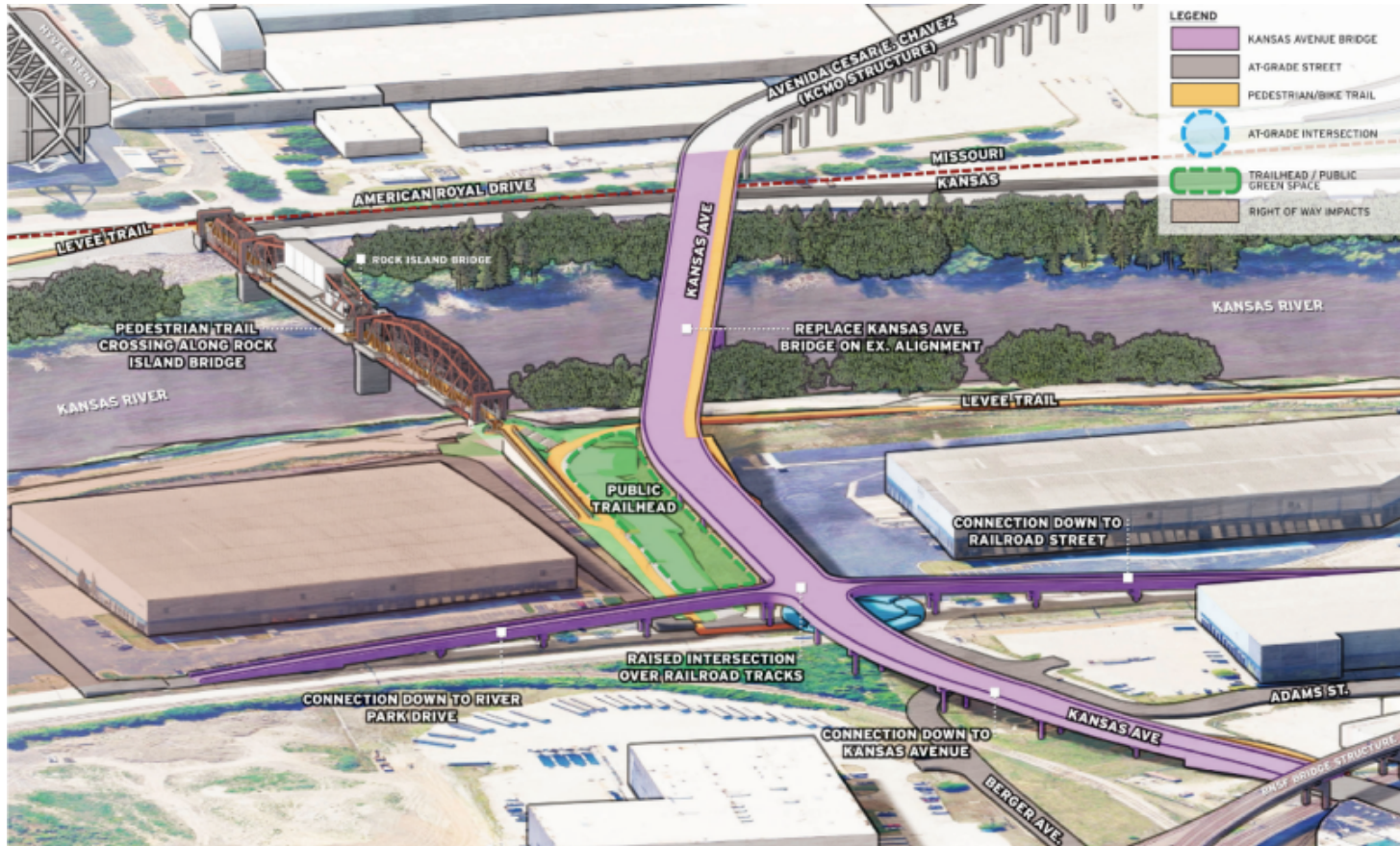


ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue

Replacement — 4-Leg Grade Separation



Looking East

\$89M
Estimated Cost

- Raised intersections over railroad crossing with bridge replacement
- 4-leg intersection configuration provides additional connectivity
- Eliminates at-grade railroad crossing conflicts
- Abandonment of railroad spur track east of Railroad Street required

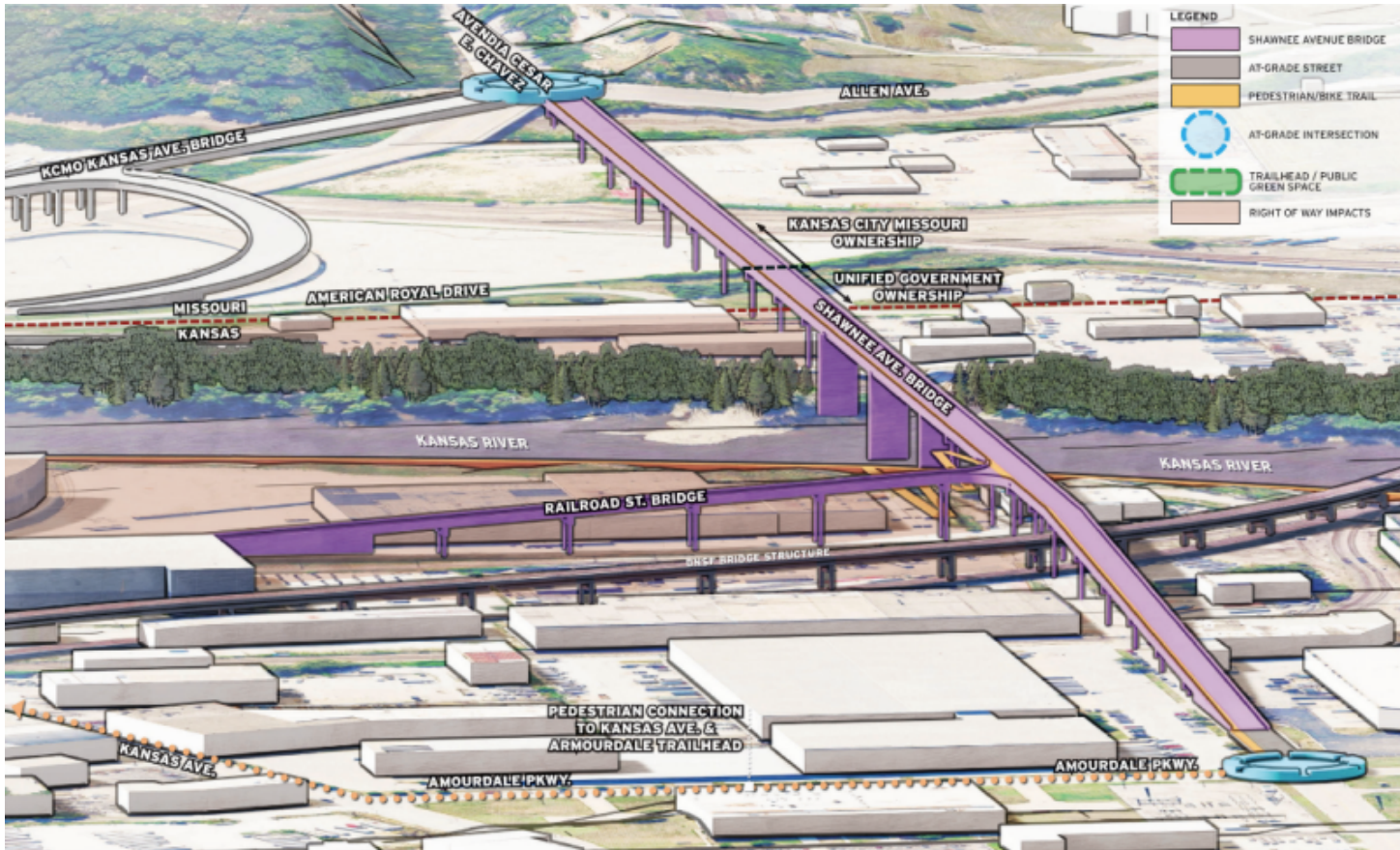


ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue

Replacement — Shawnee Ave to Avenida Cesar E Chavez



Looking East

\$130M

Estimated Cost

- Off-alignment option via Shawnee Avenue
- New Critical Urban Freight Corridor along Shawnee Avenue
- Highest cost option
- 50' above ground to span raised BNSF railroad bridge
- Requires KCMO coordination



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Kansas Avenue Bridge

Options Summary

Option	Estimated Cost
Remove River Bridge	\$8M
Rehab Existing Bridge	\$24M - \$48M
Replace Bridge On Alignment*	\$52M - \$89M
Replace Bridge Off Alignment	\$130M

* Includes Raised Intersection options



ELEVATING KCK
KANSAS RIVER CROSSING STUDY



Commission Direction Requested

Kansas Avenue and Remaining ARPA Funds

Option A

Remove Bridge

Option B

Repair & Reopen

Option C

Defer & Replace



ELEVATING KCK
KANSAS RIVER CROSSING STUDY

