



Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, August 27, 2018
5:00 PM

Location:

Municipal Office Building
701 N 7th Street
Kansas City, Kansas 66101
5th Floor Conference Room (Suite 515)

Name

Absent

Commissioner Melissa Bynum, Chair

☐

Commissioner Harold Johnson

☐

Commissioner Mike Kane

☐

Commissioner Angela Markley

☐

Commissioner Jane Philbrook

☐

Tom Groneman, BPU Board Member

☐

- I.** **Call to Order/Roll Call**
- II.** **Revisions to August 27, 2018 Agenda**
- III.** **Approval of standing committee minutes from June 18, 2018.**
- IV.** **Committee Agenda**

Item No. 1 - RESOLUTION: INTERLOCAL AGREEMENT WITH FAIRFAX DRAINAGE DISTRICT

Synopsis: A resolution authorizing approval to enter into an interlocal agreement with Fairfax Drainage District for the joint use of sewer infrastructure, submitted by Susan Alig, Assistant Counsel.

Tracking #: 18343

Item No. 2 - RESOLUTION: THE NEW BPU SPEAKER ROAD II SUBSTATION

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the construction, maintenance, operation, use and repair of the new BPU 161 kV distribution substation located at 4417 Speaker, Road, submitted by Susan Alig, Assistant Counsel.

Tracking #: 18358

Item No. 3 - RESOLUTION: THE NEW BPU EVERETT AVENUE II SUBSTATION

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the construction, maintenance, operation, use and repair of the new BPU 161 kV distribution substation located at 4401 Everett Avenue, submitted by Susan Alig, Assistant Counsel.

Tracking #: 18359

Item No. 4 - RESOLUTION: PIPER CREEK REGIONAL IMPROVEMENT

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the construction, maintenance, operation, use and repair of the Piper Creek Regional Improvements Phase 1, submitted by Susan Alig, Assistant Counsel.

Tracking #: 18360

Item No. 5 - RESOLUTION: DONATION OF FIRE DEPARTMENT EQUIPMENT TO KCKCC AND URUAPAN, MEXICO

Synopsis: A resolution authorizing loaning 40 Luxfer SCBA airpacks to KCKCC and donation of 200 MSA airpacks and a Bauer Compressor to the government of Uruapan, Michoacan, Mexico, submitted by Patrick Waters, Senior Attorney.

Tracking #: 18361

Item No. 6 - GRANT: FY18 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM

Synopsis: Request approval to apply for and accept the FY18 Edward Byrne Memorial Justice Assistance Grant in the amount of \$104,142, submitted by Laura Cromwell, Professional Fiscal Assistant, Kansas City, Kansas Police Department. There is no match required for this grant.

Tracking #: 18365

Item No. 7 - PRESENTATION: REMOVAL/DECOMMISSION OF THE 18TH STREET #210 BRIDGE

Synopsis: Presentation regarding removal / decommission of the 18th Street #210 bridge due

to unsafe status, submitted by Brent Thompson, Director of Engineering/County Surveyor.

Handouts will be provided at the meeting.

Tracking #: 18371

Item No. 8 - UPDATE: WASTE MANAGEMENT OPERATIONS

Synopsis: Update of performance and possible future operational changes with Waste Management, submitted by Tim Nick, Operation and Maintenance Superintendent in Building and Logistics.

Tracking #: 18363

Item No. 9 - PRESENTATION: HUTTON AND LEAVENWORTH ROAD FIRE STATION

Synopsis: Update on fire station at Hutton and Leavenworth Roads, submitted by Jack Andrade, Interim Chief of the Fire Department, and John Kelly, Director of Buildings and Logistics.

For information only.

Tracking #: 18362

V. Public Agenda

VI. Adjourn

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, June 18, 2018**

The meeting of the Public Works and Safety Standing Committee was held on Monday, June 18, 2018, at 5:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Philbrook, Markley, Johnson, and Kane. Tom Groneman, BPU Board Member, was absent. The following officials were also in attendance: Gordon Criswell, Joe Connor and Melissa Sieben, Assistant County Administrators; Susan Alig, Assistant Counsel; Brent Thompson, Director of Engineering/County Surveyor; Troy Shaw, County Engineer; and Lideana Laboy, Traffic Engineer; and Alan Howze, Chief Knowledge Officer.

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

Approval of standing committee minutes from April 23, 2018. **On motion of Commissioner Markley, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Chairman Bynum said I want to update the agenda briefly. We are pulling and tabling Item 4 on tonight's agenda. There will not be an Item No. 4.

Committee Agenda:

Item No. 1 – 18290...RESOLUTION: PUMP STATION 61 FORCE MAIN IMPROVEMENTS

Synopsis: A resolution declaring that this project is a necessary and valid improvement project, submitted by Ken Moore, Chief Counsel. This project will run from Donahoo & 123rd St. north along N. 123rd St. before cutting over to N. 123rd Terrace and ending at Wingfoot Drive. This resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an ordinance authorizing the

exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcels.

Brent Thompson, Director of Engineering/County Surveyor, said this is to get the process started for talking about easements and acquisitions and condemnation, if need be, for the sewer project.

Action: **Commissioner Markley made a motion, seconded by Commissioner Johnson, to approve.**

Commissioner Philbrook asked can I ask that you just say where it is for the public out there, so they know what you're talking about. **Mr. Thompson** said this was located at 123rd Street north along—between Donahoo & 123rd to 123rd Terrace. **Commissioner Philbrook** said thank you.

Roll call was taken and there were five “Ayes,” Philbrook, Markley, Kane, Johnson, Bynum.

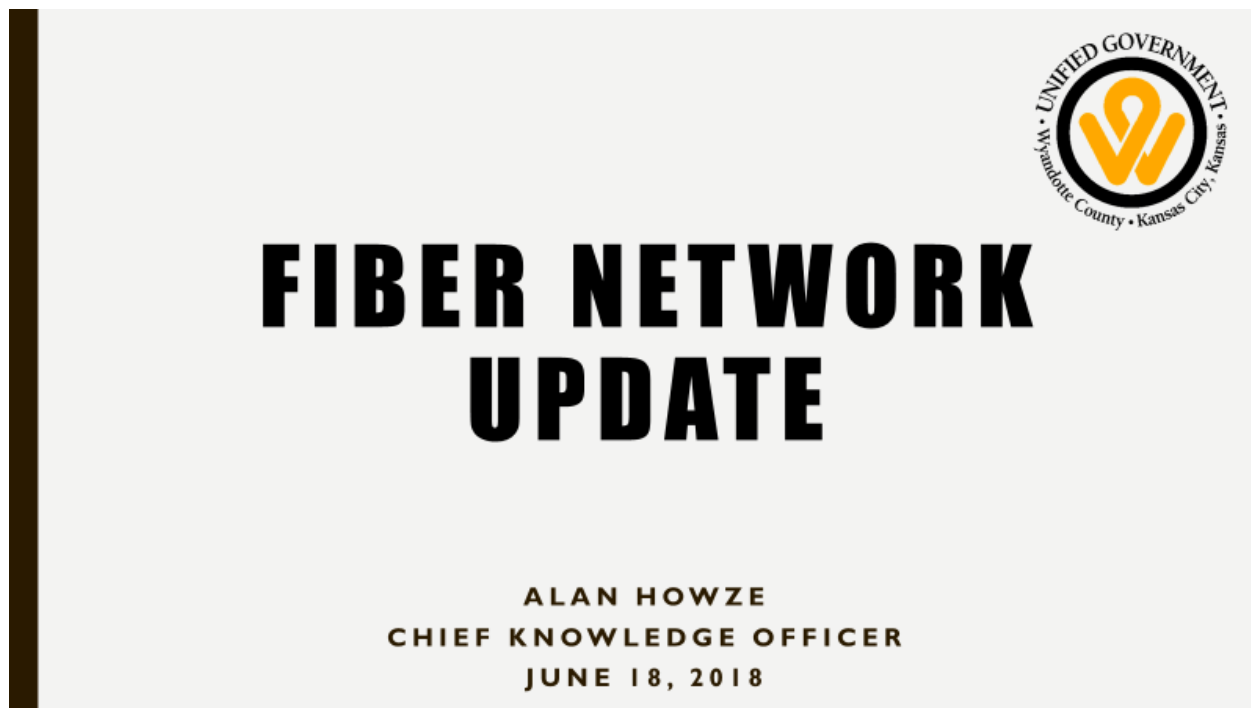
Item No. 2 – 18292...RESOLUTION: HUTTON ROAD SANITARY SEWER MAIN EXTENSION - CMIP 6001

Synopsis: A resolution declaring that this project is necessary and valid improvement project, submitted by Ken Moore, Chief Counsel. This project is from Hutton Road Sanitary Sewer Main Extension. This resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcels.

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

Item No. 3 – 18261... UPDATE: FIBER NETWORK

Synopsis: Update on the buildout of the fiber network, submitted by Alan Howze, Chief Knowledge Officer.



Alan Howze, Chief Knowledge Officer, said I come before you this evening to give an update on the progress on the buildout of the fiber network. We last came before the standing committee in December 2017. So, this is about a six-month update. We've got a lot of progress in that time and again wanted to come back to you with that update.

I'll introduce our team members. To my right, is Larry Owens, the IT Manager for the KCKPD, and we also have Rob Anderson from our Geospatial team who's done a lot of the mapping and data analysis around this and our vendor partner, Unite Private Networks.

OBJECTIVES FOR FIBER NETWORK

- Public Safety
- UG Operations
- Economic Development
- Community Access

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Fiber Update

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As a reminder, the four objectives for the fiber network starts with Public Safety. The objective of the network is to buildout and connect KCK Police Stations to support the body camera implementation and the data that's going to come with that. Second, is UG Operations and to increase the bandwidth capacity for our internal operations across the organization. Third, is Economic Development and opening up conduit, access and providing additional fiber connectivity opportunities across businesses, including the downtown area, but also out west in the Legends area too. Fourth, is Community Access and how can we support greater broadband connectivity for the community partners like the Housing Authority, schools, ex cetera, ex cetera.

GUIDING PRINCIPLES

- Re-use existing conduit under roads
- Share technology infrastructure across departments
- Meet security requirements
- Meet operational needs
- Provide redundancy
- Maximize value of the investment in fiber

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Fiber Update

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The guiding principles; reuse existing conduit under roads that has been put there over time. Share the technology infrastructure across departments. Meet security requirements both specifically for public safety agencies as well as for operational requirements. Meet the growing operational needs for our organization as we use more data, more software to support the operations and productivity of the organization. Those connectivity needs grow. Provide redundancy so that we don't have single points of failure if a backhoe or errand driver takes out a connection point, we don't lose the whole network and maximize the value on the investment that the Commission has made in fiber.

PARTNERS

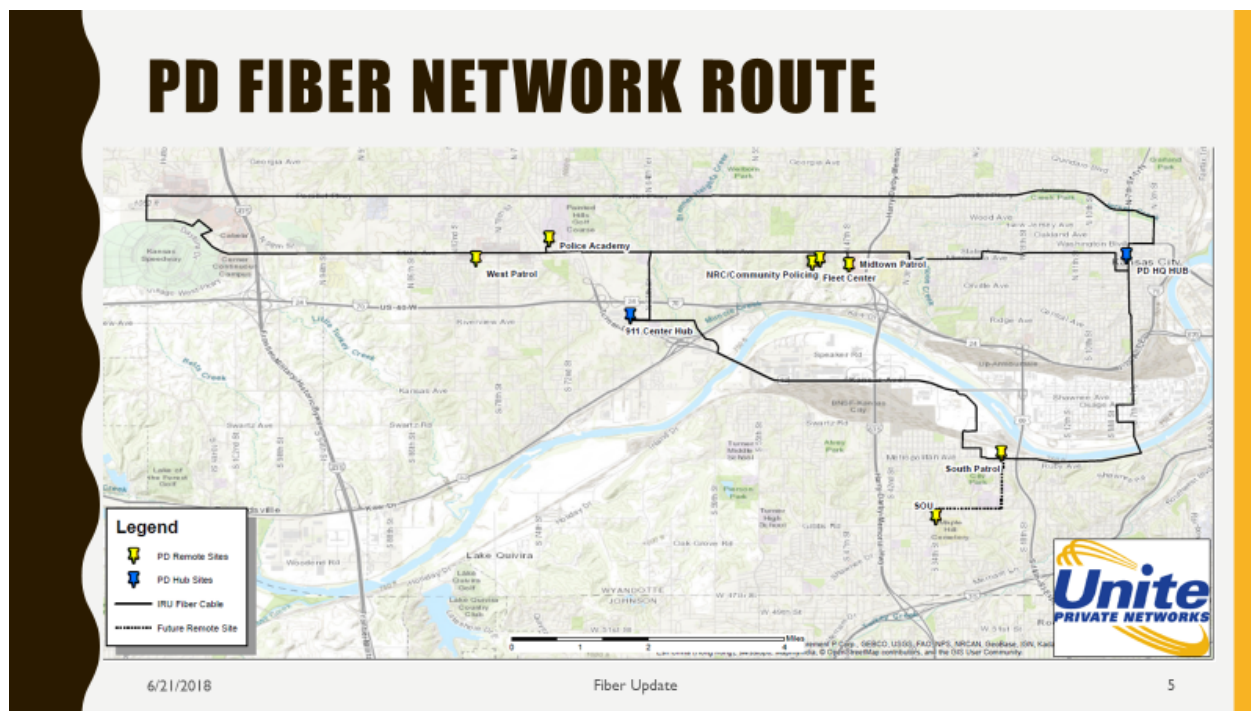
- Unite Private Networks (UPN) for fiber buildout
- ConvergeOne – equipment and configuration
- GBSA consulting – fiber network design
- Frequent coordination between DOTS, PD, Public Works, Emergency Management, Board of Public Utilities, and vendor partners

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Fiber Update

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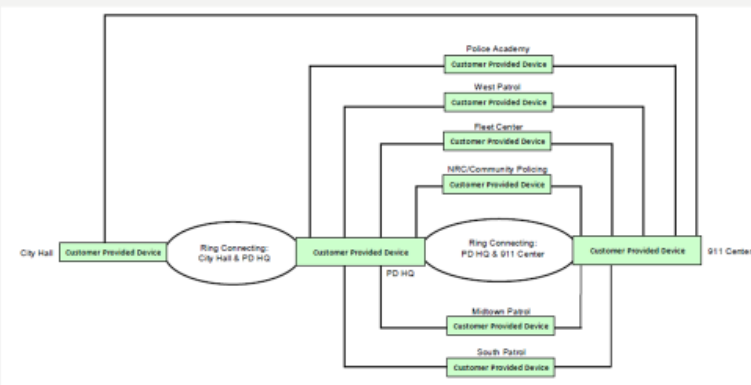
Our partners in this, we have a private sector partner is Unite Private Networks (UPN), a local Kansas City company. ConvergeOne is providing the switches and configuration equipment. GBSA Consulting and we have frequent coordination across departments. Our technology group, PD, Public Works, Emergency Management, BPU and I really just want to emphasize that this is an effort that has crossed departmental boundaries and it really is an effort in collaboration that has worked quite well.



Again, a refresher on what that PD Fiber Network Route looks like. It extends along State and Parallel Avenues. It creates a full circuit there. Out in the Legends area it connects into PD headquarters and it goes to the 9-1-1 Center heading south and then across the river to connect up to South Patrol and then back over essentially to Rainbow and up. This is where we're creating a set of integrated sort of loops or circuits and again part of the redundancy efforts to make sure that if any one of those lines gets disconnected that we don't lose the whole system. That's the design we have.

PD NETWORK

- CJIS compliant
- PD managed
- 10G connection between each PD location and 9-1-1 Center and PD HQ
- Redundant connections into PD HQ



- 40G (up to 100G capable) redundant connection between 9-1-1 Center and PD HQ.
 - Over 200x more capacity than current network

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Fiber Update

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For the PD network, and Larry can speak to this as well, it's designed to be CJIS compliant, Criminal Justice Information System. It has separation in it from other traffic on the network. It will be maintained by the Police Department and it will provide 10G connectivity between each PD location and two locations, the 9-1-1 Center and the PD Headquarters, and it provides redundant connections into the PD Headquarters.

Commissioner Philbrook asked what does CJIS stand for? **Larry Owens, KCKPD IT Manager**, said Criminal Justice Information System. **Mr. Howze** said it's a national standard of which KC is just the Kansas version of that, but it's a national security criminal justice information protocol. Then the backbone is a 40G up to a 100G capable redundant connection between the 9-1-1 Center and the PD Headquarters and to give you a sense of scale on this, this is 200x more capacity than we have on the current networks. This should meet current needs and well into future needs with the opportunity to expand well into the future.

June 18, 2018

PD NETWORK CONNECTIONS

Connecting in Phase I

- West Patrol
- Police Academy
- Public Safety Communications Center
- Midtown Patrol
- Community Policing
- Fleet Center
- South Patrol
- PD HQ
- Carrier hotel in KCMO
- Johnson County Emergency Ops Center
- Mid-America Regional Council (911 PSAP)

Future connection sites

- Special Operations Unit
- Traffic Support
- Animal Services
- Working on options for connections

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Phase I connections, we've got West Patrol, Police Academy, the 9-1-1 Center, Midtown Patrol, Community Policing, Fleet Center, South Patrol, PD Headquarters, the Carrier Hotel in downtown Kansas City, MO, which is a connection point, so we're going across the river, across jurisdictional boundaries up to that point which allows us to connect up to Johnson County to KCMO and have other regional interconnect points.

As we see there, the Johnson County Emergency Operation Center, which is intended to be the backup center for the Wyandotte County 9-1-1 Center and also providing connection to Mid-America Regional Council that provides the public safety access point, the peace app points for jurisdictions. They're being granted fiber as part of this project as well, which will allow for upgrades and the technology at the 9-1-1 Center.

Future Connection sites; we've got Special Operations Unit, Traffic, Support, Animal Services and we're looking at some of the various opportunities or options for connecting those sites. Since they sit off of that main route some of them not necessarily as accessible so we're looking at what are those various options for connection.

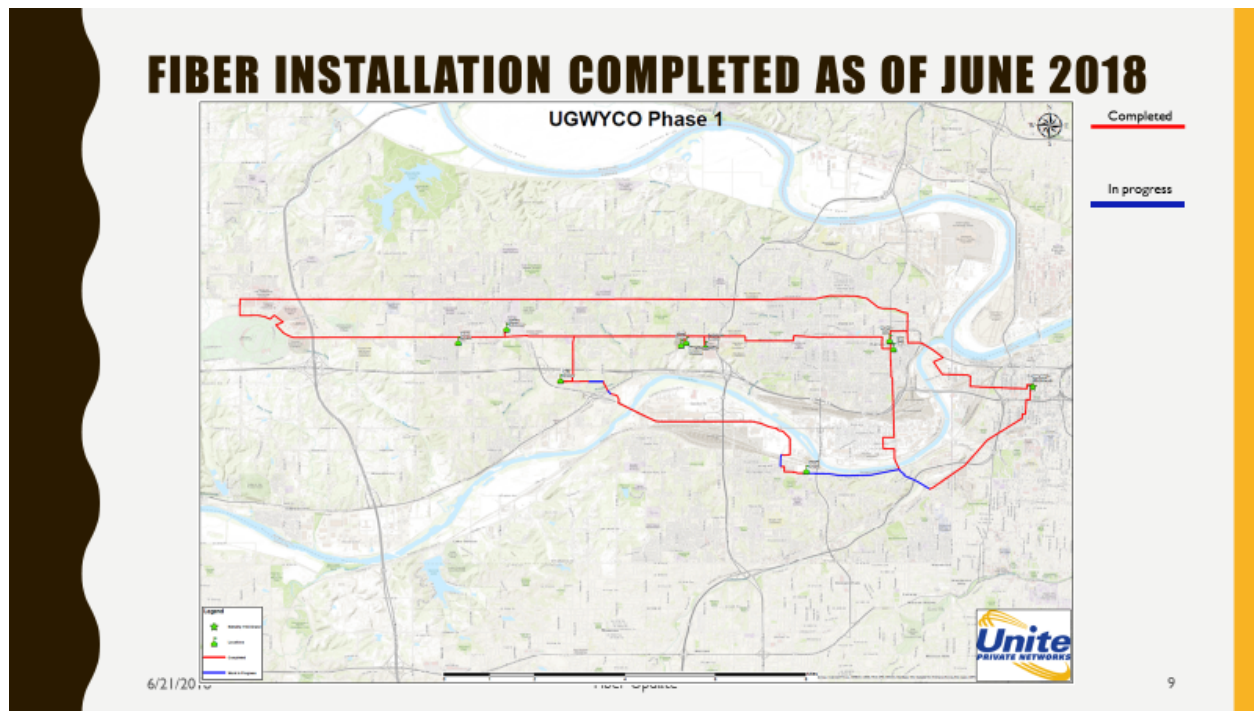
PD CONNECTION UPDATE

- Fiber pulled into all Phase I sites, including: PD HQ, West Patrol, Police Academy, NRC, Fleet Center, Midtown, and South Patrol
- Bridge crossing and railroad crossing along south route are still in progress
- All work is on target and scheduled to complete by August 31, 2018
- 911 Communications Center will cutover to new fiber network on June 25
- Other PD locations being scheduled for cutover

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In terms of where we are, we have fiber pulled into all of the Phase I sites. So, you see list there, Headquarters, West Patrol, Police Academy, NRC, Fleet, Midtown and South Patrol. They are finalizing working across the bridge crossing and the railroad crossing in that southern route going south from the 9-1-1 Center through South Patrol. It's scheduled to finish that up by August 31st of this year and the 9-1-1 Center, like I said, it has fiber pulled into it. Larry, do you want to speak to the cutover? **Mr. Owens** said yes, we are scheduled to cutover on Wednesday, the 27th for the 9-1-1 Center. Shortly after as soon as we determine there's nothing that's obstructing connectivity from that site back to headquarters, we'll go ahead and schedule out and proceed with the West Patrol Station, Academy, Midtown, Community Policing, all of the sites that are on the State Avenue side.



Mr. Howze said so we're again moving forward with the fibers and then following behind that is the switches and the connections and essentially turning them on and going live. You'll see here, this is a visual representation of what we talked about in terms of where the work has been completed. Red, is where fiber is installed. Blue, is where the work is in progress. You can see a couple of segments, again, just to the east of the 9-1-1 Center and then down along Metropolitan Avenue there and that's where some of that fiber is being hung on BPU poles. There are some utility relocations that have to happen as part of that work which is why we have that August 31st deadline. Again, proceeding, receding in pace. Then you'll see on this one the two red lines to the far east indicate the redundant connections to the Carrier Hotel in downtown Kansas City, MO.

Commissioner Philbrook said quick question. Some of it's underground, some of it's above ground or it's all above ground? **Mr. Howze** said it's predominately underground. The only segment that is above ground is that—**Commissioner Philbrook** said is the blue sections right now. **Mr. Howze** said is the blue sections that you see there. **Commissioner Philbrook** said thank you. **Mr. Howze** said and the benefit of that is that if your vehicle hits a pole or something like that or you have a storm or something like that, it's a more secure system.

PUBLIC SAFETY – FIRE & EMS

- Provided fiber to Mid-America Regional Council for MARC managed 9-1-1 PSAP
 - Move from slow T1 lines to fiber allows upgrade of PSAP equipment and lower cost
- Finalizing Memorandum of Understanding with Johnson County to create fiber connection to Johnson County 911 Center for backup dispatch
- Identified fire stations along route
- Four fire stations slated for connection in 2019
 - FS 1011 N 80 Ter.
 - FS 2717 Strong
 - FS 6241 State Ave.
 - FS 9548 State.

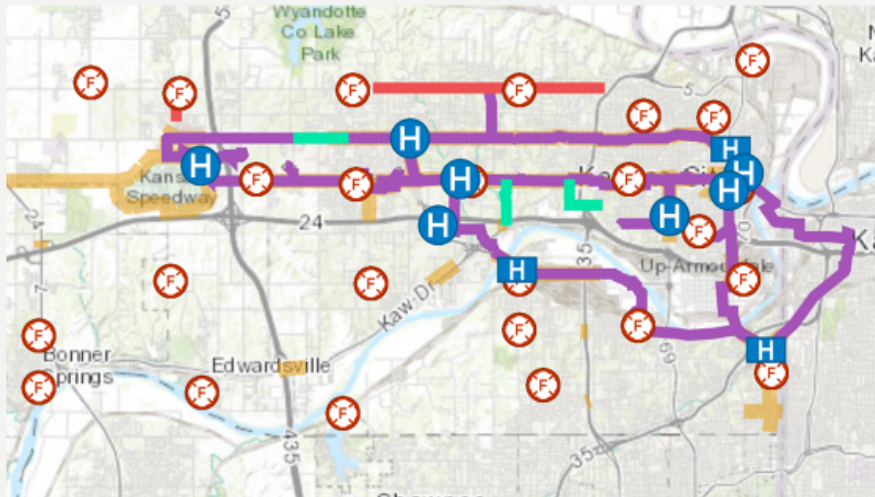
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Fiber Update

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As I mentioned, in addition to the connecting of the police stations looking at what are the other public safety opportunities around this; I mentioned the fiber that given to the Mid-America Regional Council for the PSAPs that will improve connectivity. It will also lower the costs by retiring the slower T1 lines. Emergency Management's finalizing a MOU with Johnson County on the connection that will set into motion the creation of the fiber of the backup center for 9-1-1 at the Johnson County 9-1-1 Center. **Commissioner Philbrook** said so PSAP, it's public safety—**Mr. Howze** said access point. **Commissioner Philbrook** said I know. You just have to keep reminding me of these things and acronyms.

FUTURE CONNECTION PLANNING



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Mr. Howze said we have, as you'll see here in the next slide, identified fire stations along the route and looking at four for 2019. These are ones that are within a couple hundred yards of that main, some of those main trunk lines. We can begin to pick those off and begin to provide that connectivity to fire stations as well.

This might be a little easier to see here. Again, this just gives you a representation how we're looking at modeling or determining which of those stations we want to pick up next. This is the fiber route. We've identified on there all of the fire stations that we have and looking at. For example, the new fire maintenance facility is a close hop down to the south just across the river there. That's an opportunity. We'll be looking at, again, those places we can connect up. Leavenworth Road, as that project continues to move forward, we'll have conduit placed in as part of that project and we can pick up stations along the way there as well. Again, Rob Anderson and the team has been working to—this is utilizing our Esri GIS platform to layer in different data. We've got fire station data. We've got fiber data. We've got Public Works project data, again, all utilized to help to plan and make capital choices about where we want to go next.

TRAFFIC NETWORK AND PUBLIC WORKS

- Coordinating closely with BPU traffic team to develop plan and schedule for integration of traffic and camera communication
- Developing plan to de-couple Traffic Signal field network from BPU Core network - need to maintain connection to OGL for signal management along some corridors
- Creating direct Fiber connection between UG Traffic Engineering and Traffic Operations Center at BPU Operations on Riverside
- Creating backhaul capacity for traffic camera video management and video sharing
- Once traffic network is cut-over UG will assume management of traffic video
- Completed wastewater fiber relocation and upgrade to accommodate I-70 bridge

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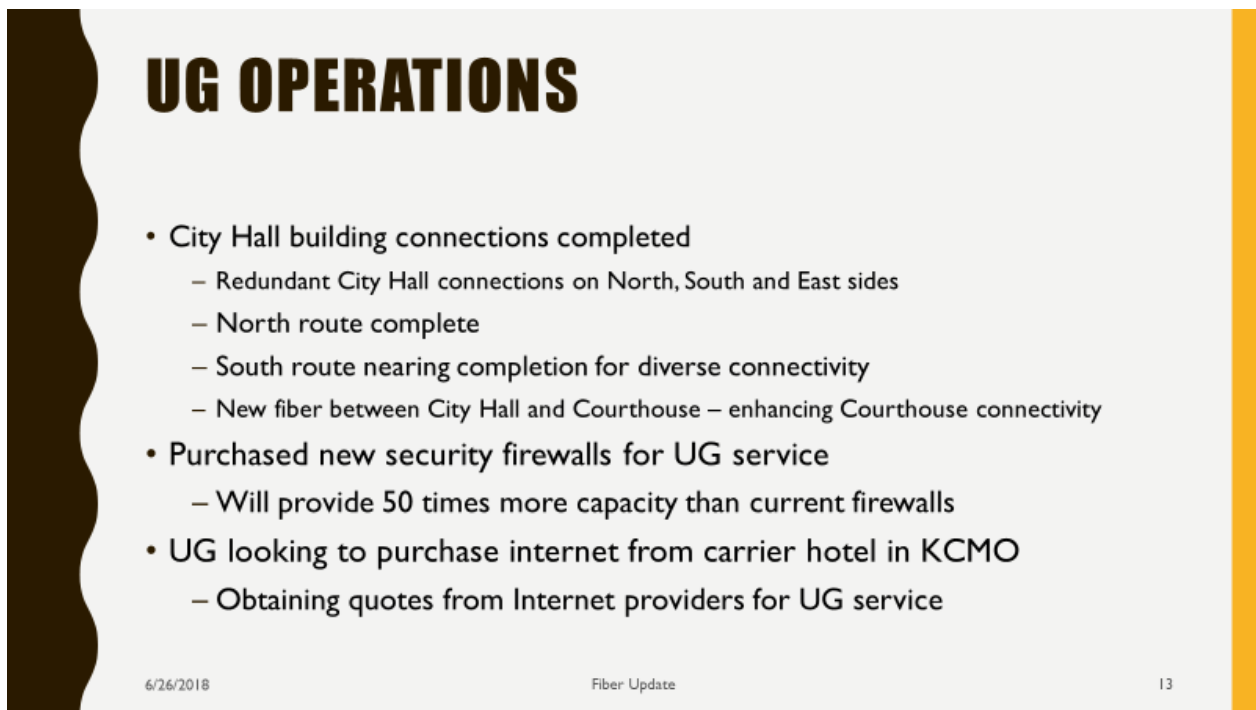
Talking about Traffic Network and Public Works; Lideana Laboy has been leading this work and really working very closely with the BPU Traffic Team to develop a plan for traffic and camera communication. The approach right now is to decouple the traffic signal network from the BPU Core network. BPU will continue to maintain the traffic signals and the network, but by getting it off of their Core network we get out from under the energy requirements, security requirements that they operate under. It'll give the traffic operations more flexibility and the BPU team more flexibility in managing traffic network.

We're creating a direct fiber connection between UG Traffic Engineering which is located here in City Hall and in Traffic Operations Center at BPU. We've built that into the plan and creating more backhaul capacities. As we add traffic cameras, as we add camera and video capabilities to the overall network that we have the fiber to carry that and once the traffic network is cutover, then the UG will assume management of the traffic videos. Right now, today, currently BPU stores that traffic video for a short period of time. Once the network cuts over, then that will become part of UG traffic management.

Lastly, as part of this project, as part of the I-70 Bridge Replacement we will put in a new connection to the station down there, to the treatment plant as part of that I-70 bridge relocation work. **Chairman Bynum** said as you can see, what I-70 bridge replacement work are you speaking of? **Mr. Howze** said the I-70 span replacements. The westbound lanes where they took

down the whole deck. One of the piers was cutting right through. We're going to cut right through existing connections. We've run a new connection to make sure they've got capacity.

Commissioner Philbrook asked is that what's going on on the north side of I-70 right now, that the work that's happening around, what is that 65th or so? Do you know? No, you mean just east/west viaduct. **Mr. Howze** said right by downtown. **Lideana Laboy, City Traffic Engineer**, said downtown by KCMO. **Commissioner Philbrook** said there are too many bridges. We have a lot of bridges here. **Mr. Howze** said Public Works might agree with you.



UG OPERATIONS

- City Hall building connections completed
 - Redundant City Hall connections on North, South and East sides
 - North route complete
 - South route nearing completion for diverse connectivity
 - New fiber between City Hall and Courthouse – enhancing Courthouse connectivity
- Purchased new security firewalls for UG service
 - Will provide 50 times more capacity than current firewalls
- UG looking to purchase internet from carrier hotel in KCMO
 - Obtaining quotes from Internet providers for UG service

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Mr. Howze said UG operations and City Hall building connections have been completed since we've last met. We've got redundancy. All the connections on the north, south and east sides of this building. That included the completion of the north route and we've got new fiber between City Hall and the Courthouse so we're improving the Courthouse connectivity as well. We've got new security firewalls for UG service and that's going to provide 50 times more capacity than the current firewalls. Again, planning so that we can take advantage of the additional connectivity speed from the fiber and looking at ways to reduce our costs by buying internet essentially wholesale through the Carrier Hotel in downtown Kansas City, Missouri.

ECONOMIC DEVELOPMENT

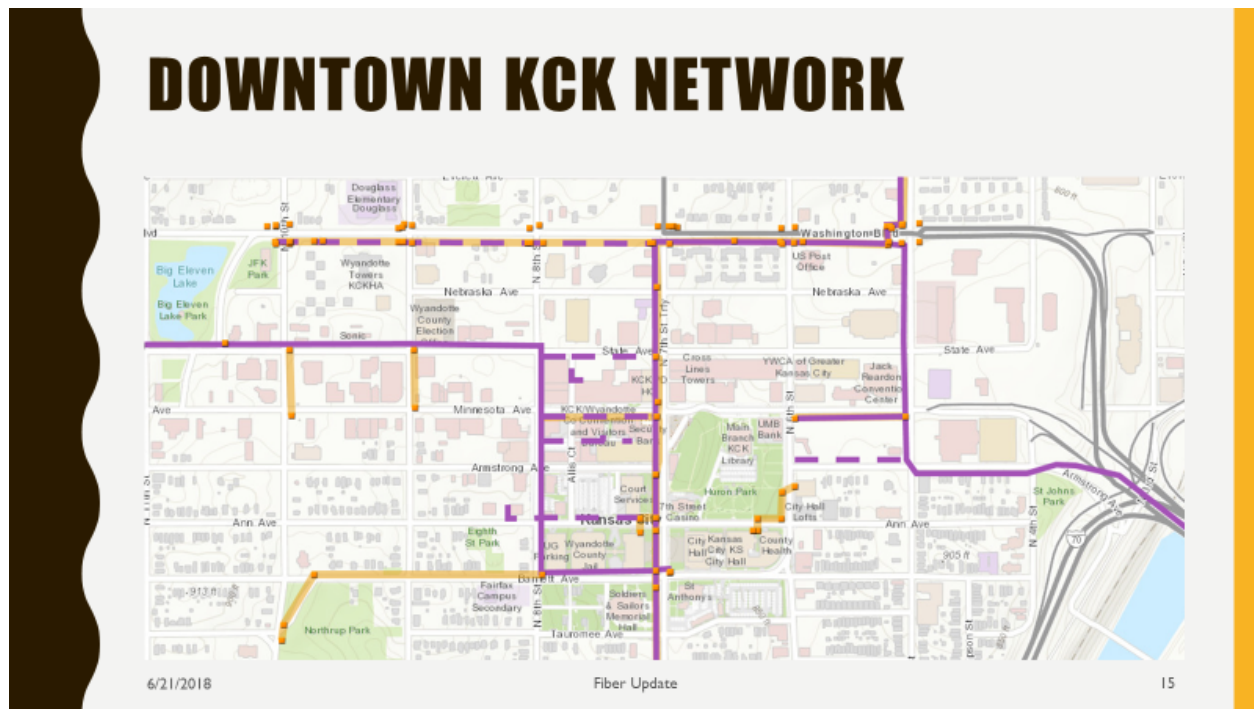
- Fiber network opens possibilities for existing and new business
- Project has enabled construction of fiber to several Wyandotte businesses
- Working with Wyandotte Economic Development Council on potential opportunities

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On Economic Development, again, looking at how does this create opportunities for businesses that want to locate here or expand here. There have been several businesses that have connected, have used the conduit in this project as a way to get enhanced service. In that sense, that's exactly what we designed it and wanted it to do was to open up those opportunities and essentially by creating a shared service in the form of underground conduit can lower the costs for service and working with WYDEC again on potential opportunities as well, so using this as a marketing tool for businesses that are considering our community.



Likewise, looking at, as we've showed you before, sort of Downtown KCK Network. What could that look like? One of the common questions is Google Fiber came to town and didn't you get service out of that and the answer is we got residential service and brought competition in the marketplace, but it wasn't a commercial service and a lot of our traditional commercial corridors lack the ability to get access to high speed connectivity, even if they're willing to pay for it, it's just not available. This is again another way to kind of cut through that chicken and egg challenge of the market isn't signaling demand for the service Airgo the telecoms won't built conduit into a place to say we're going to put the conduit in as a utility essentially, it's a utility level service and then make that available to providers who want to provide service into our community.

COMMUNITY ACCESS

- Continuing discussions with community organizations
 - School districts
 - KCKCC
 - KCK Housing Authority
 - Connecting for Good (non-profit in KCK)

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We've got continuing discussion with community organizations, the school districts, the community college, Housing Authority and others who are non-profits and connecting for good that operate in the community.

STATUS AND TIMELINE

- Next steps
 - Finish Turkey Creek bridge crossing in collaboration with Google Fiber
 - Finish railroad crossing along south route
 - Complete cutover to fiber at PD sites
- Phase I is scheduled to complete August 31, 2018
- QUESTIONS?

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Status and Timeline; one of the areas, we're finishing the Turkey Creek Bridge Crossing, working with Google Fiber on that. We're finishing the railroad crossing on south route. We talked about and completing the cutover to fiber at PD sites. Again, the Phase I is scheduled to complete on August 31st. Again, moving forward expeditiously on the overall project. With that, I'll take any questions.

Commissioner Johnson said you mentioned on Slide No. 13 south route is nearing completion of diverse connectivity. What does diverse connectivity include? **Mr. Howze** said that is essentially if one line gets cut, then you've another redundant pathway. In the case of City Hall, because there's multiple places—we actually have three, a north, south and east entrance where fibers coming in; so, think of from the Fire Headquarters and from the Ann side and from the Barnett side they are all coming into one place, just an additional level of redundancy.

Commissioner Johnson said and when you talk about the network being expandable, you've already confirmed that it will be expandable. I'm looking at geographically. Certainly, I'm looking at northeast as far as Quindaro, but you also had places out west. I've looked at the fire stations that were you know out west, particularly Piper and then there's a number of them out by Bonner Springs and Edwardsville. Is there a timeline that we will be bringing the entire metropolis, city or county into—when you use the word metropolis I'm thinking too big. Will we be bringing the entire community into this connectivity? Is there a timeline on that? **Mr. Howze** said there is not a timeline on it. We have started sort of master planning what that could look like and what some of those likely routes are. I mean you mentioned Quindaro, so you look at Leavenworth Road going essentially east to west and then all the way down you can connect back up into essentially 7th Street there as another potential loop. The same thing going down to the south towards Bonner and Edwardsville whether that's sort of 435, K-7, there's certainly some options, K-32 so you can begin to sort of think about how you can segment the different—**Commissioner Johnson** said right. **Mr. Howze** said I'd say the biggest challenge is just funding. There was an initial significant commitment made by this Commission to fund the buildout of the fiber network, again, to connect the police stations. We're working with Public Works so that as projects are put onto the docket, they include conduit in them. That is more piecemeal than what you're suggesting which is a focus effort to buildout a broad network across the community. **Commissioner Johnson** said right. It would be one section at a time.

I also noticed Fairfax was not in the area as well. So, you know it could be a five-year, ten-year plan. I don't know. I'm just thinking very broadly about how we might look at expanding it into all those major areas of our community. **Mr. Howze** said that's right, and we'd go, like you said, north to Fairfax across the river into the North Kansas City area so there's lots of potential ways to connect across the community and we have a—I could show a—to say a masterplan is not quite that grand, but where we've looked and thought through what those could look like.

Commissioner Philbrook asked, Mr. Howze, can you bring up slide 11 please? I finally got to look past the two bright colors that I was looking at and noticed the yellow and the green. Do you want to say a little bit about those, what those represent? The gold and the green colors. **Mr. Howze** said I'll let Rob take that one. Rob come on up. **Rob Anderson, Geo Spatial/Mapping/Public Works** said the orange out by the Speedway, for example, is the underground conduit that we've already invested in. The green is a repaving project on this map and the red is a—**Commissioner Philbrook** said in process. **Mr. Anderson** said a full reconstruction of the road. These are projects and the reason we've laid it out like this is, so we can imagine spaces in which we can expand the network.

Commissioner Philbrook said this is an assumption I'm making, and you can slap me down if I'm wrong. The east/west corridors that we have, State and Parallel happened first because you can get the best bang for the buck as far as hitting the locations you needed to and we already had some infrastructure because of redoing those roads and then the same thing for Leavenworth Road between 38th and west. As we expand that to what is it to 78th or so, is that where that ends? Well that's 80 something isn't it, that fire. Is that 81st, if it doesn't get moved or who knows. **Mr. Anderson** said, for example, here I went ahead and put the new fire station out there and you can see that there's a project that's going to be done out there so this provides a perfect opportunity for us to lay conduit underground and connect that—**Commissioner Philbrook** said because of the work along Hutton Road. **Mr. Anderson** said correct. **Commissioner Philbrook** said I just like to create a really nice picture so the folks out there that aren't used to looking at this stuff all the time can kind of get an idea of what we're up to. **Mr. Anderson** said agreed. **Commissioner Philbrook** said thank you. I appreciate your hard work and your organizational skills.

Commissioner Johnson said I'm just wondering Alan, is there a way to put a price tag on what it would take to expand into all of the areas that are not going to be serviced so that we can kind of mull over that? **Mr. Howze** said I wouldn't do it tonight, not having given it any thought. **Commissioner Johnson** said you couldn't do that certainly. **Mr. Howze** said certainly, we could come back with a more thoughtful plan.

Joe Connor, Assistant County Administrator, said I think one thing we talked about was master planning, we're master planning for our public facilities. When you talk about Fairfax, that's really like a commercial opportunity that we may or may not want to do because right now we're planning for all of our public facilities, so the parks, public works, fire stations and police stations. Those are the kind of things we're looking at at this point. Whether we make that leak to go to a commercial type application or a not-for-profit type application, that's yet to be determined. **Commissioner Johnson** said even if you kept it confined to just the public areas, there's a future dollar amount that associated with those. I think that would be helpful for us to be thinking about for future years what we might be doing successively in those years. **Mr. Connor** said right. I think there's kind of two things happening here. One, is that we're ready for the opportunity so if a company we partnered with happens to make a sale we get pulled right along with them and you know that's just part of the deal, but the other part of it is like Alan has said, every time there's a new project we lay some conduit down so that we can pull it when we're ready. It's planning and it being ready for the next opportunity. We have a combination of those. Something could change in the next six months or not. It just depends. **Commissioner Johnson** said okay.

Mr. Howze said to your example in Fairfax, to Joe's point, if there was a customer that chose Unite as their provider and they are in Fairfax and they connected up through 7th Street, we would get fiber pulled along with that. There's also by the structure of the partnership benefits to us as they expand their commercial footprint we have closer access to a lot of our public facilities as well.

Chairman Bynum asked are there other comments or questions on this item. That was a good discussion, we really appreciate all the effort. August 31st sounds like a party day for the end of Phase I.

Action: For information only.

Item No. 4 – 18288...FOLLOW-UP: ROADSIDE MEMORIAL

Synopsis: A follow-up to the roadside memorial presentation on May 21, 2018, submitted by Brent Thompson, Director of Engineering/County Surveyor.

Action: Item removed from the agenda.

Item No. 5 – 18289... PRESENTATION: TRAFFIC MANAGEMENT GUIDE

Synopsis: Presentation to highlight content within the draft Traffic Management Guide that commissioners commonly get questions from constituents, submitted by Lideana Laboy, City Traffic Engineer. The initial presentation was provided on April 23, 2018.

Troy Shaw, County Engineer, said we met about two months ago. We came here and talked about our Traffic Management Guide and our plan for this project. We asked for your feedback as to some of the things you heard from your constituents as to what they're interested in and the calls you get most often. We focused on those for the next couple of months and came up with our draft guide for a few areas setting speed limits, traffic calming and also signing. Lideana is going to talk about that as we go through and then feel free to answer questions throughout the presentation.

TRANSPORTATION MANAGEMENT GUIDE



Lideana Laboy, City Traffic Engineer, said Troy said we came here earlier and presented to you a guideline of what is the Transportation Management Guide. Today we're just going to talk about the specific areas in more detail. This is our second presentation and you received a packet that contains the document in the draft format that contains all the details that you hopefully had the opportunity to review.

TRAFFIC CALMING

- Address speed and cut through traffic in urban areas
- Various applications to address traffic calming
- Speed bumps should be used as a temporary measure
- Cost and effectiveness varies per application



2

The first topic that we're going to talk about is traffic calming; and when we talk about traffic calming it's when somebody in the urban residential area is concerned about speeding in the neighborhood or too much traffic in their neighborhood. When those concerns come in here that's why we generally call those traffic calming. Normally people come in and say they want speed bumps in my area. What we have done in our Traffic Calming Management Plan, we had outlined our procedures to evaluate those locations and consideration. How do we collect data? How do we evaluate it? What we are presenting now is that there are more applications that are applicable to address those concerns.

Here I have a few pictures that show the speed bumps. We have diverters that enhance the beauty of the residence while also cutting through traffic or traffic circles on either sections that can also help improve the environment and also reduce speed. The important thing about this is that speed bumps are something that deteriorates with time. It requires maintenance, so we like to consider speed bumps as a temporary solution for addressing the concerns; however, there are other options that can be more applicable. Those are the ones that we want to identify as we go through this process to enhance our neighborhoods.

TABLE 2 – Traffic Calming Methods and Corresponding Effects

Measures	Effectiveness			Road Classification			Cost per Measure
	Speed reduction	Volume reduction	Safety	Local	Collector	Arterial	
Speed Humps	▲	◆	◆	✓			\$
Speed Tables	▲	◆	◆	✓			\$
Raised Intersections	▲	◆	◆	✓			\$\$
Raised Crosswalks	▲	◆	◆	✓			\$
Bulb outs	▲	◆	◆	✓	✓	✓	\$\$
Roundabouts	◆	◆	▲		✓	✓	\$\$\$
Neighborhood Traffic Circles	▲	◆	▲	✓			\$\$
Semi Diverters	△	▲	◆	✓			\$
Diagonal Diverters	▲	▲	◆	✓			\$\$
Central Islands	▲	△	◆	✓	✓	✓	\$
Median Barriers	△	▲	▲	✓	✓	✓	\$
Full closure	▲	▲	▲	✓			\$\$\$
Chicanes	▲	◆	△	✓			\$\$
Choker	▲	△	◆	✓			\$
Radar trailer & Driver feedback signs	▲	△	◆	✓	✓	✓	\$
Lane stripping	▲	◆	◆		✓	✓	\$

▲ Strongly appropriate

Local Streets =<3,000 cars/day

\$=\$1,000-\$10,000

◆ Moderately appropriate

Collector streets= 3,000-10,000 cars/day

\$\$=\$10,000-\$50,000

△ Not at all appropriate

Arterial Streets= >10,000 cars/day

\$\$\$=\$50,000+

3

In the documentation that you received we also have a list of alternatives and applications to address traffic common issues and we have kind of summarized it up on effectiveness on each of those measurements and how they are applicable for different types of roadways and the relative cost for applying those. This is kind of a summary that identifies those areas.

SPEED ZONING

- **Definition** - the establishment of reasonable and safe speed limits based on roadway design, existing condition, or engineering study.
- **Intention** – identify a maximum speed limit that reflects the safe speed as determine by a large majority of the drivers
- **Method** – the most widely method to establish speed zoning the establishment of speed base on **85th- Percentile Speed** for a given road type or section.

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One in particular important thing that we need to understand is speed zoning. One misconception from the general public is to address high speed, speed, what it is and understanding that high speed in neighborhoods is too low for speed limits. We have considered a number of areas in our city that have a very low speed limit that are not in any sense related to the conditions of the road.

Therefore, we've taken this opportunity as an education process to guide our general public and our staff to understand the importance of establishing a speed zone that is relatively related to the conditions of the road. We call this speed zoning, how we establish maximum speeds. Speed zoning means an establishment of reasonable and safe speed limits based on the roadway conditions, the design and based on an engineering study.

The intention of that is to identify the maximum speed limit that reflects the safe speed as determined by large majority of the drivers. The method that is known or most effectively recognized and effective to establish that is what we call the 85th Percentile Speed for each condition of the road.

85TH PERCENTILE SPEED

Speed at or below which 85 percent of all vehicles are travel under free-flowing conditions through a particular road section.

- Represents the pace adopted by reasonable and responsible drivers according to the road environment
- While most people are trying to read their destination as fast as possible, studies show that most people drive at a reasonable and prudent speed appropriate for the normal traffic, weather, and roadway conditions
- 85th Percentile Speed – research has shown accident involvement is the lowest
 - Example: Urban Core (< 30 mph) vs Freeway (70 mph or more)

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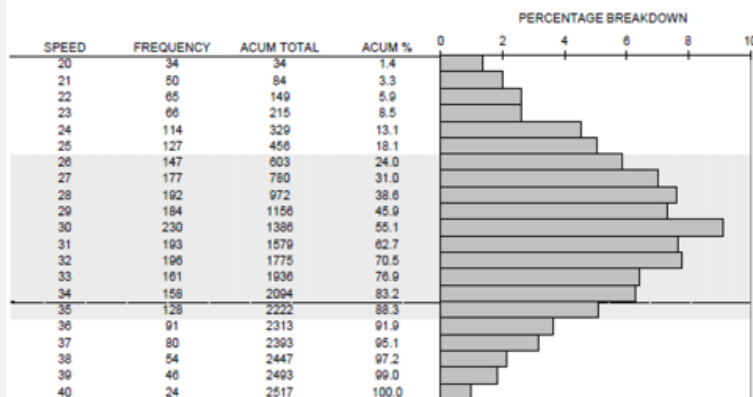
What is the 85th Percentile Speed? 85th Percentile Speed is the speed that 85% of the drivers are speeding at or below that speed. It's the speed also at what the drivers feel comfortable driving through a segment of the road. If you have no obstructions and they are free flow driving, what speed are they going to be driving and that's what the 85th Percentile means.

SPOT SPEED STUDY RESULTS RELATIVE FREQUENCY DISTRIBUTION

CITY: Kansas City
OBSERVER: Machine
DATE: 6/20/17 to 6/26/17

COUNTY: Wyandotte
SPEED LIMIT: 20
DIRECTION: EB and WB

LOCATION: Cernich Road 550' East of 67th Street (Loc. A)
TIME START: 12:00 AM
TIME END: 11:59 PM



AVERAGE SPEED = 29.9
50th PERCENTILE = 29.4
85th PERCENTILE = 34.4
90th PERCENTILE = 35.5
95th PERCENTILE = 37.

PACE = 26 - 35
VEHICLES IN PACE = 1766
% IN PACE = 70.2
% BELOW PACE = 18.1
% ABOVE PACE = 11.7

SAMPLE VARIANCE = 20.6390926
STANDARD DEVIATION = 4.5430268
RANGE 1'S = 70.12316
RANGE 2'S = 95.8681
RANGE 3'S = 100.

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It represents what people kind of adopted by themselves saying I am driving this road and I go 40 miles per hour, 30 miles per hour, 70 miles per hour, whatever that is depending on the road environment. You know in assuming this and this is particularly in research and observation has shown, is that most people try to get to the destination as fast as they can, but they do it in a reasonable and prudent way to the conditions of the road depending on the normal conditions of the traffic, the weather and the roadway, geometry and conditions.

Therefore, it has also been proven through research that when you set up maximum speed limits at the 85th Percentile Speed those are directly related to the lowest number of accidents related to speed. If you want to make an example about that, you just think about the urban core over here. You know you normally will have speed between 25, 30 and 35 but in that range. You're not going to be normally doing 70 miles per hour in your responsible conscience. If you're chased by the police, that's another story but as a responsible driver, you won't do that. On the freeway you're not going to do 20 miles per hour. You're not going to do 30 or 35. You're really going to be doing 60, 75 or whatever the conditions are. That's two comparable examples to identify what is the 85th Percentile and how does it feel.



Here I have just a graph that shows when we do data collection how does that show and how the 85th Percentile is represented. This graph shows the variation of the speed. You can tell it's by

percent, the line across represents the 85th Percentile. Above the line is the number of vehicles and the frequency of the speeds that they're driving. You can see all of those people are driving below 35 miles per hour. This is an actual data collection we did last year in a neighborhood where the speed limit is posted 20 miles per hour and we did an evaluation and found out that certainly people are driving over the speed limit which is set up pretty low. This is only one location in the neighborhood. This is actually the entire map. When we do data collection we don't collect data just at one point. We collect data at different points to identify what does that mean, how does speed vary in every location? The points there, A-F identify the 85th Percentile throughout the corridor in the neighborhood. This was a traffic calming request that was brought in by the association of this area and when we presented the data to the neighborhood meeting we explained the same information to them. They said, yes it made sense. This road should not be 20 miles per hour, 30 miles per hour makes more sense. That's what I like to drive. With their consensus we made the change and we told them what the next steps were. We have changed it and we have not had any complaints since then. The importance of doing this is that constantly the Police Department was coming to this neighborhood to tag people that were responsibly driving the road for the conditions, but it was a sense because we had too low of speed that people were speeding so once people were given tickets even though they were driving at the condition for the road.

ELEMENTS THAT AFFECT SPEED

- Number of travel lanes,
- Lane and Shoulder widths
- Presence of vertical and horizontal curves
- Sight distance and obstructions
 - Trees, parked cars, density, number of driveways
- Presence and proximity of buildings or other obstructions

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Things that influence the speed can be the number of lanes, travel lanes, the width of the road, the shoulders, whether the presence of vertical, curve or horizontal curve. Whether there's an obstruction in the vicinity and the proximity of buildings or other obstructions. Those things affect how we perceive the road, how safe they are, and we establish our speed.

BENEFITS OF 85TH PERCENTILE SPEED

When the maximum speed limit is set to the 85th percentile speed it is known

- 85% of drivers will be driving within the law
- Leads to safer travel
- More effective allocation of enforcement and management of resources
- Maintain steady flow of traffic
- Lower number of accidents related to speed

Therefore, the setting the maximum speed to

85th percentile speed is the best practice

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In summary, you know the benefits of the 85th Percentile and establish that as our practice is that when the maximum speed limit is set to the 85th Percentile we know by research effort the data we collect that 85% of the drivers will be within the law, which is why we will be posting the speed limit. Research has demonstrated that in setting out the speed the 85th Percentile leads to safer travel for everybody. What we want to accomplish is to maintain a steady flow of traffic. That is what is achieved—the better safety conditions for all travelers. We will effectively allocate our law enforcement and manage our resources better, rather than to be calling, sitting and looking at people going—tagging and ticketing everybody. Our resources will be better allocated to locations that really need enforcement. We expect to lower the number of accidents related to speed. Overall, the 85th Percentile is the best practice to do and that's what our recommendation will be.

SPECIAL SIGNS

- Regulatory, warning, or guide signs are installed according to Manual of Uniform Traffic Control Devices (MUTCD)
- Deaf Child Area, Blind Person Area, Children At Play or others are not supported by MUTCD
- Give motorists and pedestrians a false sense of security
- Safety Education emphasizes good driving practices and responsible use of designated crossings
- The street is not a playground and should be navigated per speed limit and installed traffic controlled devices





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Following another part of the calls that we get oftentimes is that people are concerned about kids playing on the street or if we have a child or a person with an impediment we want to—people feel the signs need to be there to alert drivers. We want to bring to their attention that per state statute for the Department of Transportation of Kansas as well as the city we have adopted the Manual of Uniform Traffic Control Devices which provides the guidelines and how to use an

established regulatory warning on guide signs. The signs that you see over here that are often signs that are requested by our citizens. Our signs are not supported by the city and my reason for that is those signs do not change the behavior of the people and what they are already doing. It's just simply the people will react differently than what they would normally. Only there is an obstruction or something physically that made the change. For example, a car, a responsible person would see a kid on the street and they would slow down. Not because there's a sign or they are missing the sign, it's because there's something that made them react and change their behavior. When you're trying to outline residential area with slow traffic and too many signs then it tends to have a negative affect because people then don't pay attention. When you really want to establish or bring something to their attention, people tend to neglect it because there are too many signs, so you want to reduce the number of unnecessary signs.

The signs also are related to full expectation from drivers or pedestrians also. It gives us a sense of security. Our advice and our programs also or safety locations programs emphasize making people understand then what are the good driver practices be responsible for what they do and for our pedestrians to use the signaled crossings as the safer location for crossing. We want to emphasize and continue to educate our people that are playing in the streets is not a location where we want our kids to be playing. We just need to be more responsible in that. Drivers will navigate the street at the speed they feel comfortable and they will react to the conditions of the road as necessary. With that, I just summarized those three topics that were frequently asked by residents and I'm open for questions.

QUESTIONS



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Commissioner Kane said before you do any traffic changes in District 5, Mr. Connor, all the other members, Gordon, Melissa, you had better tell me well in advance and it better not be a roundabout. Are there any questions about that? **Mr. Shaw** said we'll tell you well in advance. I promise. **Commissioner Kane** said I don't think you meant to say you will tell me anything. I think what you meant to say was you will notify me. **Mr. Shaw** said yes sir.

Ms. Laboy said we are intending to do this in advance not only for District 5, but for all districts. It's important for us that as we make changes the community understands why we are making the changes just as the example that I provided earlier and other examples that I have discussed with some of the commissioners previously on other situations. As the City Traffic Engineer, I could go do the change immediately as I understand that that's the need, but when involving behavior changes, my/our practice is to bring the people together and notify them as needed so that the change is well known before it is established.

Commissioner Philbrook said if I have a street or so that I need to ask you about, maybe some modification and how it's being handled, it would be alright to give you a call. **Ms. Laboy** said yes, absolutely. **Commissioner Philbrook** said you can take a look at it and make suggestions. **Ms. Laboy** said yes, absolutely. **Commissioner Philbrook** said because there are some

troubles. **Ms. Laboy** said there is a way to do things. We first need to know the location and was it specific and then we make some observations, collect some data and based on the priority of what it concerns and we identify what's the issue. The most important thing is to identify what is it that we want to change and then we can identify what the solutions are. **Commissioner Philbrook** said yes and how much it costs, etc. **Ms. Laboy** said how much it cost. Is it short-term or long-term conditions? Just this morning we were talking with Mr. Johnson on one of his concerns and we had the data in hand. I was able to explain to him what—we were able to develop an action plan to respond to our residents. Our doors are open to discuss any concerns that you have. **Commissioner Philbrook** said okay. You'll be hearing from me. **Ms. Laboy** said no problem.

Chairman Bynum said I just have a couple of kind of general questions and then a couple of specific comments. The purpose of completing the Traffic Management Guide, what's the big picture purpose of having such a guide? **Mr. Shaw** said the major purpose of this is transparency for one. Not just for our residence because we—and historically we've had a lot of requests and we actually had a traffic calming packet before that we would send out and it gave a little bit of information, but it didn't really go through our process as to how we did things and how we determine, okay you get this, you get this, so this kind of helps with transparency and shows the public what we're doing step-by-step for the traffic calming for example. The guide in totality will also include information, for designers and developers as far as what we require as we're asking for our standards and what we require when they come and present something to the Planning Department, so we should give a heads up to them as to what we're asking for. It really just encompasses everything related to traffic into one document. Hopefully, by the time we get done with it, it will be easily searchable and be able to find information quickly and it will just be out there for everybody to be able to utilize. **Chairman Bynum** said you know that's really helpful just to hear that because I'll just use this as an example. Back when the Legends Village West area was new I remember driving that back then and thinking what's the purpose behind this certain aspect of it. As we drive through the 98th Street, the curvy S road, there are portions of that I find myself driving and wondering well why was that developed that way.

I think it would be interesting for the public to be able to know and understand well why did we do that because there's probably a reason. A reason not known to me but a reason nonetheless.

It's interesting to me having just driven all the way to Yellowstone and back. I did a lot of driving on roads that were not known to me and I think it's very interesting the difference between driving in town on roads that we're on every single day and maybe something's been there all along that we didn't notice or maybe something important hasn't been there all along that we just don't realize should probably be there for us in terms of traffic management. You know what I noticed about driving on the roads that weren't known to me, how important those street signs and clear street markings were for a traveler that's not used to traveling on those roads and you know really good strong paint markings on the road. Markings that show me that the lane I'm in is going to end and I've noticed since I've been back we have lanes in our community that do end and there's no warning whatsoever that that's going to happen. I would think things like signage and street marking and also one thing I noticed driving out of town was the use of lighting around the signs and I know there are communities that use the stop signs that blink at you and give you warning even in the dark that a stop sign is coming and they might even have strips in the road that make noise as you drive over them to tell you something's changing about the road you're on and you need to be paying attention and of course I'm sure that's a safety mechanism.

I know in Baldwin City prior to installing those they had fatalities at a very surprising stop sign and so they put those strips in the road. So just things like that are things that I think about and I will tell you obviously we get requests for speed bumps and we even get neighbors who go out and put them in just because they've decided that that's what their street needs and then I don't know what the protocol is after we go out and discover that a speed bump has been installed without permission. I've seen that happen in this community.

Just very specifically, 75th Street between Parallel and State strikes me as a road that would be worth reviewing this 85th Percentile rule. It's been 20 miles an hour since I was a teenager because someone was hit and killed by a car on that road. I completely understand why that neighborhood wanted a 20 mile an hour speed limit but no one driving on that road is driving 20 miles an hour. Those are my comments. **Commissioner Philbrook** said yes somebody is. Me. I make a lot of people mad when I drive 20 miles an hour on that road, believe me. **Chairman Bynum** said well I do too now that I got stopped. **Commissioner Philbrook** said oh, well I don't want to get stopped. So, there you go. **Chairman Bynum** said after that. I do drive 20 miles an hour on that road.

Ms. Laboy said the interesting part of that is that 75th Street is kind of one of our connector roads that connect from Parallel to State and a residential street is posted 30 miles per hour so what we had created is that people cut through the 30 miles per hour because people want to go quickly through it. You know it's such an unbalance on there and you have people—most people do not drive 20 miles per hour, but some people want to be under the law right so then there's an imbalance in traffic and that's when we create situations that are not desirable. **Commissioner Philbrook** said it's not that my Mini Cooper doesn't want to go faster. I have to throw out you know the ball and chain to slow me down, so I don't get in trouble. I can understand the concern on that road because there's a lot of people that walk along on that road. It's a wider road and we haven't designated maybe any to the side. Maybe if we put in there a bicycle thing on each side you know or whatever and put some lines on it. I don't know. It might help a little bit to give people oh okay I can walk over here and maybe some of us will avoid hitting them or something. I know there's a lot of different options to do but that it's almost like a two-lane boulevard. It's pretty wide, but still. **Ms. Laboy** said it is wide. That's why we don't just randomly go and change it. I'm not just going to get data collected and say oh the 85th Percentile is 40 miles per hour and go change it. We'll have to look at the environment around it and make a conscience decision of what we want to do and are there other options to help manage that speed the way we want, you know something that is reasonable for the drivers as well as for the residents.

Mr. Shaw said that's a good point Lideana made is that, for example, if we did a speed study and the 85th Percentile came in at 40 miles an hour or we don't—that probably shouldn't be 40 miles an hour. Maybe we should set it at 30 and then what else can we do to the road to make people drive 30 miles per hour. Maybe it is just putting stripes on the ground because sometimes that does slow people down if they feel like they're a little tighter or we have to add some other feature to help it out. That's kind of where we're at, the balancing act. We're not saying—we're just setting everything at whatever the 85th Percentile speed it. It's kind of a give and take as we look for the best solution for whatever segment of road we're on. **Commissioner Philbrook** said kind of like the parking on one side but not the other, different things like that.

Ms. Laboy said I can bring to you an example that we have. You know Central Avenue. From 7th to 6th Street or I-70, when I got here and was set in my job we collected data there from a request. People were going way over 40 miles per hour. **Commissioner Philbrook** said they

still are. **Ms. Laboy** said they still but now it's a lot more difficult because we had changed those—there's more activity, there's more parking. Now it's more constraint. People are not driving up to 60 miles per hour as they were sometimes before. **Commissioner Philbrook** said well, so I'm going to argue with you about that because I've been down that area recently and I will tell you there is no way I'm getting out of my car until there's nobody coming from the east because they are hauling it. I mean they come over there and they just keep going until they hit 7th if there is a stoplight. They are still moving pretty fast. I was down there, and I thought to myself the other night, God, we need a gigantic speed bump. A nice big tall one. They have to slow down you know and they need a four-wheel drive to get over because it is pretty rambunctious coming off Central, especially now with the change with the highways and stuff. **Ms. Laboy** said one important thing about that is once we implement the changes we can then go back after a while and collect more data and see how if it is effective or not.

Chairman Bynum said thank you for your presentation. We look forward to the completed guide.

Action: For information only.

Adjourn

Chairman Bynum adjourned the meeting at 6:00 p.m.

tpl



Staff Request for Commission Action

Tracking No. 18343

Full Commission Meeting Date: 9/13/18

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 07/26/2018	<u>Contact Name:</u> Susan Alig	<u>Contact Phone:</u> x5085	<u>Contact Email:</u> salig@wycokck.org	<u>Department/Division:</u> Legal
<u>Item Description:</u> Request approval to enter into an interlocal agreement with Fairfax Drainage District for the join use of sewer infrastructure, submitted by Susan Alig, Legal Dept.				
<u>Action Requested:</u> Approval of the Resolution granting approval to enter into the agreement.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Resolution, Agreement				

RESOLUTION NO. _____

A RESOLUTION APPROVING THE INTERLOCAL AGREEMENT BETWEEN THE
UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS AND
THE FAIRFAX DRAINAGE DISTRICT

Whereas, the Fairfax Drainage District (“District”) and the Unified Government of Wyandotte County/Kansas City, Kansas (“Unified Government”) are empowered by the laws of Kansas to enter into agreements for the construction, maintenance and funding of certain sewer lines;

Whereas, the District and the Unified Government desire to enter into an Interlocal Agreement between the Unified Government and the District to provide adequate sewer services to promote industrial growth with the District and promote joint cooperation;

Whereas, an agreement has been prepared describing the parties’ cooperation and responsibilities regarding sewer services in the District;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT, AS FOLLOWS: That the Unified Government is hereby authorized to enter said agreement by signature of the Mayor/CEO.

THIS RESOLUTION IS ADOPTED by the Governing Body of the Unified Government of Wyandotte County/Kansas City, Kansas, this ____ of _____ 2018.

UNIFIED GOVERNMENT OF WYANDOTTE
COUNTY/KANSAS CITY, KANSAS

By: _____

David Alvey

Mayor/Chief Executive

(SEAL)
ATTEST

Unified Government Clerk

**AGREEMENT BETWEEN
THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/ KANSAS CITY, KANSAS
AND
THE FAIRFAX DRAINAGE DISTRICT**

THIS AGREEMENT BETWEEN THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS AND THE FAIRFAX DRAINAGE DISTRICT ("Agreement") is made and entered into on the ____ day of _____ 2018 between the Unified Government of Wyandotte County/Kansas City, Kansas ("Unified Government") and the Fairfax Drainage District ("District").

WHEREAS, the District, pursuant to authority granted by the State of Kansas, has caused to be constructed, maintained and funded certain sewer lines within the District to ensure adequate interior drainage; and

WHEREAS, sediment and debris from sanitary and non-sanitary storm water discharge collects in the District's sewer lines; and

WHEREAS, the sediment and debris comes from in-district and out-of-district sources, some of which is of a corrosive and abrasive nature and contributes to the deterioration of the District's sewer system; and

WHEREAS, it becomes necessary from time to time to clean, repair, replace and perform maintenance on the sewer system to ensure adequate interior drainage; and

WHEREAS, the Unified Government collects sewer service charges for the Water Pollution Control sewer service fund from WPC customers in the District, who utilize the District's sewer system to, in part, transport waste water to the Unified Government treatment system; and

WHEREAS, the Unified Government previously granted the District an exemption from the Unified Government's Storm Water Utility; and

WHEREAS, K.S.A. 12-2908, entitled Contracts between Municipalities authorizes the parties to cooperate in the aforementioned public functions; and

NOW, THEREFORE, in consideration of the above recitals, the mutual covenants and agreements herein contains, the parties AGREE as follows:

1. **PURPOSE AND EFFECT.** The parties hereto enter into this Agreement for the purpose of formalizing the parties' agreement to provide adequate sewer services to promote industrial growth within the District.

2. **JOINT COOPERATION.** The District and the Unified Government agree and covenant to cooperate and assist each other in order that both the District and the Unified Government may better serve their respective constituents and customers, including, but not limited to, the exploration by the parties of alternative means to avoid or minimize the accumulation of sediment and debris within the District's sewers from in-district and out-of-district sources, the sharing of each party's 3 year project plans with the other so as to avoid unnecessary expense, planning or scheduling conflicts for long term projects, the immediate notification of the other party when one party has a project that must be completed in an emergency or short notice situation, and the opportunity of the Fairfax Drainage District to review and comment on special use permit applications for potentially new or existing businesses in Fairfax. In furtherance of this spirit of cooperation, the parties acknowledge the right of all to attend public meetings of the governing bodies of both the District and the Unified Government, but each wish to issue an express invitation to the other to have a representative attend meetings of each other's governing bodies. In addition, the general manager of the District and the Director of Water Pollution Control of the Unified Government shall meet regularly to discuss matters of mutual interest.

Further, each year the District will submit an annual report to the Unified Government by December 1 outlining the capital projects that were completed during the current year and the proposed capital projects that the District anticipates initiating in the next year.

3. **DURATION AND TERM.** This Agreement shall remain in full force and effect for a term of ten (10) years, beginning January 1, 2018 and terminating December 31, 2027.
4. **FINANCING.** The Unified Government shall pay to the District the initial sum of Two Hundred Fifty Thousand Dollars and no cents (\$250,000.00) on or before November 30, 2018 and then payment shall be made as follows:

November 30, 2019	\$255,000
November 30, 2020	\$260,100
November 30, 2021	\$265,302
November 30, 2022	\$270,608
November 30, 2023	\$276,020
November 30, 2024	\$281,540
November 30, 2025	\$287,171
November 30, 2026	\$292,914
November 30, 2027	\$298,773

4. **ADDITIONAL CHARGES.** In partial consideration of the payment, the District shall not advocate or pursue an additional user fee charge by the District to the Unified Government during the term of this contract.

Should the payment set forth in paragraph 4 not be made within 30 days of written notice given by the Drainage District to the Unified Government of the payment being past due, the Unified Government shall be considered delinquent and will be charged interest on the outstanding balance at the legal rate of interest established by K.S.A. 16-204 (e) (1) until the outstanding balance is paid in full.

6. **PLACING AGREEMENT IN FORCE.** The attorneys for the Unified Government and the District shall cause the Agreement to be executed by the Unified Government and the District and submitted before the governing bodies of each for approval. Each party shall receive a duly executed copy of this Agreement for their official records
7. **GOVERNING LAW.** This Agreement is subject to, governed by, and construed according to the laws of the State of Kansas.
8. **COMPLIANCE WITH LAW.** Each party shall comply with all applicable local, state, and federal laws and regulations in carrying out this Agreement, regardless of whether those legal requirements are specifically referenced in this Agreement.
9. **MODIFICATION OF AGREEMENT.** This Agreement may be modified or amended only in writing executed by both parties and will be subject to renegotiation in the event of changes to applicable law, rules, or regulations affecting the subject matter of this Agreement.
10. **CASH BASIS LAW.** This Agreement is subject to the Kansas Cash Basis Law, K.S.A. 10-1101 et seq. and amendments thereto. Any automatic renewal of the terms of the Agreement shall create no legal obligation on the part of the Unified Government. This Agreement shall be construed and interpreted so as to ensure that the Unified Government shall at all times stay in conformity with such laws and, as a condition of this Agreement, the Unified Government reserves the right to unilaterally sever, modify, or terminate this Agreement at any time if, in the opinion of its legal counsel, the Agreement is deemed to violate the terms of such law. The Unified Government is obligated only to pay the annual payments under the Agreement as may lawfully be made from (a) funds budgeted and appropriated for that purpose during the Unified Government's current budget year or (b) funds made available from any lawfully operated revenue producing source.
11. **TERMINATION.** Either party may terminate this agreement in whole or in part, for cause upon sixty (60) days written notice. The terminating party shall give written notice of the termination and the reasons therefore to the other party specifying the part of the agreement terminated and when termination becomes effective.

THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/
KANSAS CITY, KANSAS

By: _____
David Alvey, Mayor/CEO

Attest:

Unified Government Clerk

Approved as to form:

Susan Alig, Assistant Counsel, Legal Department

THE FAIRFAX DRAINAGE
DISTRICT OF WYANDOTTE
COUNTY, KANSAS

By: 
President, Board of Directors

Attest: 

Secretary, Board of Directors

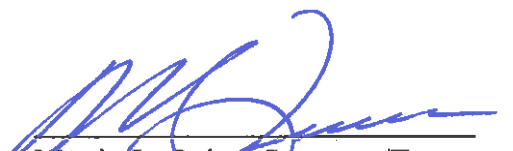
CERTIFICATE OF CORPORATE RESOLUTION
OF
THE FAIRFAX DRAINAGE DISTRICT

The undersigned does hereby certify that he is the duly elected, qualified and acting Secretary of The Fairfax Drainage District, and as such officer he has custody of the corporate records and the corporate seal of said The Fairfax Drainage District, and the following Resolution was adopted at a regular scheduled meeting of the Board of Directors of the Fairfax Drainage District and that such Resolution has not been amended or rescinded and is now in full force and effect:

"RESOLVED" That The Fairfax Drainage District enter into a 10 Year Agreement with the Unified Government of Wyandotte County/Kansas City, Kansas for purposes of providing adequate sewer services to promote industrial growth within the Fairfax Industrial District and promote joint cooperation.

The above Resolution has not been rescinded or modified, has been duly entered in the corporate records and remains in full force and effect.

IN WITNESS WHEREOF, the undersigned has executed this Certificate this 17th day of July, 2018.


Martin L. Quinn, Secretary/Treasurer

I, Kevin S. Brown, President of the Fairfax Drainage District, a Kansas corporation, do hereby certify that the above and foregoing Certificate of Corporate Resolution is true and correct.


Kevin S. Brown, President



Staff Request for Commission Action

Tracking No. 18358

Full Commission Meeting Date: 9/13/18

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
08/13/2018	Susan Alig	x5085	salig@wycokck.org	Legal

Item Description:

Project Name: New Kansas City Board of Public Utilities 161kV Speaker II Substation

A resolution declaring that this project is necessary and valid improvement project, submitted by Susan Alig, Assistant Counsel. This project is the new BPU 161kV distribution substation will replace the aged 69kV Speaker Substation located at 4417 Speaker Road. The facility will improve the reliability of electrical service in the area as well as provide capacity for future load growth. The substation will be designed to connect to multiple transmission lines and have the capability for multiple power transformers and associated switchgear. This Resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an Ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcels.

Action Requested:

To adopt the resolution.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

1 Resolution.BPU.Speaker Substation

(Published _____)

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the construction, maintenance, operation, use and repair of the **New Kansas City Board of Public Utilities 161kV Speaker II Substation**, all in Wyandotte County, Kansas.

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

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land necessary for construction, maintenance, operation, use and repair of the **New Kansas City Board of Public Utilities 161kV Speaker II Substation**. The project is the new BPU 161kV distribution substation will replace the aged 69kV Speaker Substation located at 4417 Speaker Road. The facility will improve the reliability of electrical service in the area as well as provide capacity for future load growth. The substation will be designed to connect to multiple transmission lines and have the capability for multiple power transformers and associated switchgear. This project is all in Wyandotte County, Kansas.

SECTION 2. The Board of Commissioners hereby directs and authorizes its Chief Counsel to cause a survey and description of such parcels to be undertaken and filed with the Clerk of Wyandotte County/Kansas City, Kansas; to thereafter prepare and submit to the Board of Commissioners an ordinance authorizing the exercise of eminent domain with respect to such parcels; and upon approval of the same by the Board of Commissioners to initiate eminent domain proceedings in the District Court of Wyandotte County, and to undertake all other necessary actions to complete acquisition of such parcels.

SECTION 3. This resolution shall be published once in the official County, newspaper, The Wyandotte Echo.

**ADOPTED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

THIS _____ DAY OF _____, 2018.

UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

Susan Alig
Assistant Counsel



Staff Request for Commission Action

Tracking No. 18359

Full Commission Meeting Date: 9/13/18

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
08/13/2018	Susan Alig	x5085	salig@wycokck.org	Legal

Item Description:

Project Name: New Kansas City Board of Public Utilities 161kV Everett II Substation

A resolution declaring that this project is necessary and valid improvement project, submitted by Susan Alig, Assistant Counsel. This project is the new BPU 161kV distribution substation will replace the aged 69kV Everett Substation located at 4401 Everett Avenue. The facility will improve the reliability of electrical service in the area as well as provide capacity for future load growth. The substation will be designed to connect to multiple transmission lines and have the capability for multiple power transformers and associated switchgear. This Resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an Ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcels.

Action Requested:

To adopt the resolution.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

1 Resolution.BPU.Everett Substation

(Published _____)

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the construction, maintenance, operation, use and repair of the **New Kansas City Board of Public Utilities 161kV Everett II Substation**, all in Wyandotte County, Kansas.

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

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land necessary for construction, maintenance, operation, use and repair of the **New Kansas City Board of Public Utilities 161kV Everett II Substation**. The project is the new BPU 161kV distribution substation will replace the aged 69kV Speaker Substation located at 4401 Everett Avenue. The facility will improve the reliability of electrical service in the area as well as provide capacity for future load growth. The substation will be designed to connect to multiple transmission lines and have the capability for multiple power transformers and associated switchgear. This project is all in Wyandotte County, Kansas.

SECTION 2. The Board of Commissioners hereby directs and authorizes its Chief Counsel to cause a survey and description of such parcels to be undertaken and filed with the Clerk of Wyandotte County/Kansas City, Kansas; to thereafter prepare and submit to the Board of Commissioners an ordinance authorizing the exercise of eminent domain with respect to such parcels; and upon approval of the same by the Board of Commissioners to initiate eminent domain proceedings in the District Court of Wyandotte County, and to undertake all other necessary actions to complete acquisition of such parcels.

SECTION 3. This resolution shall be published once in the official County, newspaper, The Wyandotte Echo.

**ADOPTED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

THIS _____ DAY OF _____, 2018.

UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

Susan Alig
Assistant Counsel



Staff Request for Commission Action

Tracking No. 18360

Full Commission Meeting Date: 9/13/18

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
08/13/2018	Susan Alig	x5085	salig@wycokck.org	Legal

Item Description:

Project Name: Piper Creek Regional Improvements Phase 1 – CMIP #6046

A resolution declaring that this project is necessary and valid improvement project, submitted by Susan Alig, Assistant Counsel. This project is to gravity sewers to flow down the side of streams from pump station 67 and proposed new developments to a new regional pump station that will be located west of N 131st Street and south of Leavenworth Road. From there a new force main will run down Leavenworth Road and along existing pump station 63 force main to discharge in Conner Creek east of N 123rd Street. This Resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an Ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcels.

Action Requested:

To adopt the resolution.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

1 Resolution.Piper Creek Phase 1, 00G001-Plot

(Published _____)

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the construction, maintenance, operation, use and repair of the **Piper Creek Regional Improvements Phase 1 – CMIP #6046**, all in Wyandotte County, Kansas.

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

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land necessary for construction, maintenance, operation, use and repair of the **Piper Creek Regional Improvements Phase 1 – CMIP #6046**. The project is to gravity sewers to flow down the side of streams from pump station 67 and proposed new developments to a new regional pump station that will be located west of N 131st Street and south of Leavenworth Road. From there a new force main will run down Leavenworth Road and along existing pump station 63 force main to discharge in Conner Creek east of N 123rd Street. This project is all in Wyandotte County, Kansas.

SECTION 2. The Board of Commissioners hereby directs and authorizes its Chief Counsel to cause a survey and description of such parcels to be undertaken and filed with the Clerk of Wyandotte County/Kansas City, Kansas; to thereafter prepare and submit to the Board of Commissioners an ordinance authorizing the exercise of eminent domain with respect to such parcels; and upon approval of the same by the Board of Commissioners to initiate eminent domain proceedings in the District Court of Wyandotte County, and to undertake all other necessary actions to complete acquisition of such parcels.

SECTION 3. This resolution shall be published once in the official County, newspaper, The Wyandotte Echo.

**ADOPTED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

THIS _____ DAY OF _____, 2018.

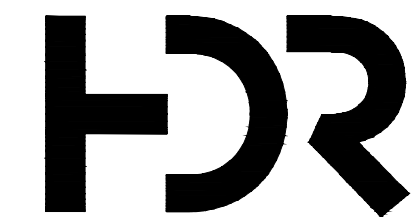
UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

Susan Alig
Assistant Counsel

C:\working\general\00G001.dwg, Plot, 8/2/2018 3:01:58 PM, VJSHERMAN

00G001.dwg
8/2/2018 3:02 PM
Sherman, Bill



HDR
KANSAS CERTIFICATE OF
AUTHORITY #: E-167
3741 NE TROON DRIVE
LEE'S SUMMIT, MO 64064
816-347-1100

ISSUE	DATE	DESCRIPTION

PROJECT MANAGER	RYAN EISELE
PROJECT NUMBER	00000000010117162

PRELIMINARY
NOT FOR
CONSTRUCTION

ELECTRONIC SEAL AND SIGNATURE HAVE
BEEN REMOVED. THIS SHOULD NOT BE
CONSIDERED A CERTIFIED DOCUMENT

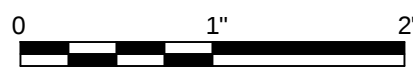


Kansas City Kansas

Unified Government of
Wyandotte County/Kansas City Kansas

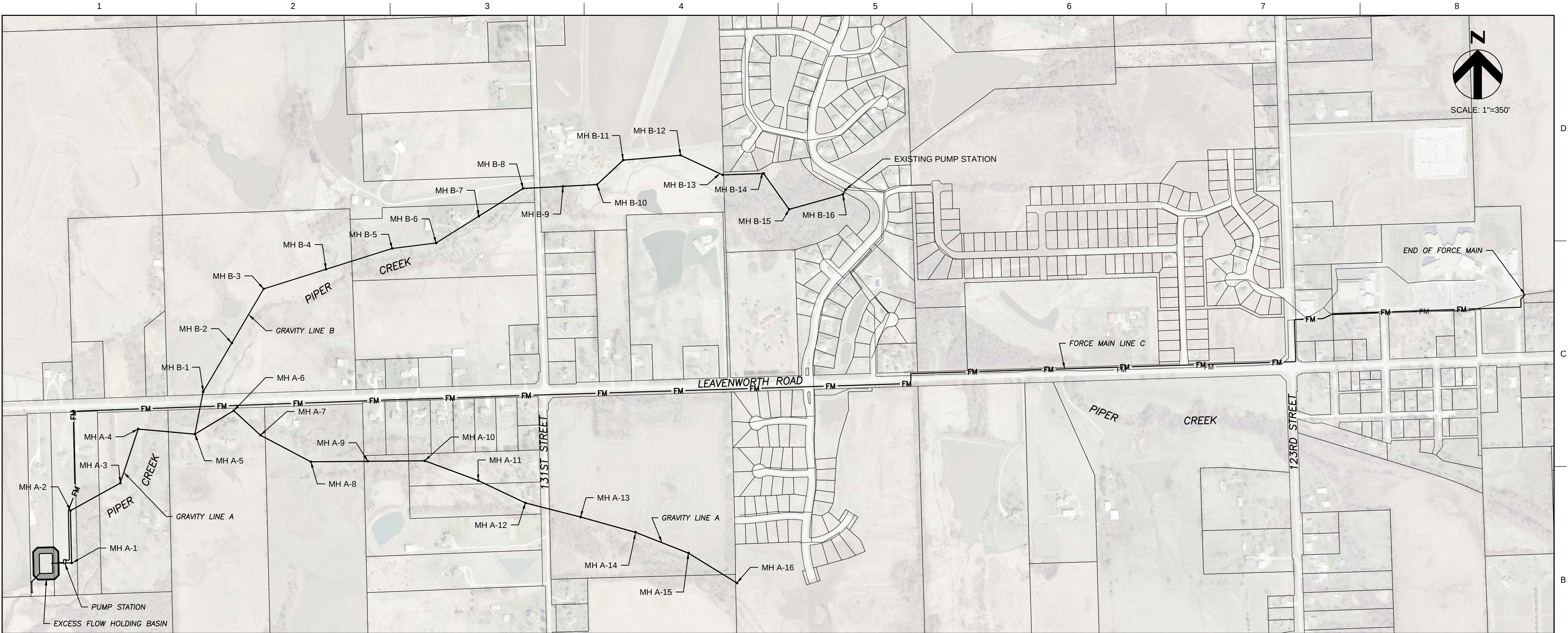
Pump Station 61
Capacity Improvements

GENERAL LAYOUT
AND SURVEY CONTROL



FILENAME | 00G001.dwg
SCALE | 1" = 350'

SHEET
00G001



SURVEY CONTROL STATEMENT:

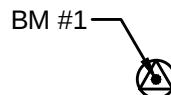
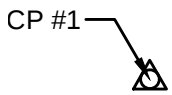
THE COORDINATES SHOWN HEREON ARE GROUND COORDINATES BASED UPON X
ELEVATIONS ARE GROUND ELEVATIONS BASED UPON MONUMENT X

BENCHMARKS:

BM #1
X
ELEVATION = X

BM #2
X
ELEVATION = X

PROJECT CONTROL POINTS (CP)			
NO.	NORTHING	EASTING	DESCRIPTION
X	X	X	X





Staff Request for Commission Action

Tracking No. 18361

Full Commission Meeting Date: 9/13/18

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 08/13/2018	<u>Contact Name:</u> Patrick Waters	<u>Contact Phone:</u> x5079	<u>Contact Email:</u> Patrick	<u>Department/Division:</u> Fire Department
<u>Item Description:</u> Resolution Authorizing the Loaning and Donation of Fire Department Equipment to KCKCC and Uruapan, Mexico.				
<u>Action Requested:</u> Approve Resolution.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Resolution loaning and donating Fire Department equipment				

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE LOANING AND DONATION OF EQUIPMENT FROM THE KANSAS CITY, KANSAS FIRE DEPARTMENT TO THE KANSAS CITY, KANSAS COMMUNITY COLLEGE AND THE UNIFIED GOVERNMENT'S SISTER CITY OF URUAPAN, MICHAOCAN, MEXICO

WHEREAS, the Unified Government of Wyandotte County/Kansas City, Kansas is the present owner of forty (40) Luxfer SCBA air packs, two hundred (200) MSA air packs, and a Bauer Compressor filling station (the "Equipment"), all of which are currently in the possession of the Kansas City, Kansas Fire Department; and

WHEREAS, the Luxfer SCBA air packs have become obsolete for the purposes of the Kansas City, Kansas Fire Department; and

WHEREAS, the MSA airpacks have become obsolete for the purposes of the Kansas City, Kansas Fire Department; and

WHEREAS, the Bauer compressor filling station has become obsolete for the purposes of the Kansas City, Kansas Fire Department; and

WHEREAS, the Luxfer SCBA air packs have a combined value of between \$1,000 and \$2,000; and

WHEREAS, the MSA airpacks and Bauer compressor have a combined value of \$0.00 dollars; and

WHEREAS, the Equipment is still usable, and other governmental and educational organizations have need for them; and

WHEREAS, specifically, the Kansas City, Kansas Community College (KCKCC) and the Unified Government's Sister City of Uruapan, Michoacan, Mexico have a need for the Equipment; and

WHEREAS, the Unified Government wishes to loan and donate the Equipment to the above-referenced governmental and educational organizations in accordance with K.S.A. 12-101, and in recognition of the public purpose such loan and donation will serve.

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

- 1. Loan of Luxfer SCBA airpacks.** That the Unified Government does hereby

authorize the Chief of the Kansas City, Kansas, Fire Department and the County Administrator's Office to establish a procedure and length of time for the loan of forty (40) Luxfer SCBA airpacks to KCKCC on behalf of the Unified Government, and that the Chief of the Kansas City, Kansas, Fire Department and the County Administrator are hereby authorized to enter into agreements and take any action required and necessary to implement and satisfy the intent of this Resolution.

2. Donation of MSA airpacks and Bauer compressor. That the Unified Government does hereby authorize the Chief of the Kansas City, Kansas, Fire Department and the County Administrator's Office to establish a procedure for the donation of two hundred (200) MSA airpacks and a Bauer compressor on behalf of the Unified Government to the government of Uruapan, Michoacan, Mexico, and that the Chief of the Kansas City, Kansas, Fire Department and the County Administrator are hereby authorized to enter into agreements and take any action required and necessary to implement and satisfy the intent of this Resolution.

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.

**ADOPTED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED
GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS,
THIS 13th DAY OF SEPTEMBER, 2018.**

ATTEST:

Unified Government Clerk



Staff Request for Commission Action

Tracking No. 18365

Full Commission Meeting Date: 9/13/18

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
08/14/2018	Laura Cromwell	x6067	Laura	Police Department

Item Description:

The Police Department is seeking approval to apply for and accept the FFY18 Edward Byrne Memorial Justice Assistance Grant in the amount of \$104,142. This funding will be used to purchase irritant gas mask filters for all sworn personnel, an essential tool to have for field force operations. Additionally, funding will be used to purchase new equipment for the Special Operations Unit. Specific equipment items to be purchased are as follows: new sights for MP5 sub guns, portable tactical surveillance equipment, gas masks, portable rifle-grade ballistic shields, and night vision for long guns. Finally, remaining funding will be used to purchase materials for Crisis Intervention Team training sessions in an effort to enhance and expand the training program.

The performance period for this grant extends from October 1st, 2017 through September 30th, 2021. There is no match required for this grant.

Action Requested:

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

FY18 JAG Program Narrative, FY18 JAG Budget Detail Worksheet

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: Gas Mask Filters: Field Force Operations and Training

Amount Requested: \$15,700

Program Goal: Funds will be used to purchase four hundred (400) irritant filters for sworn personnel. Training will accompany the use of these filters during annual Advanced Officer Training (AOT) to ensure proper, safe, and effective usage.

Statement of Problem: Department personnel have been issued standard (40mm) gas masks with CBRN filters. These filters are one-time-use. They cannot be used for training and then re-used for an operation. Additionally, these CBRN filters are designed to work in a more diverse array of environmental hazards, which makes them more difficult to breathe through. The department's current stock of CBRN filters is expired.

We intend to replace these filters with irritant filters, which are designed to filter CS, CN, and OC. It may be necessary for police to deploy CS and/or OC during a field force operation. Many jurisdictions have experienced a need for field force equipment due to civil disturbance and riots. Civil disturbances are more common than CBRN incidents, and we are, therefore, more likely to need irritant filters than CBRN filters. We will train in the use of these filters during annual training, including exposure to CS. Irritant filters are not one-use, so we will be able to train with the filters and then continue to use them, if needed, for a field force operation.

Program Design and Implementation: The Department intends to purchase four hundred (400) irritant filters, which will provide all sworn officers a filter and leave an emergency supply of filters in the field force trailers in the event of a civil disturbance. Training for proper usage of these filters will occur during the 2020 AOT session; the timeframe is from July 1, 2019 through June 30, 2020.

Every officer already has his or her own mask issued to them. The new irritant filters will be placed on the existing masks, and officers will use them during annual training. Personnel will be instructed on their proper use, including donning, doffing, and storing. In order to ensure the masks and filters fit and work effectively, officers will wear the masks in a CS environment. Following this training, officers will be required to carry the masks with this filter in their vehicles when on duty and have them immediately available in the event of a field force operation. Approximately 40 filters will be held in reserve and stored in on-call field force trailers. They will be deployed as needed during an event to cover losses, damage, malfunctions, or as otherwise necessary.

We currently have a contract with Baysingers Uniforms and Equipment, a supplier of these specific filters, who we plan to use for purchasing.

Timeline: Filters are expected to be purchased by Fall of 2019.

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: SOU Aim Point Sights and Rail for MP5 Sub Guns

Amount Requested: \$14,115

Program Goal: Funds will be used to equip MP5 sub guns with an aim point sight and accompanying rail for more accurate sight pictures in all types of tactical situations. A total of fifteen (15) aim point sights would be required to outfit the entire Special Operations Unit (SOU) team.

Statement of Problem: The current iron sights do not allow for an optimal sight picture with gas masks as it is difficult to get a proper cheek weld. The aim point sights allow an easier sight acquisition with the gas masks. Additionally, the aim point sights allow for an easier sight picture in darkness and low level lighting during tactical situations. It is recommended when using the sub gun with gas masks that an aim point sight is co-witnessed with the iron sights. The operator would ultimately have access to both the iron sights and aim point since they are co-witnessed.

Project Design and Implementation: The specific recommended equipment would be aim point Micro T2 red dot sight and Brugger & Thomet (B&T) MP5K Extended Low Profile Mount T1/T2. The total cost to equip fifteen (15) MP5 sub guns would be \$14,115. This specific railing system is the only one that will fit our MP5s. The T2 aim points are the best option because they are more reliable, robust and provide night vision compatibility that other aim points do not. Unified Government Purchasing Policies will be followed when purchasing these items; three quotes will be acquired and the vendor with the most reasonably priced item will be selected.

Timeline: Items are expected to be purchased by Spring of 2020

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: SOU Portable Tactical Electronic Surveillance Equipment (Bounce Imaging Ball)

Amount Requested: \$3,455

Program Goal: Funds requested would be used to purchase a camera ball that can be rolled into a room, placed on a pole, or placed on a tether string in order to capture images and monitor sound upon deployment.

Statement of Problem: At this time, SOU does not have any modern, portable surveillance capability when officers are physically searching a business or structure. This specific piece of equipment would be utilized on search warrants and barricades. It would be an invaluable tool to check attics, rooms, hallways, etc., when performing slow and deliberate searches and when conducting search warrants. The surveillance ball can be deployed into a room, hallway, attic, etc., that would allow officers to see into the room via the camera system on the ball prior to entering the room. The image on the camera is streamed back to the officer's smartphone. Additionally, the ball can be thrown through a window and can monitor sound upon deployment.

Project Design and Implementation: The following would be the proposed items purchased: Explorer Tactical Ball w/ Audio (\$3,350), Universal pole attachment (\$29.95), Tether (\$29.95), Magnetic surveillance mount (\$29.95) and wrist strap for phone (\$14.95). The total cost would be \$3,454.80. This specific item is a sole source provider for a tactical camera ball at this time and would need to be purchased from the online manufacturer. Unified Government Purchasing Policies will be followed when purchasing these items; three quotes will be acquired and the vendor with the most reasonably priced item will be selected.

Timeline: Items are expected to be purchased by Spring of 2020

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: SOU Gas Masks

Amount Requested: \$15,150

Program Goal: Funds requested would be used to purchase new and safer gas masks to be worn on barricades when OC/CS gas is deployed. The masks can also be worn with WMD (Weapons of Mass Destruction) personal protective equipment (PPE).

Statement of Problem: The MSA masks (currently being used) are not optimal for sight picture with the SOU long guns (M4's and MP5's). Current masks were manufactured in 2005 and are well past the industry standard recommendation of ten years. It is nearly impossible to get a cheek weld and, more importantly, an accurate sight picture with the current MSA masks.

Program Design and Implementation: It is recommended that current masks be replaced with the AVON gas masks with a voice modulator. This particular gas mask with the modulator is compatible with our Liberator IV's (communication system mounted on our helmets). The Liberator IV's deploy a "boom" mike thus allowing us to communicate on our police radios while wearing these masks. As previously stated, these masks also provide a better sight picture because of the nomenclature of the masks, which allow for a cheek weld. Baysingers Uniforms and Equipment, a current contracted vendor, is a distributor of the Avon Masks and provided a price quote of \$1,009.99 per mask. The total price would be \$15,149.85 for the team (15 operators).

Timeline: Items are expected to be purchased by Spring of 2020

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: SOU Portable Rifle-Grade Ballistic Shields

Amount Requested: \$16,200

Program Goal: Funds requested would be used to purchase three (3) portable rifle grade ballistic shields for SOU for increased officer safety in various tactical operations.

Statement of Problem: The KCKPD currently does not have any lightweight portable options for ballistic armor that protects against rifle rounds. In the case of an active shooter, barricade, or search warrant where the suspect is armed with a rifle, the Level III Plus shield would provide a greater level of cover for officers. Because these particular shields are more portable in nature, they would also allow for greater ease with respect to maneuverability. SOU's current portable hand-held shields are Level 3A and will not provide ballistic support for any rifle grade rounds. SOU currently has one Level 4 portable shield (rifle grade) that weights approximately 90 lbs. and is not feasible for one officer to navigate in a dynamic situation.

Program Design and Implementation: The specific recommended equipment would be Armor Express Lighthawk R1+ Rifle Shield 20"x30". These specific shields provide the best option for portability for rifle grade ballistic support because they weigh less than other rifle grade shields. The manufacturer suggested retail price is \$5,400 per shield. The total cost for three (3) shields would be \$16,200. Because of the dollar amount, three quotes would be acquired prior to purchasing, as Unified Government Purchasing Policy dictates; the vendor with the most reasonably priced item would be selected.

Timeline: Items are expected to be purchased by Spring of 2020

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: SOU Night Vision and PEQ Laser

Amount Requested: \$37,040

Program Goal: Funds requested would be used to purchase eight (8) night vision for SOU long guns in an effort to increase officer safety and effectiveness in various tactical operations.

Statement of Problem: Current night vision units being used are outdated and not 100% functional. Night vision is essential in darkness and low light situations to acquire the actual target. Additional to the night sight is use of the PEQ Laser. Once the target is acquired using the night vision, the PEQ-15 displays a laser to the target that is only visible on the night vision. Currently, when using night vision, we look through our rifles to access the night vision and attempt to acquire a target. With the PEQ-15 mounted to our rifle, we would be able to mount the night vision to our helmets. This would allow us to look anywhere to access the night vision without pointing our rifles. Once a target is visual and acquired, the PEQ-15 would allow sight acquisition with our rifles.

Program Design and Implementation: As stated above, it is recommended that the night vision (PVS-14) be used in conjunction with the PEQ-15 laser. The recommended night vision is the TNV/PVS-14 L3 Gen3 OMNI VIII Gen3 Auto-gated Night Vision Monocular (Black, Basic kit). The recommended associated laser is the L3/ Insight ATPIAL (AN/PEQ-15). To equip eight (8) rifles, the total estimated cost would be \$37,040. The PVS-14 (night vision) and PEQ-15 are the best option for entry level night vision with laser support. Because of the dollar amount, three quotes would be acquired prior to purchasing, as Unified Government Purchasing Policy dictates; the vendor with the most reasonably priced item would be selected.

Timeline: Items are expected to be purchased by Spring of 2020

Applicant's Name: Wyandotte County and Kansas City Unified Government

Project Title: CIT Training Materials

Amount Requested: \$2,348

Program Goal: Funds requested will be used to purchase training items for the Crisis Intervention Team (CIT) program to enhance and expand the learning experience within the program.

Statement of Problem: The Crisis Intervention Team (CIT) training conducted by the KCKPD increases officer safety when dealing with citizens in a mental health crisis as well as increases the safety of our citizens and their family members when they are in a mental crisis. The training for the program has historically been done with no operating budget and generates no revenue, as the training is hosted completely free of charge. However, this has created a multitude of issues to include a lack of instructor funds, technology issues, materials needed for classes, etc. In fact, individuals interested in the training have had to be put on waiting lists, due to the limited amount of resources available for the class. The funding through this grant will allow facilitators to provide information to the students in a more proficient and timely manner.

Program Design and Implementation: The Crisis Intervention Team (CIT) program is a community partnership of law enforcement, mental health and addiction professionals, individuals who live with mental illness and/or addiction disorders, their families, and other advocates. It is an innovative first-responder model of police-based crisis intervention training specifically intended to help persons with mental disorders and/or addictions access medical treatment rather than place them in the criminal justice system due to illness-related behaviors. It also promotes officer safety and the safety of the individual in crisis.

The KCKPD has strived to exceed the standard due to the importance of this training. With the increase of instructional materials provided through this grant, our hope is to train 100% of the KCKPD personnel. Specific items to be purchased for this training are as follows:

- Special headphones and chargers for a “hearing voices” exercise that allows the students to get a better understanding of people suffering from schizophrenia
- USB drives and 1 inch binders for class handouts and other instructional materials
- Dry-erase reusable name tents for class participants

In a typical year, the KCKPD hosts three CIT training sessions with 30-40 class participants. Requested items should be enough to support an entire year of training sessions.

Timeline: Items will be purchased in January of 2019.



[General Instructions & Resources](#)

[View Budget Summary](#)

OMB APPROVAL NO.: 1121-0329
EXPIRES 7/31/2016

Budget Detail Worksheet

- (1) **Purpose:** The Budget Detail Worksheet is provided for your use in the preparation of the budget and budget narrative. All required information (including the budget narrative) must be provided. Any category of expense not applicable to your budget may be left blank. Indicate any **non-federal** (**match**) amount in the appropriate category, if applicable.
- (2) For each budget category, you can see a sample by clicking **(To View an Example, Click Here)** at the end of each description.
- (3) There are various hot links listed in red in the budget categories that will provide additional information via documents on the internet.
- (4) **Record Retention:** In accordance with the requirements set forth in [2 CFR Part 200.333](#) , all financial records, supporting documents, statistical records, and all other records pertinent to the award shall be retained by each organization for at least three years following the closure of the audit report covering the grant period.
- (5) The information disclosed in this form is subject to the Freedom of Information Act under 5 U.S.C. 55.2.

A. Personnel – List each position by title and name of employee, if available. Show the annual salary rate and the percentage of time to be devoted to the project. Compensation paid for employees engaged in grant activities must be consistent with that paid for similar work within the applicant organization. Include a description of the responsibilities and duties of each position in relationship to fulfilling the project goals and objectives. (*Note: Use whole numbers as the percentage of time, an example is 75.50% should be shown as 75.50*) [To View an Example, Click Here](#)

PERSONNEL (FEDERAL)

Name	Position	Computation				Cost
		Salary	Basis	Percentage of Time	Length of Time	
			Year			\$0
FEDERAL TOTAL						\$0

PERSONNEL NARRATIVE (FEDERAL)

Funds are not being requested for this category.

PERSONNEL (NON-FEDERAL)

Name	Position	Computation				Cost
		Salary	Basis	Percentage of Time	Length of Time	
			Year			\$0
NON-FEDERAL TOTAL						\$0

PERSONNEL NARRATIVE (NON-FEDERAL)

TOTAL PERSONNEL
\$0

B. Fringe Benefits – Fringe benefits should be based on actual known costs or an **approved negotiated rate** by a Federal agency. If not based on an approved negotiated rate, list the composition of the fringe benefit package. Fringe benefits are for the personnel listed in budget category (A) and only for the percentage of time devoted to the project. Fringe benefits on overtime hours are limited to FICA, Workman’s Compensation and Unemployment Compensation. *(Note: Use decimal numbers for the fringe benefit rates, an example is 7.65% should be shown as .0765)* **[To View an Example, Click Here](#)**

FRINGE BENEFITS (FEDERAL)

Description	Computation		Cost
	Base	Rate	
			\$0
FEDERAL TOTAL			\$0

FRINGE BENEFITS NARRATIVE (FEDERAL)

Funds are not being requested for this category.

FRINGE BENEFITS (NON-FEDERAL)

Description	Computation		Cost
	Base	Rate	
			\$0
NON-FEDERAL TOTAL			\$0

FRINGE BENEFITS NARRATIVE (NON-FEDERAL)

TOTAL FRINGE BENEFITS	\$0
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C. Travel – Itemize travel expenses of staff personnel by purpose (e.g., staff to training, field interviews, advisory group meeting, etc.). Describe the purpose of each travel expenditure in reference to the project objectives. Show the basis of computation (e.g., six people to 3-day training at \$X airfare, \$X lodging, \$X subsistence). In training projects, travel and meals for trainees should be listed separately. Show the number of trainees and the unit costs involved. Identify the location of travel, if known; or if unknown, indicate “location to be determined.” Indicate source of Travel Policies applied Applicant or Federal Travel Regulations. Note: Travel expenses for consultants should be included in the “Contractual/Consultant” category. [To View an Example, Click Here](#)

TRAVEL (FEDERAL)

Purpose of Travel	Location	Computation							Cost
		Item	Cost Rate	Basis for Rate	Quantity	Number of People	Number of Trips	Cost	
		Lodging		Night				\$0.00	
		Meals		Day				\$0.00	
		Mileage		Mile				\$0.00	
		Transportation:		Round-trip				\$0.00	
		Local Travel					\$0.00		
		Other					\$0.00		
		Subtotal							
FEDERAL TOTAL									\$0

TRAVEL NARRATIVE (FEDERAL)

Funds are not being requested for this category.

TRAVEL (NON-FEDERAL)

Purpose of Travel	Location	Computation							Cost
		Item	Cost Rate	Basis for Rate	Quantity	Number of People	Number of Trips	Cost	
		Lodging		Night				\$0.00	
		Meals		Day				\$0.00	
		Mileage		Mile				\$0.00	
		Transportation:						\$0.00	
		Local Travel					\$0.00		
		Other					\$0.00		
		Subtotal							
NON-FEDERAL TOTAL									\$0

TRAVEL NARRATIVE (NON-FEDERAL)

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	TOTAL TRAVEL	\$0
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D. Equipment – List non-expendable items that are purchased (Note: Organization’s own capitalization policy for classification of equipment should be used). Expendable items should be included in the “Supplies” category. Applicants should analyze the cost benefits of purchasing versus leasing equipment, especially high cost items and those subject to rapid technological advances. Rented or leased equipment costs should be listed in the “Contractual” category. Explain how the equipment is necessary for the success of the project, and describe the procurement method to be used. [To View an Example, Click Here](#)

EQUIPMENT (FEDERAL)

Item	Computation		Cost
	Quantity	Cost	
Avon Riot Filters	400	\$39.25	\$15,700
Aimpoint Micro T-2 2 MOA w/Standard Mount	15	\$793.00	\$11,895
B&T MP5K Extended Low Profile Mount T1/T2	15	\$148.00	\$2,220
Explorer Tactical Ball w/ Audio & Accessories	1	\$3,454.80	\$3,455
Avon Gas Masks w/ Voice Modulator	15	\$1,009.99	\$15,150
Armor Express Lighthawk R1 + Rifle Shield 20" x 30"	3	\$5,400.00	\$16,200
TNV/PVS-14 L3 Gen3 OMNI VIII Gen3 Auto-gated Night Vision Monocular Kit	8	\$3,195.00	\$25,560
L3/ Insight ATPIAL (AN/PEQ-15)	8	\$1,435.00	\$11,480
FEDERAL TOTAL			\$101,660

EQUIPMENT NARRATIVE (FEDERAL)

Gas Mask Irritant Filters: The KCKPD has chosen to purchase Avon Riot Filters because they are compatible with the department's current gas masks, can be used multiple times, and therefore can be used for training purposes. The KCKPD intends to purchase these items through Baysingers Uniforms & Equipment, as we currently have a contract with this vendor. The total quantity will provide filters to all sworn patrolmen (340) as well as provide an emergency supply (60) in the event of a civil disturbance.

SOU Aim Point Sights and Rail for MP5 Sub Guns: The KCKPD has chosen to purchase Aimpoint Micro T-2 2 MOA w/Standard Mount and B&T MP5K Extended Low Profile Mount T1/T2 to equip the MP5 sub guns of all Special Operation Unit team members (15). Brugger & Thomet is the only manufacturer that can provide a railing system that will fit the current MP5 guns. The specific Aimpoint sights have been selected because they have been determined to be the most reliable and provide night vision compatibility. Unified Government Purchasing Policies will be followed when purchasing these items; three quotes will be acquired and the vendor with the most reasonably priced item will be selected.

SOU Portable Tactical Electronic Surveillance Equipment: The KCKPD has chosen to purchase the Explorer Tactical Ball w/ Audio and the necessary accessories (Universal Pole Attachment, Tether, Magnetic Surveillance Mount, and wrist strap for phone) to aid in the event of barricades and the execution of search warrants. The SOU team currently does not have any items similar to this piece of equipment that can provide this level of surveillance capability. This particular item is only manufactured by a single vendor at the present time and would be purchased through the sole source procurement provision within our Unified Government Purchasing Policy.

SOU Gas Masks: The KCKPD has chosen to purchase Avon gas masks with a voice modulator for all fifteen (15) members of the SOU team. Current masks do not provide the reliability and accuracy that the Avon masks will provide with the the SOU long guns (M4s and MP5s). This particular gas mask with the modulator is compatible with the communication system mounted on the SOU helmets allowing for communication via police radios while wearing these masks. The KCKPD intends to purchase these items through Baysingers Uniforms & Equipment, as we currently have a contract with this vendor.

SOU Portable Rifle-Grade Ballistic Shields: The KCKPD has chosen to purchase the Armor Express Lighthawk R1 + Rifle Shield 20" x 30" for the SOU team, as these specific shields provide the best option for portability for rifle grade ballistic support due to their lightweight construction. Currently, the SOU team does not have any lightweight portable options for ballistic armor in the event of an active shooter, barricade, or search warrant where the suspect is armed with a rifle. Unified Government Purchasing Policies will be followed when purchasing these items; three quotes will be acquired and the vendor with the most reasonably priced item will be selected.

SOU Night Vision and PEQ Laser: The KCKPD has chosen to purchase the TNV/PVS-14 L3 Gen3 OMNI VIII Gen3 Auto-gated Night Vision Monocular kit and the associated laser, the L3/ Insight ATPIAL (AN/PEQ-15), for eight (8) SOU long guns. Current night vision units being used are outdated and not 100% functional. Night vision is essential in darkness and low light situations to acquire the actual target. These particular models are the best option for entry level night vision with laser support. Because of the dollar amount, three quotes would be acquired prior to purchasing, as Unified Government Purchasing Policy dictates; the vendor with the most reasonably priced item would be selected.

EQUIPMENT (NON-FEDERAL)

Item	Computation		Cost
	Quantity	Cost	
			\$0
NON-FEDERAL TOTAL			\$0

EQUIPMENT NARRATIVE (NON-FEDERAL)

TOTAL EQUIPMENT	\$101,660
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E. Supplies – List items by type (office supplies, postage, training materials, copying paper, and [expendable](#) equipment items costing less than \$5,000, such as books, hand held tape recorders) and show the basis for computation. Generally, supplies include any materials that are expendable or consumed during the course of the project.

[To View an Example, Click Here](#)

SUPPLIES (FEDERAL)

Supply Items	Computation		Cost
	Quantity/Duration	Cost	
Califone Headphones	20	\$47.00	\$940
Charging Lead	2	\$32.00	\$64
Charging Adapter	2	\$31.00	\$62
USB Flash Drive	100	\$6.75	\$675
1 in 3-ring Binders	100	\$4.49	\$449
Dry Erase Name Tents	50	\$3.16	\$158
FEDERAL TOTAL			\$2,348

SUPPLIES NARRATIVE (FEDERAL)

CIT Training Materials: The items listed above would greatly enhance the learning experience for those attending the Crisis Intervention Team training sessions hosted by the KCKPD. These training sessions are essential as they increase officer safety when dealing with citizens in a mental health crisis as well as increase the safety of our citizens and their family members when they are in a mental crisis. There are currently no budgeted line items for these training materials in the Police Department's Operating Budget. The Califone headphones/chargers have been selected to provide "hearing voices" exercises for students and are compatible with current equipment. USB drives and binders will allow students to save and organize class materials for future use/reference. In a typical year, the KCKPD hosts three CIT training sessions with 30-40 class participants. Requested items should be enough to support an entire year of training sessions. Unified Government Purchasing Policies will be followed when acquiring the materials listed above; vendors with the most reasonably priced items will be selected for purchases.

SUPPLIES (NON-FEDERAL)

Supply Items	Computation		Cost
	Quantity/Duration	Cost	
			\$0
NON-FEDERAL TOTAL			\$0

SUPPLIES NARRATIVE (NON-FEDERAL)

TOTAL SUPPLIES	\$2,348
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F. Construction – Provide a description of the construction project and an estimate of the costs. As a rule, construction costs are not allowable. In some cases, minor repairs or **renovations** may be allowable. Minor repairs and renovations should be classified in the "other" category. Consult with the program office before budgeting funds in this category. [To View an Example, Click Here](#)

CONSTRUCTION (FEDERAL)

Purpose	Description of Work	Cost
FEDERAL TOTAL		\$0

CONSTRUCTION NARRATIVE (FEDERAL)

Funds are not being requested for this category.

CONSTRUCTION (NON-FEDERAL)

Purpose	Description of Work	Cost
NON-FEDERAL TOTAL		\$0

CONSTRUCTION NARRATIVE (NON-FEDERAL)

TOTAL CONSTRUCTION	\$0
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G. Consultants/Contracts – Indicate whether applicant’s formal, written Procurement Policy or the [Federal Acquisition Regulations](#) are followed.

Consultant Fees: For each consultant enter the name, if known, service to be provided, hourly or daily fee (8-hour day), and estimated time on the project. Consultant fees in excess of \$650 per day or \$81.25 per hour require additional justification and prior approval from OJP. [To View an Example, Click Here](#)

CONSULTANT FEES (FEDERAL)

Name of Consultant	Service Provided	Computation			Cost
		Fee	Basis	Quantity	
			8 Hour Day		\$0
SUBTOTAL					\$0

CONSULTANT FEES NARRATIVE (FEDERAL)

Funds are not being requested for this category.

CONSULTANT FEES (NON-FEDERAL)

Name of Consultant	Service Provided	Computation			Cost
		Fee	Basis	Quantity	
			8 Hour Day		\$0
SUBTOTAL					\$0

CONSULTANT FEES NARRATIVE (NON-FEDERAL)

Consultant Expenses: List all expenses to be paid from the grant to the individual consultants in addition to their fees (i.e., travel, meals, lodging, etc.). This includes travel expenses for anyone who is not an employee of the applicant such as participants, volunteers, partners, etc.

CONSULTANT EXPENSES (FEDERAL)

Purpose of Travel	Location	Computation							Cost				
		Item	Cost Rate	Basis for Rate	Quantity	Number of People	Number of Trips	Cost					
		Lodging		Night				\$0.00					
		Meals		Day				\$0.00					
		Mileage		Mile				\$0.00					
		Transportation:		Round-trip				\$0.00					
		Local Travel					\$0.00						
		Other						\$0.00					
		Subtotal								\$0.00			
SUBTOTAL									\$0				
FEDERAL TOTAL									\$0				

CONSULTANT EXPENSES NARRATIVE (FEDERAL)

Funds are not being requested for this category.

CONSULTANT EXPENSES (NON-FEDERAL)

Purpose of Travel	Location	Computation							Cost
		Item	Cost Rate	Basis for Rate	Quantity	Number of People	Number of Trips	Cost	
		Lodging		Night				\$0.00	
		Meals		Day				\$0.00	
		Mileage		Mile				\$0.00	
		Transportation:		Round-trip				\$0.00	
		Local Travel					\$0.00		
		Other						\$0.00	
		Subtotal							
SUBTOTAL									\$0
NON-FEDERAL TOTAL									\$0

CONSULTANT EXPENSES NARRATIVE (NON-FEDERAL)

Contracts: Provide a description of the product or service to be procured by contract and an estimate of the cost. Applicants are encouraged to promote free and open competition in awarding contracts. A separate justification must be provided for **sole source** contracts in excess of \$150,000. A sole source contract may not be awarded to a commercial organization that is ineligible to receive a direct award. Note: This budget category may include subawards.

CONTRACTS (FEDERAL)

Item	Cost
FEDERAL TOTAL	\$0

CONTRACTS NARRATIVE (FEDERAL)

Funds are not being requested for this category.

CONTRACTS (NON-FEDERAL)

Item	Cost
NON-FEDERAL TOTAL	\$0

CONTRACTS NARRATIVE (NON-FEDERAL)

TOTAL CONTRACTS	\$0
TOTAL CONSULTANTS/CONTRACTS	\$0

H. Other Costs – List items (e.g., rent ([arms-length transaction only](#)), reproduction, telephone, janitorial or security services, and investigative or [confidential](#) funds) by major type and the basis of the computation. For example, provide the square footage and the cost per square foot for rent or provide a monthly rental cost and how many months to rent. The basis field is a text field to describe the quantity such as square footage, months, etc. [To View an Example, Click Here](#)

OTHER COSTS (FEDERAL)

Description	Computation				Cost
	Quantity	Basis	Cost	Length of Time	
					\$0
FEDERAL TOTAL					\$0

OTHER COSTS NARRATIVE (FEDERAL)

Funds are not being requested for this category.

OTHER COSTS (NON-FEDERAL)

Description	Computation				Cost
	Quantity	Basis	Cost	Length of Time	
					\$0
NON-FEDERAL TOTAL					\$0

OTHER COSTS NARRATIVE (NON-FEDERAL)

TOTAL OTHER COSTS
\$0

I. Indirect Costs – Indirect costs are allowed if the applicant has a Federally approved indirect cost rate. A copy of the rate approval, (a [fully executed, negotiated agreement](#)), must be attached. If the applicant does not have an approved rate, one can be requested by contacting the applicant’s [cognizant Federal agency](#) , or the applicant may elect to charge a de minimis rate of 10% of modified total direct costs as indicated in [2 CFR Part 200.414f](#) . If the applicant's accounting system permits, costs may be allocated in the direct cost categories. *(Use whole numbers as the indirect rate, an example is an indirect rate of 15.73% should be shown as 15.73)* [To View an Example, Click Here](#)

INDIRECT COSTS (FEDERAL)

Description	Computation		Cost
	Base	Rate	
			\$0
FEDERAL TOTAL			\$0

INDIRECT COSTS NARRATIVE (FEDERAL)

Funds are not being requested for this category.

INDIRECT COSTS (NON-FEDERAL)

Description	Computation		Cost
	Base	Rate	
			\$0
NON-FEDERAL TOTAL			\$0

INDIRECT COSTS NARRATIVE (NON-FEDERAL)

TOTAL INDIRECT COSTS
\$0

Budget Summary – When you have completed the budget worksheet, transfer the totals for each category to the spaces below. Compute the total direct costs and the total project costs. Indicate the amount of Federal funds requested and the amount of non-Federal funds that will support the project.

Budget Category	Federal Request	Non-Federal Amounts	Total
A. Personnel	\$0	\$0	\$0
B. Fringe Benefits	\$0	\$0	\$0
C. Travel	\$0	\$0	\$0
D. Equipment	\$101,660	\$0	\$101,660
E. Supplies	\$2,348	\$0	\$2,348
F. Construction	\$0	\$0	\$0
G. Consultants/Contracts	\$0	\$0	\$0
H. Other	\$0	\$0	\$0
Total Direct Costs	\$104,008	\$0	\$104,008
I. Indirect Costs	\$0	\$0	\$0
TOTAL PROJECT COSTS	\$104,008	\$0	\$104,008

Federal Request	\$104,008
Non-Federal Amount	\$0
Total Project Cost	\$104,008

Public Reporting Burden

Paperwork Reduction Act Notice: Under the Paperwork Reduction Act, a person is not required to respond to a collection of information unless it displays a current valid OMB control number. We try to create forms and instructions that are accurate, can be easily understood, and which impose the least possible burden on you to provide us with information. The estimated average time to complete and file this application is four (4) hours per application. If you have comments regarding the accuracy of this estimate, or suggestions for making this form simpler, you can write the Office of Justice Programs, Office of the Chief Financial Officer, 810 Seventh Street, NW, Washington, DC 20531; and to the Public Use Reports Project, 1121-0188, Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503.



Staff Request for Commission Action

Tracking No. 18371

Full Commission Meeting Date:

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
08/15/2018	Brent Thompson	x5710	bthompson@wycokck.org	Public Works

Item Description:

The 18th Street (#210 Bridge) south of Merriam Drive over Turkey Creek has been on the critical bridge list for some time now. The storms in 2017 has rendered the bridge unsafe for public use, this meeting will be to discuss the removal / decommission of the #210 bridge.

Attached presentation is a draft and will be continued to be edited for format and graphics. Major content will remain the same, the final version will be made available prior to the presentation.

Handouts will be provided at the meeting.

Action Requested:

No action required : Information only

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

Bridge #210 Presentation (draft)

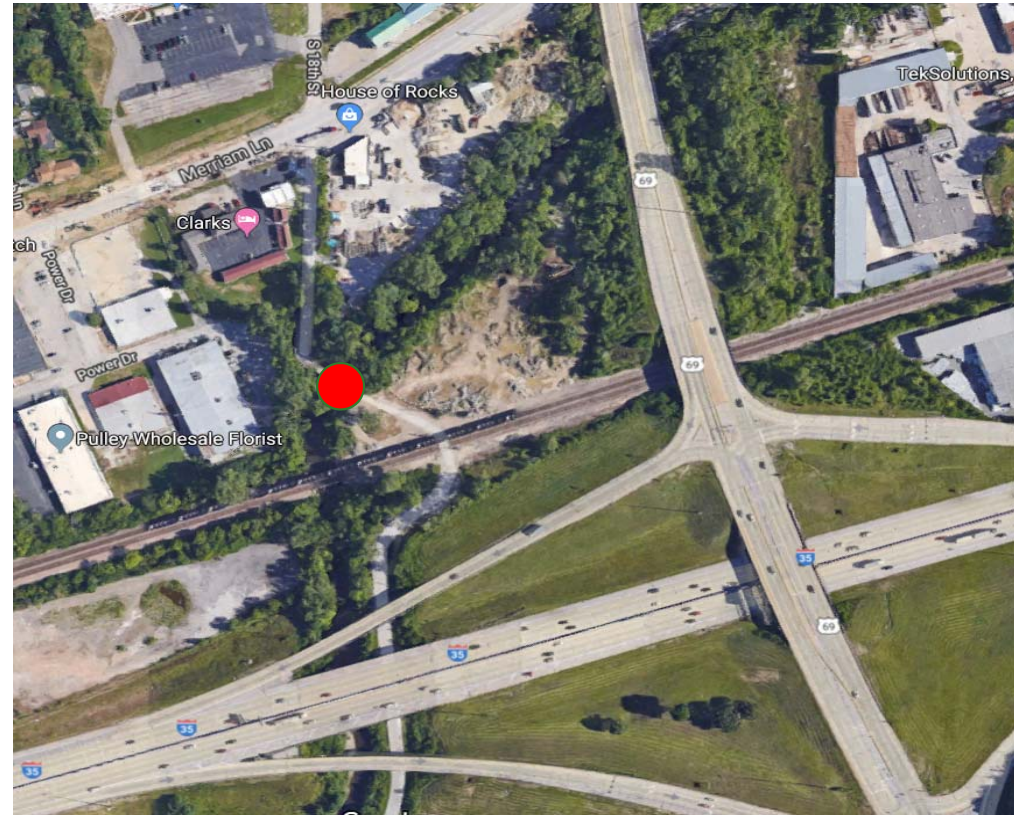
Bridge #210 Removal Presentation

For Public Works Standing Committee



Why Are We Discussing Bridge?

- Currently Closed
- Turkey Creek Drainage / Levee Study
 - Bridge too Low for Current Standards
 - Floodway Constraints
- Recent Damage
 - Bridge Overtopping
 - Superstructure Shifting
 - Abutment Cracking
 - Foundation Deterioration



Recent Damage



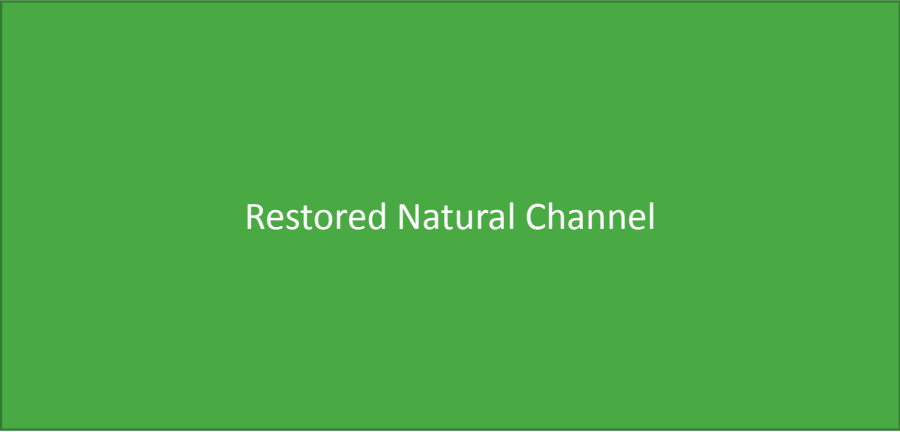
Recent Damage



Picture of wood decking and gaps

Current Public Works Plan

- Remove Bridge #210 in 2019
 - Currently \$150k in the budget for this project.
- Restore the Turkey Creek Channel to natural conditions



Restored Natural Channel



Side view of the existing bridge

Option #1 – Replacement/Rebuild of New Bridge



Replacement Factors

- Current Estimate: **\$X.X Million**
- Must Raise 8 Plus Feet
 - Per levee study completed by the ACOE
- Span Floodway
- Site Constraints
 - At-Grade Rail Road Crossing
 - Vertical Clearance at I-35
 - Right-of-Way, Utility Easement and Topography
 - House of Rocks property access



Option #2 – Bike/Pedestrian Bridge



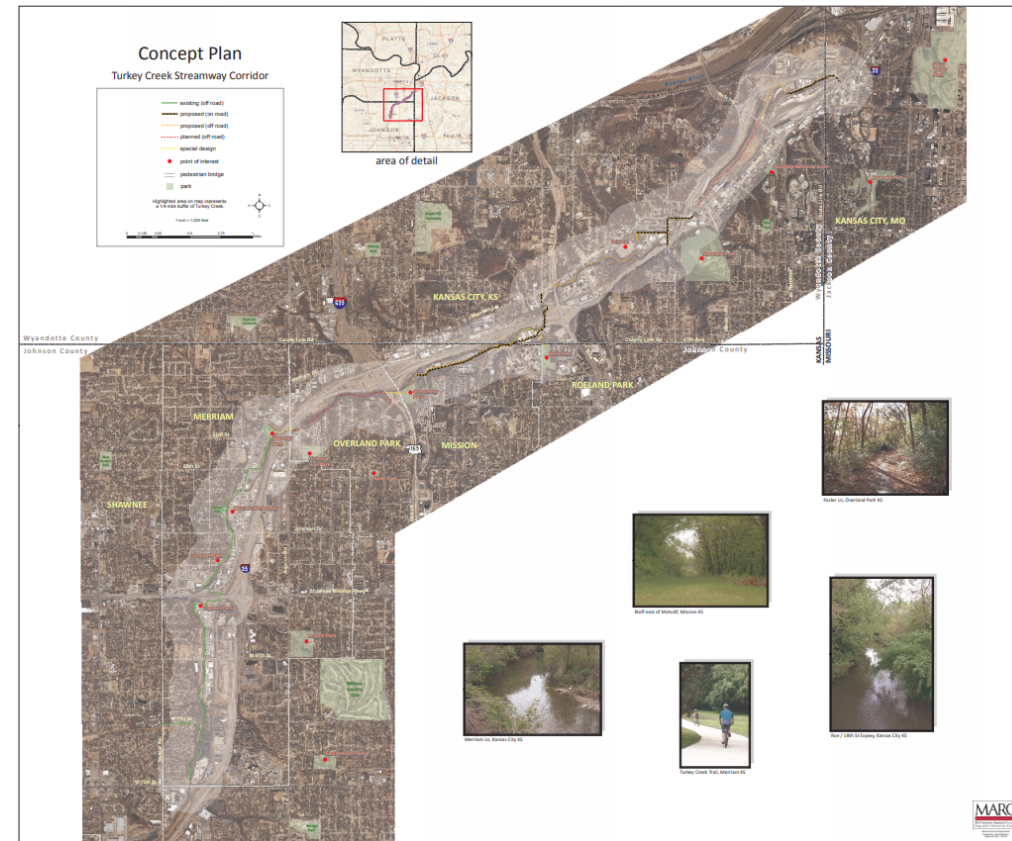
New Bike/Ped. Factors

- Current Estimate: \$4.95 Million
- Same as building a new bridge plus...
 - Need for lighting improvements
 - Railroad crossing improvements for bike/ped. considerations
 - ADA Requirement for slope



MetroGreen Trail Route

- Identified as a part of the Turkey Creek Streamway Trail
 - Proposed 10 mile stretch of on and off road trails from KCMO to Johnson County.
- Future funding opportunities available through Mid-America Regional Council
- Project future will be led by Parks and Recreation with Public Works in a supporting roll for construction.



Questions





Staff Request for Commission Action

Tracking No. 18363

Full Commission Meeting Date:

Committee: Public Works & Safety

Date of Standing Committee Action: 8/27/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 08/14/2018	<u>Contact Name:</u> Tim Nick	<u>Contact Phone:</u> x5436	<u>Contact Email:</u> tnick@wycokck.org	<u>Department/Division:</u> Public Works
<u>Item Description:</u> Public Works staff will present an update on the Waste Management performance and possible future operational changes.				
<u>Action Requested:</u>				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u>				



Staff Request for Commission Action

Tracking No. 18362

Full Commission Meeting Date:

Committee: Public Works & Safety

Date of Standing Committee Action: 08/27/2018

(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
08/13/2018	John Kelly	573-5332	jkelly@wycokck.org	Public Works

Item Description:

Public Works staff and Kile Morrison with Arch/images will provide a PowerPoint presentation on the new fire station at Hutton and Leavenworth Road. This presentation will be the first of several informational updates on this project.

Action Requested:

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List: