



Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, January 25, 2021
5:00 PM

Location:

You are invited to a Zoom webinar.
When: Jan 25, 2021 05:00 PM Central Time (US and Canada)
Topic: Standing Committee Meetings - PW/S & A/HS

Please click the link below to join the webinar:

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Name

Absent

Commissioner Melissa Bynum, Chair

☐

Commissioner Angela Markley

☐

Commissioner Christian Ramirez

☐

Commissioner Mike Kane

☐

Commissioner Jane Philbrook

☐

Tom Groneman, BPU Board Member

☐

- I. Call to Order/Roll Call**
- II. Revisions to January 25, 2021 Agenda**
- III. Approval of standing committee minutes from October 26, 2020.**
- IV. Committee Agenda**

Item No. 1 - RESOLUTION: QUIET ZONE IMPROVEMENTS ON SWINGSTER ROAD

Synopsis: A resolution adopting the intergovernmental agreement with Bonner Springs for the construction of quiet zone improvements and additional improvements on Swingster Road, submitted by Troy Shaw, County Engineer.

Tracking #: 219

Item No. 2 - RESOLUTION: CAPITAL ASSET AND EQUIPMENT INVESTMENT AND MANAGEMENT POLICY REVISION

Synopsis: A resolution approving revisions to the Capital Asset and Equipment Investment and Management Policy, submitted by Kathleen VonAchen, Chief Financial Officer; and Jeff Fisher, Executive Director of Public Works.

Tracking #: 20633

**Item No. 3 – PRESENTATION/RECOMMENDATION: WYANDOTTE COUNTY
LAKE BOAT SLIPS**

Synopsis: Presentation and recommendation regarding Wyandotte County Lake boat slips, submitted by Angel Obert, Assistant Director of Parks & Recreation.

Tracking #: 20659

V. Public Agenda

VI. Adjourn

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, October 26, 2020**

The meeting of the Public Works and Safety Standing Committee was held on Monday, October 26, 2020, at 5:00 p.m., remotely via Zoom or on-site. The following members were present: Commissioner Bynum, Chairman; Commissioners Markley, Ramirez, Kane, Philbrook, and BPU Board Member Tom Groneman (arrived at 5:10 p.m.) The following officials were also in attendance: Gordon Criswell, Melissa Sieben, Emerick Cross and Alan Howze, Assistant County Administrators; Misty Brown, Deputy Chief Counsel; James Bain, Assistant Counsel; Kathleen VonAchen, Chief Financial Officer; Jeff Fisher, Executive Director of Public Works; Troy Shaw, County Engineer; Steve Haulmark, Assistant Chief, Police Department; Gunnar Hand, Director of Planning & Urban Design; Rocki Mayes, Executive Assistant to County Administrator; Kent Anderson, Deputy Chief Police Department; Alley Porter, Commission Liaison; Anthony Miller, DOTS Performance and Innovation Manager; Jack Webb, Parks & Recreation Deputy Director; John Kelly, Director of Buildings & Logistics; Kurt, Winters, Manager, Public Works; and Angel Obert, Assistant Director of Parks and Recreation.

Chairman Bynum said did before I call the meeting to order, I just want to announce that due to COVID-19, some committee members, staff, and public are attending remotely via Zoom as well as some on-site. All participants joining by phone please mute your phones when not speaking to avoid background noise and during the meeting when you speak, make sure you announce yourself by name and title so that the public knows who is speaking. This is critical given the number of remote participants it's also current guidance from the Kansas Attorney General.

Due to COVID-19, requirements in person public comments have been suspended unless otherwise required by law. The public is allowed to participate by Zoom or submit comments by email prior to the meeting and those comments are included in the recording this evening.

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

Chairman Bynum said we did have a blue sheet distributed. It added three items to our agenda tonight. Item 6, the UG's commitment for a local match for the County-Wide Mobility Plan and TOD Strategy. Item 7, an update on MARC's PSP Grant for the Northeast Area Heritage Trail and the UG's local match, and Item 8 is an update on MARC's PSP Grant for the Merriam Lane Corridor and the UG's local match.

Approval of standing committee minutes from August 24, 2020. **On motion of Commissioner Kane, seconded by Commissioner Ramirez, the minutes were approved.** Roll call was taken on the motion and there were five "Ayes," Philbrook, Kane, Ramirez, Markley, Bynum.

Committee Agenda:

Item No. 1 – 20446...RESOLUTION: 2018-2019 PRIORITY TRAFFIC SIGNAL PROJECT (CMIP 0117)

Synopsis: A resolution declaring the 2018-2019 Priority Traffic Signal Project (CMIP 0117) to be a necessary and valid public improvement and authorizing a survey of lands necessary for said project, submitted by James Bain, Assistant Counsel.

James Bain, Assistant Counsel, asked is Jeff Fisher on or someone from Public Works? **Melissa Sieben, Assistant County Administrator**, said Jeff Fisher is in the attendees. Rocki, could you please promote him? **Chairman Bynum** said okay, I see Jeff Fisher is with us now. Mr. Bain. **Rocki Mayes, Executive Assistant to County Administrator**, said, I also have Troy Shaw on.

Troy Shaw, County Engineer, said I can give a quick description of this if you'd like. **Chairman Bynum** said yes, please. **Mr. Shaw** said this is for the Traffic Signal Replacement Project at 10th & Minnesota. It's the survey of land to allow us to acquire easement right-of-way for the project.

Chairman Bynum said excellent. Does this, Troy, by chance have anything to do with some work we're trying to do with Kansas State School for the Blind to help with the crossings and whatnot? **Mr. Shaw** said yes that work will be with this project as well. There's a little bit with the crossings and a little bit of sidewalk work that's related to that as well. **Chairman Bynum** said excellent. Thank you so much.

Chairman Bynum asked, any questions on this item? (There were none.) Madam Clerk, we have any comments from the public on this item? **Tifani Portley Lott, Administrative Support Specialist, Clerk's Office**, said no comments.

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

Item No. 2 – 20447...ORDINANCE: COMPLETE STREETS POLICY

Synopsis: An ordinance implementing a Complete Streets City-Wide Policy, submitted by Gunnar Hand, Director of Planning & Urban Design.



Gunnar Hand, Director of Planning & Urban Design, said Troy and I are going to do a joint presentation. We sent it out last Friday to the standing committee to review. There hasn't been—I mean there's been some copy edits made to it but it's all in all the same content. Has he been moved over because we're going to kind of pass the mic a little bit? **Ms. Mayes**, said yes, Troy is on.



Mr. Hand said okay, great. So, I'll just go ahead and get started. Again, my name is Gunnar Hand. I'm the Director of Planning & Urban Design. The Complete Streets or proposed Complete Streets ordinance is a collaboration between many members of the community, my department as well as Public Health and specifically Public Works, which is why Mr. Shaw is going to help me present today.

What are Complete Streets?

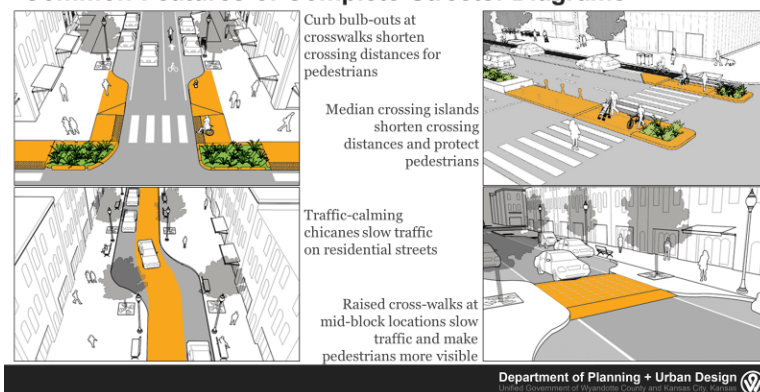
Complete streets make the public right-of-way safe and efficient for all users, including, but not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

1. Complete streets are **safe**. The design of complete streets prioritizes the safety of all users
2. Complete streets are **flexible**. The elements of a complete street vary depending on context and community values
3. Complete streets are **inclusive**. A Complete Street serves the needs of people with varying levels of mobility
4. Complete streets are **equitable**. A Complete Street reduces household cost by expanding transportation choice



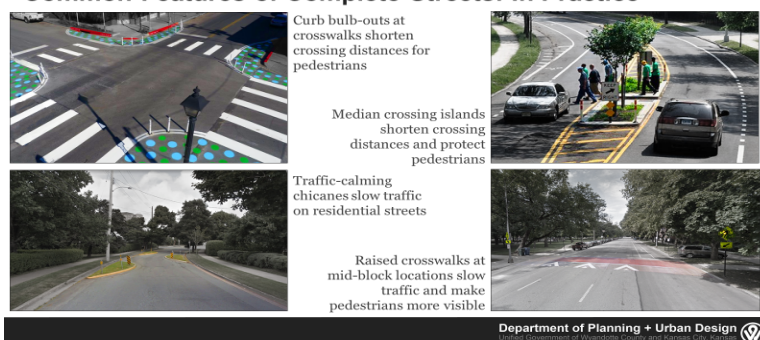
So, we wanted to start off, and this will be quick. I know we're trying to move fast through this standing committee so we'll go as fast as we can. So complete streets, essentially, it's just a design approach for public rights-of-way that prioritizes people.

Common Features of Complete Streets: Diagrams



Troy Shaw, County Engineer, said so when people hear complete streets, a lot of things kind of focus on bike lanes, but basically it encompasses a lot of aspects of transportation planning, whether that's vehicular or pedestrian.

Common Features of Complete Streets: In Practice



Here are a few examples of different items that would be considered complete streets. As you may be aware, we have quite a few of these already in the county, and this is kind of some real-life examples of what some of those aspects look like. Some of them are semi-permanent, some of them are permanent and you can see with some of the green and grass, there are stormwater benefits as well as green infrastructure opportunities with complete streets as well.

Community Partners

Numerous community partners have provided input, advocated and supported the writing of this ordinance.

- The Infrastructure Action Team, a collaborative body of UG Staff and community partners, has guided the process
- Many other organizations have sent in letters of support



Mr. Hand said I think that this has been an ongoing process since the original resolution was adopted in 2011 by the Board of Commissioners. It's been an ongoing conversation with the community, specifically housed within the infrastructure action to meet team, but also a little broader than that. But, it encompasses over 100 surveys that we sought out from the public. I think we're going to see several folks from the community speak up on this agenda item, and I believe in your packets was also included upwards of 13 letters of support accordingly

Response to COVID-19

- 3 Emergency Ordinances were passed in response to the COVID-19 pandemic. These allowed for and expanded use of:
 - Sidewalk cafes/parklets
 - Mobile vending
 - Farmers markets
 - Open streets
- After spending the summer encouraging the use of the public realm, we need to make the public right-of-way safer and more comfortable for all users

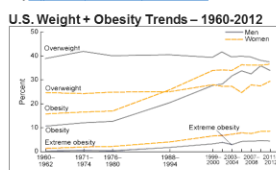


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But, for me and for what we were specifically looking at, you will recall over the summer we had three emergency ordinances that we moved forward. All of them essentially encouraged businesses and residents to do more outside, specifically within the public right-of-way. So, we felt the timing was correct to come back and make those public rights-of-way all the more safer with this ordinance.

Public Health + Safety

- For the past 50 years in the U.S., roads were designed with one goal; moving cars faster
- This has had a negative impact on public health:
 - 40,000 people die in motor vehicle related crashes each year. Speed is frequently a contributing factor
 - Sedentary lifestyles, encouraged by door-to-door driving expectations, have contributed to higher rates of heart disease, hypertension, and obesity
- Complete Streets help counter this trend by:
 - Discouraging dangerous, high-speed traffic
 - Better accommodating active modes of transportation

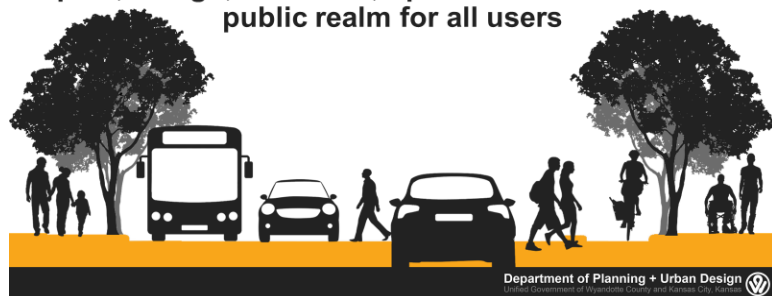


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I think, specifically, there is a direct correlation between both public health and public safety. Over the last 50 years, the United States has essentially made roads, designed and built roads to make it easier and faster to move cars and that's had consequences both in traffic fatalities, but also into an increase in our sedentary lifestyle which has created all kinds of health pandemics that we're dealing with right now from hypertension to diabetes and obesity.

North Star Policy

Moving forward, the Unified Government will plan, design, construct, operate and maintain the public realm for all users



Mr. Shaw said the gist of the ordinance is—basically says moving forward, the Unified Government will plan, design, construct, operate and maintain the public realm for all users, which from an engineering standpoint really just codifies what we're already doing and what the Unified Government committed to in 2011, or at least took the stance of, that's what we wanted to do in 2011.

This Ordinance Will:

- Reduce maintenance costs over time and provide greater economic activity
- Be flexible across the Unified Government's diverse communities
- Provide exclusions subject to the discretion of the County Engineer
- Track implementation through the Infrastructure Action Team (IAT)
- Be responsive to budget considerations in both cost and revenue-generating potential
- Include the policy in all future planning efforts



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So, it really just goes to what we're already doing and that's really reflected in the strategic plan the Commission put out with the goals. This ordinance directly touches on four of the seven goals, and I could argue that it indirectly, at least touches the other two of the other three; so, it really, really fits with what the Commission's goals are.

Economic Benefit

- Green Dividend
 - Residents save money when switching from driving to transit, biking, or walking
 - Studies in Dallas, TX and Cleveland, OH showed savings greater than \$9,000 annually for residents that made the switch
 - Those savings can then be spent in the local economy, generating sales tax revenue for local governments
- Boost Property Values
 - Complete Streets can help raise property values
 - A survey of 15 US real estate markets showed that a 1% increase in walkability led to \$700 to \$3000 increase in home values
 - In Washington DC, an increase in walkability added \$9/sqft to retail rents and \$81/sqft to home values

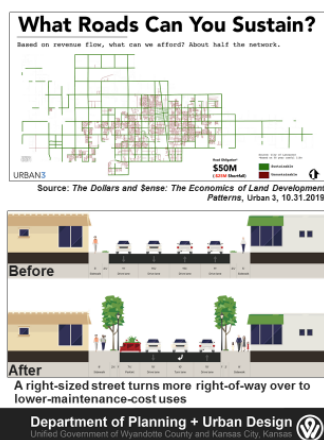


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Mr. Hand said in terms of the economic benefits, we know that if we can create viable alternatives to the automobile, we can significantly reduce transportation costs for our constituents. Additionally, many studies have cited that as we make communities more walkable and, therefore, livable, it has a long-term impact on their value.

Budget

- The UG currently underfunds existing maintenance of public right-of-way
- We have built more roads than we can afford
- Complete Streets will ensure we build and rehab roads the “right” way
- Over the long-term, this will reduce cost by pulling lane miles of the system through right-sizing



Mr. Shaw said and then, many of you who have heard me talk plenty of times, and my concerns about budget and pavement preservation, that was my biggest concern when we started talking about this. However, in reading the ordinance and going through it with Gunnar, it really puts little impact on actual pavement preservation dollars. Ultimately, in the long run, if we right size roads and design for the public the way we have been, there's opportunity to actually reduce lane miles of roads in the future, which will positively impact the pavement preservation budget.

Flexibility

The overall goal is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving or maintaining safety, mobility, and infrastructure

- Not about any specific project or prioritization
 - > Does not require a sidewalk or bike lane on every street
- Diversity of communities found across the UG requires a broad policy goal that addresses the myriad circumstances
 - > A Complete Street on Minnesota Avenue is not the same as a Complete Street on Hutton Road
- A context-sensitive approach gives significant consideration to stakeholder and community values
 - > The County Engineer will integrate the policy into existing design manuals



Many of you are aware, all of you are aware that our county is very diverse as far as people, population, land, everything all the way throughout the county. So, the way we have written the ordinance and it's structured, it's very loose and it will give us the opportunity to consider the needs and desires from the different areas of the counties, or different areas in the county, and design infrastructure appropriate for those areas. We're not talking about just sticking a bike lane on every road throughout the county. It's sidewalks, bike lanes, traffic calming, all of the above.

Exclusions

Exceptions to the Ordinance will be reviewed by the County Engineer and supported by data. Such as:

- A better alternative is presented
- The cost for accommodating all or part of a complete street is disproportionate to the benefits of that improvement
- Applying Complete Streets principles would be contrary to public safety
- If the current or future projected need doesn't warrant it

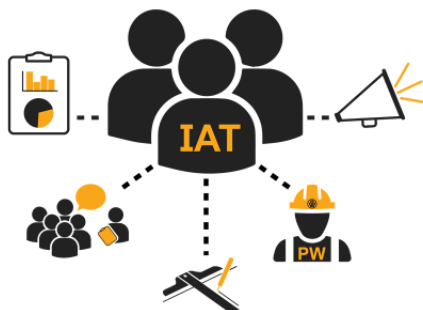


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There is a section in the ordinance that talks about exceptions and exclusions. Basically, the gist of this section is to keep the UG from getting boxed into a corner and having to do something that is not in the best interest of the government or the citizens of Wyandotte County.

Role of the Infrastructure Action Team (IAT)

- Develops metrics of successful implementation and reports to the Board of Commissioners annually
- Advises and supports Complete Streets plans, policies and projects
- Gathers and facilitates internal and external stakeholder input
- Updates the ordinance every 3 years



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Mr. Hand said I think because this conversation was carried on for quite some time with the Infrastructure Action Team (IAT), we felt it was appropriate that they continued tracking its potential implementation. So, a part of the ordinance does put some accountability and responsibility on the Public Health Department's Infrastructure Action Team to do some of this follow up. And again, both Troy, myself and other departments are involved in the Infrastructure Action Team.

It's also done a really good job of creating a group of community stakeholders that are attuned to these types of issues but certainly spread out across all of the Unified Government, so

we get a lot of reach, a lot of bang for our buck working with the Infrastructure Action Team, and the existing committee and that committee's infrastructure that they've already created.

Countywide Mobility Plan

- MARC Planning Sustainable Places (PSP) funded process to begin in 2021
- This is an opportunity to work with the community and further define Complete Streets implementation strategies
- Leverage the technical support of a consultant team to expand UG and local capacity for the future
 - Mobility best practices
 - Emerging transportation technologies
 - Data analytics and trends



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I think the other important part here is Troy's hit hard a couple of times here that this is a broad policy ordinance. It's meant to be a NorthStar. It's meant to focus on the things that we're already doing.

It also is an interesting opportunity for us as we will hear later on in this agenda. One of the PSP projects is a countywide mobility plan, and that countywide mobility plan, which we hope to launch in early 2021, is a great opportunity to talk about the things that people really want to talk about when they talk about complete streets which is, where are we going to do this? What are the projects? What is the design of that project going to look like? How are we going to prioritize projects? We did not want to put any of those standards in this policy because we wanted it to be so flexible. The reason we wanted to keep it flexible is so that we could have these conversations as we move forward with our different planning exercises with our different area plans and really fine tune what a complete street in, for instance, Armourdale looks like versus a complete street in Piper. So, we think that the timing is starting to sync up a little bit. We have a good place to couch some of these conversations about more detailed issues around complete streets.

Conclusion

- This ordinance is a follow-up and affirmation of the 2011 Complete Streets resolution
- The State of Kansas and Federal Government have already adopted Complete Streets policies
- Complete Streets are considered professional best-practices in transportation planning and engineering
- The Public Works Department already considers Complete Streets strategies when developing new or redevelopment projects
- There has been significant local input into this project



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So, in conclusion, I think we would just want to say that again, this is an ordinance that's been—we've been working on essentially since 2011. It is the policy of the state and federal government to have complete streets. We are out of compliance with the state and the feds and I think for us, we've put a lot of public input into this, saw a lot of public input and have done a couple of revisions both with the IAT, with Public Works and others. So, I'll let Troy conclude.

Mr. Shaw said and as we design roads, and we currently are, we're using best practices. Complete streets are considered best practices in the transportation, planning and engineering side. As we've noted before, we are already doing this when we design both from an Engineering, Public Works standpoint and I know Gunnar and his staff are doing this from a planning standpoint with developments that are coming in. So, it really just codifies what we're already doing.

Mr. Hand said with that we'll take any questions.

Chairman Bynum said thank you, Gunnar and Troy, very much. I know that we breezed through that pretty quickly so we do want the Commission to have time to ask your questions or make your comments. I would just say that it's important in the context that the ordinance is stronger than the resolution because it adopts this as policy of our Unified Government. I think it's also important to note that with every new project or a redesigned project, we are going to consider all uses but we're always going to have budgetary issues in front of us as we move forward with any kind of project. So, as they stated, you know it's a strategy and it's always going to be top of mind and

we're going to do as much of it as we can with the money that we can. So, with that, comments or questions from the commission, please?

Commissioner Philbrook said what I appreciate about this is the fact that yes, Complete Streets are definitely different around the community because different communities need different things and we can't do a rubber stamp, all the streets look the same. I think the different communities need to yes, be part of it so they can help make the decision on what they want their streets to be and what they want them to be able to do. So, I appreciate this different approach. Thanks.

Commissioner Ramirez said thank you, Gunnar and Troy, for the presentation. I am completely supportive of this. This actually, Complete Streets actually goes along hand-in-hand with an item on our next committee's agenda of the climate action and making our environment more sustainable and that helps. Infrastructure is a very important part of that.

I just have a couple questions and comments on parts of the ordinance itself on—a big thing that stuck with me, I was very happy that we had put in there. It's Section 32-400B2, talking about implementing streets in neighborhoods with historic disinvestment. I think that's amazing that we have that in there. There are some areas in our community that don't see a lot of investment and the advocacy and so implementing this is going to be amazing for those areas so, I'm happy that we put that emphasis on those areas.

The other part is the green streets and tying in our stormwater. I know at the beginning of the year, stormwater was a very big issue that we have yet to resolve. I hope that we get to resolve sometime soon. I think this also—introducing this Complete Streets gives us the opportunity, again, to come back as a Commission and work alongside with this ordinance, with the Complete Streets and make a stormwater system that works efficiently but also affordable for our residents. I'm happy that's in there.

Then the last item I had, and I believe, Gunnar, you had briefly went over it. Who is part of the Infrastructure Action Team? **Mr. Hand** said to answer your question, the Infrastructure Action Team is—it lives within the Public Health Department. They meet monthly. It includes lots of different departments and then they can come in freely so Planning & Urban Design is a regular attendee. Public Works is a regular attendee. Parks and Rec is there occasionally. It all kind of depends on what's on the agenda, but all in all, I think, the ones that I've been to over the

last six months it's always been someone from Planning and always has been somebody from Public Works and then a whole host of—and let me rollback. A whole host of community members are a part of that too so Bike Walk KC is a part of that. The Whole Person's been a part of it. Health Forward Foundation is a part of it, a Dotte Agency, El Centro, MOCSA is a part of it, CABA is a part of it. Groundwork NRG is a part of it. Rosedale is a part of it. Most, but not all of these include local stakeholders that they bring into those conversations to help implement policy projects, things of that nature.

Commissioner Ramirez said I'm happy that we have not only internal departments and agencies, but also outside community input in this, so I'm very happy about that. That was my last thing and just overall, I'm happy that we have this going through and that we're taking this as a priority. So, thank you to everyone who's been involved in this and who has worked very hard on this. It looks great, and I can't wait to see what we can do. Thank you.

Chairman Bynum asked, do we have any other comments from our standing committee members? **Ms. Mayes** said there are no more hands up. **Chairman Bynum** said if not, I know that we've received requests to speak on this item as well as letters of support. So, I would ask the Clerk to begin allowing for the list of speakers. Keep in mind that you have three minutes and the Clerk will be alerting you at the one-minute remaining time, mark. So, with that, Madam Clerk, I would hand it to you to lead us into the speakers, please. **Ms. Portley Lott** said at this time, we have Kendra Burgess with The Whole Person in support.

Kendra Burgess said I'm the Public Policy Coordinator at The Whole Person, which is a center for independent living that provides resources to people with disabilities to be able to live independently in their communities and age with dignity. We are happy to support the Complete Streets Ordinance. We've offered services in both Kansas and Missouri for over the last 40 years and so, we believe that Complete Streets will create greater independence for people with disabilities. It means greater access to the community for people who are hearing impaired, blind or low vision, wheelchair users, even home and home care givers, which is a growing industry, because, within our organization and the type of work that we, do it's been proven that home and community-based medical assistance is a lot cheaper for everyone and the state included. So,

having Complete Streets means that folks who are receiving care in their home or in a community-based setting can access jobs, health care, even Parks and Rec.

So, recently my co-workers and I've been doing park tours around the city just trying to assess which areas are accessible for people with disabilities. We found that there are parks that accessible but then sometimes the sidewalks leading to those parks are—you know, there're cracks in the pavement or other challenges that make it really difficult for people with various mobility issues and so, in creating greater access, you know, for our sidewalks, our roads, bridges, all of these things help. (**Ms. Portley Lott** said you have one-minute remaining.)

Ms. Burgess said also, over half of the people that we serve are minorities or people of color. As Commissioner Ramirez remarked, Complete Streets would provide a more equitable community because people with disabilities and people who are economically depressed tend to not have access to the same resources for infrastructure upkeep. So, we are happy to support this proactive piece of ordinance and legislation that would help people with disabilities to realize that they are welcomed in the community and that their local infrastructure and planning committees are thinking about them in terms of their access to their community. So, thank you.

Chairman Bynum said thank you very much, if we could have our next speaker please. **Ms. Portley Lott** said we have Robin Shook in support with the Kansas City Physical Activity Plan.

Robin Shook said I am a researcher at a local medical institution. I have my PhD from the Arnold School of Public Health at the University of South Carolina, and I specialize in Public Health Interventions to improve community health. I'm speaking to you today as an expert in physical activity and health, and as the chairman of the Kansas City Physical Activity Plan, which is a coalition of diverse organizations from the six-county region.

I would like to advocate for the adoption of the Complete Streets ordinance for several reasons. First, being physically active is one of the most important determinants of health. In fact, strong research suggests it is attributable to 17% of all deaths, which is more than diabetes, obesity, high cholesterol, hypertension, and even smoking due to the fact that most Americans, and 70% of Wyandotte County residents, do not get recommended levels of physical activity.

Second, the good news is you don't need to run a marathon to see the benefits of physical activity. In fact, over half of the benefits of physical activity is achieved when you go from no physical activity to moving just a little, even 10 minutes per day. Little things add up.

Third, most Wyandotte County residents do not obtain enough physical activity. We, the Kansas City Physical Activity Plan, recently released the 2020 Kansas City Regional Report Card on physical activity, which is available on our website kcphysicalactivityplan.org. This data-driven report examined various indicators of physical activity in our region using local data. Overall, physical activity earned a grade of C minus as only 42% of our children and 30% of Wyandotte County adults meet national recommendations for physical activity. (**Ms. Portley Lott** said you have one-minute remaining.)

Ms. Shook said additionally, active transportation in our region earned an F as only 5% of children bike to school and only 1% of residents walk or bike to work. This failing grade is not a surprise as the community and built environment our region received a C minus with only 32% of Wyandotte County residents living in a highly walkable neighborhood.

So that brings me to the Kansas City Physical Activity Plan and our support of the Complete Streets Ordinance. The Kansas City Physical Activity Plan is a diverse group of local organizations, including Children's Mercy, KC Healthy Kids, Bike Walk KC, Calvary Community Outreach, The UMKC Health Equity Institute, among others. We have engaged, over the past 12 months, all sectors of society, including schools, healthcare, Parks and Rec and faith-based settings. We've hosted over 50 meetings and engaged over 520 individuals. (**Ms. Portley Lott** said your time is up.)

Chairman Bynum said thank you so much for your comments appreciate that. If we could have our next speaker please. **Ms. Portley Lott** said we have Jason Norbury in support with the Downtown Shareholders.

Jason Norbury said thank you for taking the time to listen to us today. I'm Jason Norbury, Executive Director of Downtown Shareholders. Downtown Shareholders is in support in the adoption of the Complete Streets Ordinance. Downtown has been one of the communities in the county that has already benefited, I think, from a lot of the strategies from the Complete Streets resolution and the design ideas that have been worked, not only into our planning documents but into our downtown master plan. You can see that in our current upgraded streetscape in the 700

block of Minnesota, the coming upgraded streetscape in the 600 block of Minnesota, as well as the improvements surrounding the Transit Center there at 7th & Minnesota itself.

Not only is that something that makes our downtown beautiful and a healthier place to be, but it also has a real impact on economic development. Project studies have shown that projects that include complete streets elements can generate up to 50% more jobs than a sort of a car only project. People tend to spend more time—one of the things that Downtown Shareholders or I, specifically, have always said is that we need more people in these areas. Having these kinds of amenities that are very walkable, bikeable, attractive to people on a non-car scale is that people spend more time, and as a result when they spend more time, they tend to spend more money so that can increase not only property values for businesses and areas of that nature, but can also improve sales tax generation in a given district that has a complete street in front of it.

Finally, I think increasing walking and biking has an impact on economics, as well in that many of our people in our community don't have access to a car or have limited access to a car, and making the street network walkable or bikeable where they don't need a car or have easy access to transit, reduces their costs because they don't need to purchase, maintain and insure a car, which allows them to spend a higher percentage of their income (**Ms. Portley Lott** said you have one minute remaining.)

Mr. Norbury said in the district or in the area which, once again, allows for a greater sales tax revenue but also improves the economic well-being of our citizens surrounding that.

So once again, Downtown Shareholders is in full support for Complete Streets, this ordinance being adopted and I thank you. **Chairman Bynum** said thank you, Mr. Norbury, appreciate it. If we can have our next speaker please.

Ms. Portley Lott said yes, we have Andrea Clark, in support with the KC Healthy Kids.

Andrea Clark said I work at KC Healthy Kids. We also host the Greater Kansas City Food Policy Coalition, so I'm here for a couple different groups this evening. As a former resident of Strawberry Hill and a current employee downtown in the El Centro building—we've already had quite a few people talk about the benefits to the physical, social and mental health, especially of kids in our community so I'll focus on something a little different, food insecurity and food access. About 10% of residents in Wyandotte County, Kansas City, Kansas, don't have the access to a

vehicle and so what this means is that running everyday errands like going to the grocery store or the pharmacy or getting to the doctor, they face additional challenges and barriers doing that.

In 2019, the Greater Kansas City Food Policy Coalition released a report called Better By Bus and it was full of findings and recommendations of how to improve grocery shopping for people who rely on public transportation because they don't have access to a vehicle. One of the things that we found after talking to over 300 bus riders in Kansas City, Kansas and Missouri, was one of their concerns was around safety, accessibility, and just their general comfort. Part of that was, you know, not having a bunch at the bus stop, or not having sidewalks or sidewalks where, you know, in disrepair. Or, there wasn't a clear crosswalk and they had to cross four or five lanes of traffic to get from the bus stop to the grocery store. It's simple infrastructure improvements in designs that can make those everyday errands to the grocery store easier and safer for our community. (**Ms. Portley Lott** said you have one-minute remaining.)

Ms. Clark said so, in closing, we support this ordinance for public health, for access to healthy food, and for a healthy community that's designed for the people who need it the most.

Chairman Bynum said, Ms. Clark, thank you so much for your comments. If we have the next speaker, please. **Ms. Portley Lott** said we have Edgar Galicia in support with CABA.

Edgar Galicia said thank you for entertaining all these. There is very little I can say more than what my colleagues said and all the community leaders are saying to the benefits of this ordinance. However, I would like to mention one more thing. One, very important thing, and that is that the Central area has been working on becoming a destination site for the last five – seven years. A very important next step to attract more investment to our area and the commercial corridor is the creation and construction of easy access, better walkability, share roads, cycling, and enjoyment of the streets in our area. I would definitely expect from anybody who wants the growth of our community to be for and forward on this ordinance. We need it, but more importantly, we deserve it. Thank you very much.

Chairman Bynum said, Mr. Galicia, thank you very much. Next speaker please. **Ms. Portley Lott** said Chairman, we have Broderick Crawford in support with the NBC Community Development Corporation.

Broderick Crawford said good evening, commissioners, and thank you for this opportunity for you to listen to those of us who are in support of the Complete Streets Ordinance. I am Broderick Crawford with the NBC Community Development Corporation, a faith-based nonprofit created by my church, New Bethel Church. I'm also a long-term active member of the IAT committee. I am speaking in support of the Complete Streets Ordinance, as it aligns with many of the projects that each of you are familiar with. So, for example, the work that's currently happening along Jersey Creek which the community hasn't seen work along the Jersey Creek Trail in over 40 years. The Community Health Improvement Plan, which many of you are familiar with, the Complete Streets aligns very nicely with the Complete Streets Ordinance. And then also health. You've heard several people mention health. As we are more active, we are more healthier, which means we have greater positive health outcomes which decreases the burden of uncompensated care that many of our clinicians and FQHC has to bear.

Also, we'll talk about COVID. As we know, COVID has forced a lot of us inside because of quarantining and isolation and things like that, but what it has also done is increased participation in our parks. And so how are we aligning Complete Streets with the great work that needs to be done in parks, whether they're on 3rd Street all the way out to the Wyandotte County Lake? And so, because of Complete Streets, it has the flexibility to allow what is best for each of those communities to be utilized in a more healthier way.

As many of you may know that Wyandotte County has finished in the bottom five of the County Health Rankings since 2009. Complete Streets would increase physical activity, which would help to decrease some of that burden of why we have such an unhealthy county.

I'll also speak to one in three people (**Ms. Portley Lott** said you have one-minute remaining.) **Mr. Crawford** said one in three residents in Wyandotte County does not have car transportation. Complete Streets encourages walking and encourages biking. It encourages those things that allow folks to be able to do within their economic means.

Finally, I'll speak to a personal experience. I personally am a bike rider. When the sharrows were put in, in many places throughout our city, our city drivers did not respect those folks who wanted to ride their bikes in the appropriate places. Complete Streets enforces that, encourages that and allows those of us who like to bike, walk and run to do so in a very safe way.

Thank you again for your time this evening and listening to us. Again, Broderick Crawford, NBC Community Development Corporation, in favor of the Complete Streets Ordinance.

Chairman Bynum said, Mr. Crawford, thank you so much for your comments. Good to hear from you tonight. Madam Clerk, I believe we might have one more speaker, is that correct? **Ms. Portley Lott** said we have two more. **Chairman Bynum** said two more speakers, okay. **Ms. Portley Lott** said Misty Slater, in support, with the American Heart Association.

Misty Slater said I am coming to you on behalf of the American Heart Association, Kansas City, in support of the Complete Streets Ordinance. We all want and deserve a safe and healthy community to live in and complete streets policies can make all communities and neighborhoods more livable by ensuring all people in all neighborhoods can get safely wherever they need to go, whether that's work or school or the library or grocery stores or parks.

We know that there are fewer crashes involving pedestrians when streets have sidewalks. In addition to the safety concerns, you know that Complete Streets also have benefits to local economies. Complete Streets projects have been shown to have broader economic gains and increased employment and higher property values in those communities that pass those ordinances.

Safety improvements of complete streets can have financial benefits too. In one report put out by Smart Growth America, they found that Complete Streets saved \$18.1M in collision and injury costs in just a year. Not only that, but the ordinance just makes health a priority. It shows that people in neighborhoods generally get about 35 to 45 more minutes of physical activity in a week when they live in a walkable neighborhood than a less walkable neighborhood, and they're less likely to be overweight or obese, as well.

We, at American Heart Association, gladly support the adoption of this proposed Complete Streets Ordinance. We believe that living in a neighborhood where it's easier and safer to walk and move around, reduces a person's risks for heart disease, diabetes and types of cancers and because of that, we ask each of you to vote in favor of this measure. Thank you very much for your time and the ability to speak with you all tonight.

Chairman Bynum said thank you so much, Ms. Slater. I appreciate it. Madam Clerk, our final speaker please. **Ms. Portley Lott** said, Madam Chair, that was the last speaker, however, we did receive information from Michael Kelly, which submitted letters of support from several different entities, and I can read that information if that's okay. **Chairman Bynum** said yes, if

you would read the names of the organizations that sent letters, that would be great. **Ms. Portley Lott** said absolutely.

Michael Kelly, if I did not mention, is with Bike WalkKC and is definitely in support. The letters received were from AARP; AHA, which is the American Heart Association; Bike WalkKC; CABA, which is the Central Avenue Betterment Association; DOTTE Agency; El Centro, Inc.; The Greater Kansas City Food Policy Coalition; Health Forward Foundation; KC Healthy Kids; KC Physical Activity Plan; MOSCA, which is the Metropolitan Organization to Counter Sexual Assault; NBC Community Development Corporation; and The Whole Person. **Chairman Bynum** said thank you so much.

I would remind you that Mr. Groneman, our BPU Board Member Groneman, has joined us so he'll be available for voting. **Ms. Portley Lott** said thank you so kindly.

Chairman Bynum asked, is there further discussion among this committee on this item? **Mr. Hand** said, Madam Chair, I see someone has raised their hand. I don't know if they wanted to speak or not. **Chairman Bynum** asked, who has their hand raised? **Ms. Mayes** said Zach Flanders. Would you like me to allow him to speak? **Chairman Bynum** said yes, unmute Zach and allow him to speak, please.

Zach Flanders said I'm a resident at 3812 S. Thompson Circle, in Rosedale, and I am just coming as someone who loves to get around the city by bike. I support this ordinance and three reasons why. Number one, safety; number two, climate change; and then financial considerations. So, as I mentioned I like to get around by bike. I used to bike to work back before the COVID-19 pandemic, but now I'm biking with my kids to their grandparents where they spend the day, every day, so I'm out there with my family on a bike on the streets of KCK every day and my biggest concern is safety.

You know, I found a pretty safe route, that's a little bit longer than a direct route but my experiences suggests that we could make some improvements to safety for people who choose to walk or bike to where they're going. Anything you can do to make our streets safer for my family and families like mine that like to walk and bike, is really greatly appreciated.

Then number two, climate change. Our transportation system is a huge part of global climate emissions. I believe that Complete Streets are an important part of the transition to a low

carbon future and as someone who has kids, I think we're already experiencing the effects of climate change, but I really fear for what the world's gonna be like when our kids are older. I think it's important that we act now and keep climate change as the front part of why we're doing this.

Then finally, financial considerations. It's already been mentioned that over time, bicycles and walking require much less costly infrastructure and there could be opportunities to reduce lane miles and things like that, but it's also a benefit for families to be able to get by. (**Ms. Portley Lott** said you have one-minute remaining.) **Mr. Flanders** said we're able to get by, by just having a single car for two working adults and two kids in our household. I can share with you that's a huge financial benefit for us to not have to have that second car payment. So, it's just something to think about as a benefit to the residents of the city to be able to get around—feel like they can get around safely by bike or foot. Could be a financial benefit to lots of people as well. So, thank you. Let's support the ordinance and we appreciate everything that you're doing.

Chairman Bynum said, Mr. Flanders, thank you so much. With that, I want to say to all of our speakers, prior to March of this year, I was seeing many of you on a regular basis in person and it hurts my heart that I cannot see you in person and haven't seen you in person for what seems like an eternity, but it's so nice to see you here. With that, any comments, questions from our committee members, please? If not, I would take a motion.

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

Item No. 3 – 20448...UPDATE: BODY CAMERA PROJECT

Synopsis: Update on the implementation of body cameras for the Kansas City, Kansas Police Department, submitted by Major Steve Haulmark, Assistant Police Chief.

Chairman Bynum said many of you who are on may want to stay on and hear. This is information only and I believe that I have seen, Deputy Chief Kent Anderson and Deputy Chief Steve Haulmark so, I'm going to imagine that one or both of you is bringing forward our update on this item.

Kent Anderson, Deputy Chief, said yes, and I'm going to do the body worn camera portion of the presentation and then Major Haulmark is doing the TIPS Grant. **Chairman Bynum** said great, excellent. Thank you, sir. **Mr. Anderson** said I did bring a presentation. I don't know if they can get that up there for us. **Chairman Bynum** said we'll see if Rocki can help with screen sharing. Okay, thank you.

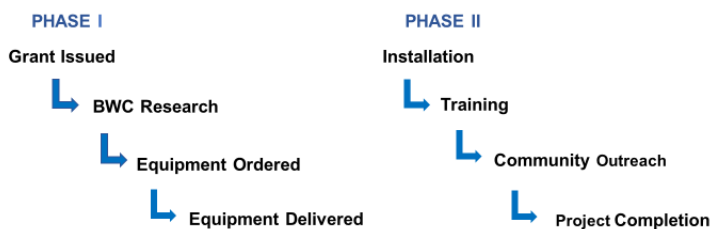


Body-Worn Camera Initiative Timeline & Technology Update

October 2020

Deputy Chief Anderson said all right, so we're in October of 2020.

BWC Implementation Process



We're pretty much completed with Phase One. We've got about 75% of the equipment delivered from WatchGuard. So, we're going to move into Phase Two here in November so, we're moving, making progress.

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Grant

- The FY2017 Body-Worn Camera (BWC) Policy and Implementation Program will support the implementation, including the purchase, deployment, maintenance, data storage, and policy development of a body-worn camera program, and the necessary policies for law enforcement agencies. The program will play a critical role in the creation, implementation, and evaluation of problem-solving approaches that incorporate BWCs into officer practice in selected jurisdictions.
- The Department of Justice under the Office of Justice Programs approved funding under the FY 17 Body-Worn Camera Policy and Implementation Program on [September 29th, 2017](#) for [\\$342,000](#)
- Original Project Funding Dates: [October 1, 2017 – September 30, 2019](#)
- Project Funding Extension Until: [December 31, 2020](#)

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As you know, 2017 is when we started the process. September 29th of 2017, we were awarded a grant from the Department of Justice for \$342,000, which was an in-kind grant that we had to match, which we did. The grant was supposed to end September 30, 2019, and we had to get an extension due to kind of COVID related stuff and other projects. We have purchased all the equipment so the money has been encumbered and used.

Research

- R.F.P. R29163 – Issued Thursday [February 7th, 2019](#)
- Seven proposals were received
- Three were immediately eliminated due to only having Cloud Storage available
- Remaining 4 companies were considered: WatchGuard, Coban, GovDirect, and Turnkey
- The BWC Committee narrowed the selection to just 2: WatchGuard & GovDirect



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As you all know, the RFP was issued in February. We had seven proposals we received from different companies, which we narrowed down to WatchGuard and GovDirect.

Pilot Programs

- The WatchGuard Program started on [September 27, 2019](#) at Midtown Patrol Station
- The GovDirect Program started on [October 3, 2019](#) at East Patrol Station
- Both programs ran for 30 days
- Each program tested 15 BWC's with 4 Patrolman and 1 Sergeant with 3 in-car cameras
- The BWC Committee selected: WatchGuard



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We did a short trial period where we actually installed each of the products in the cars and then the officers wore those companies' body worn cameras, and we ended up selecting WatchGuard.



The onset of COVID-19 and the ensuing public health crisis forced the Unified Government and the KCKPD to hit "PAUSE" on the initiative. As restrictions have eased, and vendors have been able to meet fulfillment deadlines, we have been able to move ahead.

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And then, of course, we had COVID that slowed down the process of meeting and getting our project complete.

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Equipment

BWC equipment solution was determined to consist of:

- 101 - High-definition in-car video system (includes BWC)
- 202 - Wearable cameras and peripherals (charging stations, etc.)
- 5 year - Warranty on hardware and software bundle
- V300 Refresh Plan - New camera and system after 3 years
- 5 years - Evidence Management Software
- Total Cost: \$1,435,020
- Unified Government Board of Commissioners approves funding on [July 30, 2020](#)
- Contract with WatchGuard is signed by County Administrator
- First order is shipped by WatchGuard on [September 24, 2020](#)



So, this is the equipment that we have purchased. We have 101 kits that are the in-car video systems and included in that is a body worn camera. Then we have 202 body worn cameras plus 101, so, we'll have 303 body worn cameras that we'll have deployed. Every officer and every sergeant in the field will be wearing body worn cameras. Places like the Detective Bureau we're going to have a pool of body worn cameras to use. So, they won't each be issued their own like the officers that are in the field. Also, in the Animal Services Unit, we'll all be wearing body worn cameras, but they will not have the cameras, in the vehicle but they will be furnished the body worn cameras.

As part of our plan with WatchGuard, we get a refresh plan in three years so that means they're going to redo our cameras, our body worn cameras, in three years, and then we get the upgrades for the Evidence Management System, which is the system that actually holds all the videos and we got that with the plan that we got. So, the total cost of the program was about \$1.4 million.

Training & Installation Overview

Officer training will take place the week following vehicle installation

Training for Officers will consist of:

- online video introduction provided by WatchGuard
- 1½ hour in-person training block

Initial Class - Academy Staff/PTO Sergeants/ Officers/Command Staff

Rollout will consist of issuing the physical body worn camera to individual Officers

Vehicle installation to be completed at:
Ka-Comm. Inc.
1201 West Old 56 Highway - Olathe, KS



So, starting now, we're going to start installation of vehicles probably around the beginning of November, which each vehicle that we have is going to be installed with the new camera system. You know, some are Ford Crown Victorians, some are Ford Explorers, so we have some different vehicles and that will be done at Ka-Comm in Olathe.

The training for the officers, WatchGuard actually has an online training video, which I believe is two hours long. So, we're going to have time to get all the officers through that online training and then once we go to each different station and unit, we will give the officers an hour and a half block of training when we go there and we actually have the cameras in the cars and the body worn cameras.

Timeline

10/20/20 – 1/4/20	Project Implementation Training	2/8/21 – 2/12/21	South Car Installations
11/2/22 – 1/4/20	Preliminary Car Installations	2/15/21	Training & Rollout East
1/4/21 – 1/6/21	WatchGuard onsite for project kickoff	2/22/21 – 2/26/21	West Car Installations
1/6/21	Training & Rollout Midtown	3/1/21	Training & Rollout West
1/11/21 – 1/15/21	SOU Traffic/Car Installations	3/6/21	Training & Rollout CIB Narcotics
1/18/21	Training & Rollout SOU/Traffic	3/15/21	Training & Rollout ASU COPPs
1/25/21 – 1/29/21	East Car Installations	3/16/21	Project Completion
2/1/21	Training & Rollout East		

So, this is kind of a quick implementation timeline. There actually has been one change—the rollout. WatchGuard is actually coming January 4th. It's going to be their first day on the ground to help us. They're going to start uploading all the software on our servers at each location and then, due to bid, doesn't take effect till June 14th and that's when the officers can bid for their

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different places within the Police Department. We didn't want to issue cameras out to somebody that was going to be stationed in East patrol, or was stationed in East patrol, and then bid to West patrol. So, what we're doing is the Specialized Units first, which is going to be Traffic and the Special Operations Unit, and then we will go to Midtown. So, those two dates will be swapped, but, hopefully, we'll keep our timeline on installation.

Community Engagement

A successful body-worn camera (BWC) implementation requires community engagement.

It is critical to securing the necessary support, endorsement, and ongoing dialogue for the BWC program.

Community engagement. This is going to be a big part of hopefully informing the community what a body camera will do, what it won't do, what we expect from our officers when they're wearing it, when to turn them on, when to turn them off and how we're going to report them, how we're going to store them and just those types of issues.

Community Engagement – Why?

The more transparent we are as an agency, the more faith the community will have in the initiative. We realize the community will have questions and we need to provide, clear, concise, transparent answers to questions like these and many more.

General Operation of Cameras

When will officers turn the camera on?	Can I ask the officer to turn the camera off?
Do they have to tell me before they turn it on?	Am I allowed to request a copy of the video?
Will all officers be wearing cameras?	

Privacy

Are officers allowed to film in my house or apartment?	Who is allowed to watch the video?
What happens if the officer records my children?	Can media get a copy or can it be posted online?

Goals of the BWC Program

Why are police officers wearing BWCs?	What does KCKPD hope to accomplish with BWCs?
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These were just kind of some general questions that we will answer when we start doing the—I don't know if it's going to be by Zoom, or they're going to be like in-house community meetings, but we plan to have one each time we go to a station to have some type of rollout with the

community, as well as the officers in those particular communities that they're working, whether that be in Argentine or that be out west or downtown here.

Community Engagement – How?

Focus on the positive – BWC's will show when officers are doing a good job and help us correct when they aren't. This is good for the community.

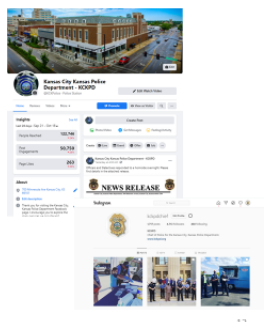
Targeted Outreach-

In person outreach will largely be conducted by PIOs/Community Policing in partnership with Livable Neighborhoods. The target audience will be:

- Neighborhood Groups
- Civic Leaders
- Advocacy groups
- Government Leaders - Mayor, Commission, Representatives, etc.

Online Outreach:

- Traditional News Media
- KCKPD Website
- Social Media – Messaging via Facebook/Twitter/Instagram
- Social Media – Interactive opportunities such as community meetings, Facebook Live, etc.



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And this is just some more community engagement, how we'll reach out to neighborhood groups, community leaders, make sure everyone understands what the body worn camera rollout will be. We will have the traditional media, social media, Facebook when we roll this program out.

Community Engagement – Timeline



Rollout for implementing BWC will begin the first week of January.

To support that rollout, community engagement efforts will launch four weeks in advance, beginning the first week of December and running through completion on March 16, 2021 for a total of 13 calendar weeks. Please keep in mind that Christmas and New Year's holidays will factor into this schedule.

After March 16th, outreach will continue in an as-needed basis based upon public feedback and requests.

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So, like I said, WatchGuard will bring their representatives here I think January 4th, 5th and 6th. That's going to be when they begin uploading all of our servers. Then we will start with the Special Operations Unit and the Traffic Unit to get the body worn cameras issued out to the offices.

Community Engagement – Tools

Community Presentation Kit to be utilized by PIOs/Community Policing

PowerPoint Presentation overview of BWC

BWC Sample & Demo

Frequently Asked Questions (FAQ)

Community Presentation Calendar

Posted weekly to social media to encourage public attendance both in-person & virtual

Social Media Posts (Spanish/English)

Based on FAQ/1-2 per week

Will start first week of December

Media Kit

Letter from Chief

Media Release/FAQ

Equipment Overview - Photos - Descriptions

Copy of Policy

Invitation for individual interviews & demo the week of November 9th

These are just some of our community engagement tools we plan on using to get the word out, everything we're going to be doing and how the body worn camera system will operate.

Community Engagement – Timeline

12/1/20	Launch announcement & media kit distributed
12/1/20 - 3/16/21	Social media posts rotations (English/Spanish)
12/2/20 - 12/11/20	Media interviews & demonstrations
12/14/20 - 1/8/21	Community Presentations: Midtown
1/11/21 – 1/22/21	Community Presentations: East
1/25/21 – 2/5/21	Community Presentations: South
2/8/21 – 2/19/21	Community Presentations: West
2/23/21 – 3/16/21	Misc. presentations/follow-up



Timeline corresponds
with training &
installation schedule



This is kind of an outline of the community engagements that tentatively have been planned so we can kind of get that up and running. That was all for the body worn cameras and the in-car cameras. Are there any questions about—I know I kind of went through it fast. Are there any questions about anything or how the process is going?

Chairman Bynum said I appreciate the presentation. I think we'll pause here and ask for any questions from the standing committee members. I know that this committee has been with you from the very beginning on this project and so even though it's been a nice long road, it is heartening to see that the implementation is finally upon us. So, questions or comments from anyone on this committee, please? **Ms. Mayes** said there are no hands raised.

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Chairman Bynum said if not, we thank you so much for the presentation. This is information only and so we can move now into the next presentation with our Police Department which is the Technology Innovation for Public Safety portion. I think you said Major Haulmark would take that section.

Item No. 4 – 20449...UPDATE: TECHNOLOGY INNOVATION FOR PUBLIC SAFETY (TIPS)

Synopsis: Update on the grant-funded activities and associated projects, such as Community Connect, under the Technology Innovation for Public Safety (TIPS) award for the Kansas City, Kansas Police Department, submitted by Major Steve Haulmark, Assistant Police Chief.

Technology In Public Safety (TIPS) Grant

- Implementing additional cameras in high traffic and crime areas to be more responsive to potential incidents in the community. We are currently installing the final phase of cameras.
71 total cameras - 4 pan/tilt/zoom cameras and 67 license plate readers
- Enhancing KCKPD's video management systems with new capabilities related to mapping, data collection and crime fighting intelligence
- Sharing video management resources with UG Departments (EX: Traffic and Emergency Management)
Approximately 170 cameras
- Implementing the video federation with KCMO that will allow us access to their cameras, scheduled to be turned on November 10, 2020
40-50 cameras initially with more to be added

*NOTE: This program's implementation schedule was modified due to delays caused by COVID-19.



Steve Haulmark, Assistant Chief, Police Department, said I will be brief, the update for the Technology And Public Safety Tips Grant. We are in the final phase of installing our cameras which will total 71 intersections, 4 of those are pan/tilt/zoom cameras and 67 are license plate readers. We are working on enhancing our video management systems, and we are working through—we're currently sharing video management with other UG departments to include Traffic and Emergency Management, which totals about another 170 cameras. We have signed a MOU with Kansas City, Missouri, to federate them on camera access. That's scheduled currently to be turned on, on November 10th of this year. Initially, that'll be another 40 to 50 cameras that we have access to, and there will be more added a later time. We are in discussion with federating with some Johnson County agencies. We're working through that. This program was greatly delayed also due to COVID and not being able to meet in person, and some of the vendors, and so forth were not working.

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Community Connect Program



Community Connect is a partnership between law enforcement and businesses or neighborhood groups that allow businesses to **selectively** share video feeds directly with police. The business and its security cameras and video system are connected to KCKPD.

The program is an economical way for a smaller business to obtain a video management system with internal and/or external cameras.



Developing the marketing and community outreach approaches

- Customizing the Community Connect marketing materials for KCKPD requirements – press releases, social media guidelines, brochures, etc.
- Composing a short list of local businesses and neighborhood groups for potential inclusion in a pilot

Working on setting up a remote Community Connect system with indoor and outdoor cameras for remote demonstrating purposes

And that leads me to the Community Connect program which ties in very closely. It's a partnership between law enforcement businesses or neighborhood groups that allow businesses, neighborhood groups or neighborhood members to selectively share their video directly with us. The businesses would allow their security cameras and video systems to be connected to the Police Department. We're currently developing the marketing and community outreach approaches.

We're meeting again here in about a week and a half to talk through some specifics. We're working through some marketing materials for press releases, social media, etc. We are working through a shortlist of local businesses and neighborhood groups that we think would be a good fit for the initial run, and we're working with the vendor on setting up a remote Community Connect System so that those businesses and community members can come and kind of see what we're talking about and see a working product. And with that, I will answer any questions you might have.

Chairman Bynum asked, any questions from the committee? **Ms. Mayes** said I don't see any hands up, Commissioner. **Chairman Bynum** said well all right. **Ms. Mayes** said Commissioner Philbrook. I'm sorry.

Commissioner Philbrook said that's okay, I was slow on hand raising. Too many different buttons. What can I tell you? I really am excited to see the Community Connect part of the program because several years ago, in the Business West area on State, that group that I belong to had started talking with the police and community policing about that possibility of doing something like that, that would allow those additional businesses to actually help us in apprehension by letting us look at their cameras. I'm so excited to see that it has moved along and

thank you very much for following up on and doing all this work. **Assistant Police Chief Haulmark** said yes, ma'am. Thank you, Commissioner.

Chairman Bynum said All right. Any other comments or questions for these gentlemen? **Ms. Mayes** said I do not see any further hands. **Chairman Bynum** said okay. If not, this was an information only item. We greatly appreciate the work of our Police Department on bringing these initiatives forward. Again, I know it was a long road, but we really appreciate all your work and your efforts so info only on those two items.

Action: For information only.

Item No. 5 – 20452...PRESENTATION: 2021 CMIP PROJECT REPORT

Synopsis: Highlights of the planned 2021 Capital Maintenance Improvement Program activities, submitted by Jeff Fisher, Executive Director of Public Works.

Jeff Fisher, Executive Director of Public Works, said we're here tonight to highlight approved CMIP activities for 2021 in both Public Works and Parks and Rec. There's a lot of people involved, of course, with the development of CMIP and implementing CMIP. We have a few here tonight to make presentation. We have the Director of Water Public Control, Kurt Winters; Troy Shaw, County Engineer; John Kelly, the Director of Buildings & Logistics; and Angel Obert, the Deputy Director of Parks and Rec.

We will be engaging this body again in November to begin developing the 2020 – 2026 CMIP.



Well, before we get started, I'd like to pause and reflect on this photo right here. It's important because it points out how long we've depended on much of the infrastructure. This is Minnesota Avenue around 1910 and the community is still driving on it. The UG still maintaining it. We're plowing it every winter. A lot of investments have been made in that asset alone over the decades. So, it's a reminder that the decisions we make are long lasting and impacts many generations. When we're in the CMIP discussions, we're not talking about decisions for today or even tomorrow, it's about years ahead. So, I know we take a lot of time with Commission, work, walk through this and make smart investments.

Who we are

VISION
Preserving the past, improving today, building the future

MISSION
With the right culture, provide efficient, reliable, and sustainable infrastructure to best serve the community and protect the environment into the future

VALUES
Positive Culture – we do our business of delivering essential and vital services to our community with energy, selflessness, and seamless teamwork

Great Service – take great care to treat all customers with a high level of professionalism, respect, empathy, and to be prudent & honest stewards of public funds

Smart Investment – utilize verified data and information to optimize public and private funds to strategically do the work of the community and to make objective recommendations to the elected and appointed officials.

PUBLIC WORKS

10-20

You'll see this influence, the Public Work's Strategic Plan, in many ways. I'll just point out the last value at the bottom of the slide, smart investment. The key, we know, is being data driven, being strategic and being objective as we possibly can on making these investments.

PUBLIC WORKS

CAPITAL VS MAINTENANCE



CAPITAL
LONG-TERM INVESTMENTS

Capital investment can involve replacing old things, like waste stations, or building entirely new things like fire stations.



MAINTENANCE
PRESERVING INVESTMENTS

Maintenance ensures taxpayers get as much life out of the items they own as is possible. This includes things like street preservation and mowing in parks.

10-20

So, it's worth noting before we get started, there's a difference between capital and maintenance. We say CMIP, it is Capital Maintenance Improvement Program. Capital are usually one time, long-lasting investments, like a new facility or a new road. Maintenance is dollars spent every year to maximize the longevity of an existing asset. It is worth pointing that out before we go any further. I'm going to now turn it over. Well next slide, please.

2021 CAPITAL PROJECTS & PROGRAMS





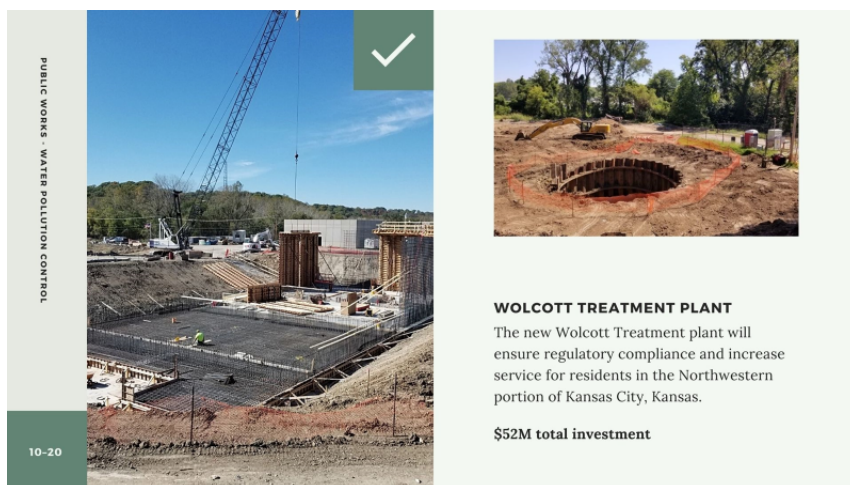

PUBLIC WORKS

10-20

So, we've made a lot of investments, of course, every year they're big investments, big and small. We're going to be talking about mostly major capital and maintenance activities, and there's a couple of reports, status reports on projects that we have ongoing that span multiple years. I'll hand it over to Kurt Winters from Water Pollution Control.



Kurt Winters, Director of Water Pollution Control, said this slide here is just depicting some of our crews, some of the ongoing work we had, and some past work we had done down by the river.



So, mainly today, I just want to give you an update on a few of our major projects that are ongoing and will be happening into 2021. So, we have here is a project out at Wolcott, which is our new interceptor, a new pump station and our brand-new wastewater treatment facility at Wolcott. It is underway. We'd love to have that completed in 2021. So, the fall of 2021, we should have that facility up and running and the other one decommissioned.

PUBLIC WORKS - WATER POLLUTION CONTROL





KAW POINT BIOSOLIDS

The Kaw Point Biosolids project will allow the UG to dispose of biosolids through land-application instead of landfilling, which will save money and provide increased flexibility. Additionally, the biogas byproduct will be harvested for additional revenue to help offset costs.

\$62.6M total investment.

10-20

The next major project we have is our Kaw Point Biosolids Project. This is another major undertaking we've had going on. If you remember there was a risk that we had of getting rid of our raw sludge out at Deffenbaugh, and we mitigated that by coming to you and asking you to do this major project so we took that risk, put it into our hands, and we can help control that with processing our solids and getting them to a Class B product that we can then put out onto prop fields and get the benefit of sustainable processes that way.

It is a large project. We are underway with that. We've just now finished up with the body of design so we're going into the design work. This project will not probably be completed until 2023. It'll take two years of construction, if we cannot find ways to speed that up, but it looks like at least a two-year construction project. We are underway. It went into design. It is just a major undertaking and it's a lot of parts and pieces that goes into that.

PUBLIC WORKS - WATER POLLUTION CONTROL





ASSET MANAGEMENT

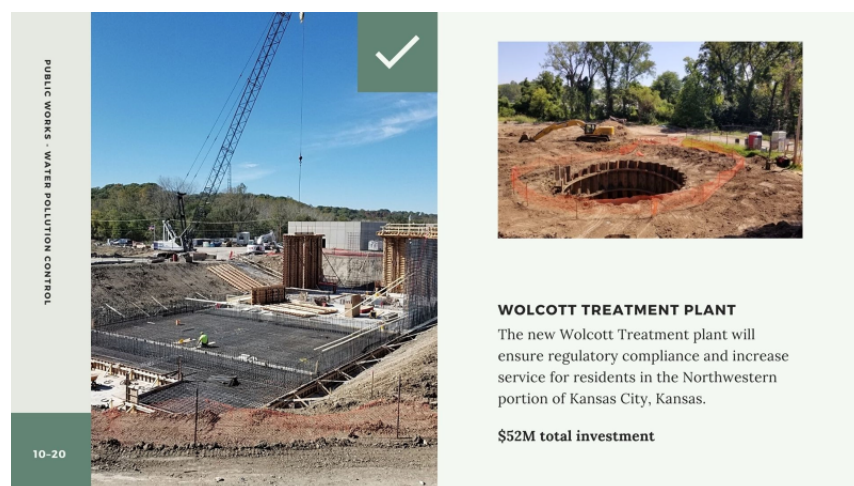
Managing existing infrastructure to reduce costs and bring the complex system of buildings, pipes, structures, equipment, and control systems up to date.

\$12M Investment

10-20

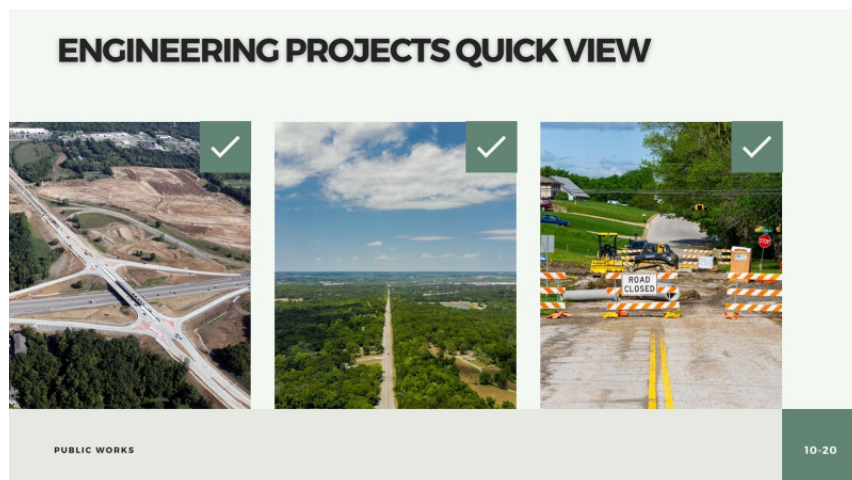
Our last slide is Asset Management. This is our program where we take care of all of our assets, whether they're in the ground or on top of the ground with our treatment facilities. So, this one is again, we're putting our funds into making sure we're rehabbing and renewing our assets and taking care of them. We use our system called Asset Management where we look at our risk. We look at the conditions of all the equipment, and then we prioritize where to spend the money to get the biggest bang for the buck and make sure we're protecting those assets. We do have over 800 miles of line, five treatment facilities, and 76 pump stations and nine flood pump stations to take care of so we've got to make sure we're using funds in the right locations at the right time. So, again, that's the program we use. We are investing a lot of money in that program to make sure we're spending the funds at the right place.

Chairman Bynum asked can I ask a question of Kurt?

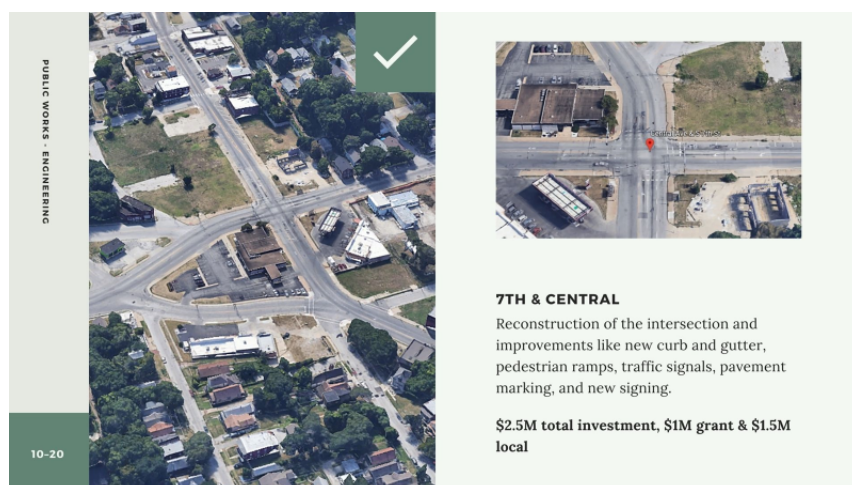


On the Wolcott Plant Project out along 435 and then far out west on Leavenworth Road, I'm seeing the big pipe, the blue and the black. Is that—is there a water line project in addition or are those both part of the Wolcott Project? **Mr. Winters** said from about Donahoo on out towards the Wolcott facility, that's our interceptor that we're putting in place that will be gravity feeding this pump station. The picture on the screen right now that hole in the ground will be the new pump station heading to the plant. So, what you're seeing is the pipe for that. I'm unaware if there is a water project in that location but I do know that's our end if they're coming from Pump Station 50.

Mr. Fisher said I'm fairly certain that's our project, Commissioner Bynum. **Chairman Bynum** said okay, thank you. **Mr. Fisher** said it's the wastewater interceptor feeding that plant.



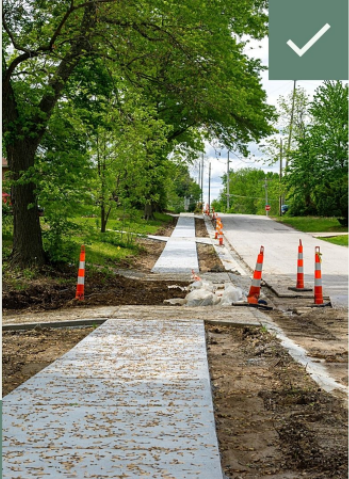
Troy Shaw, County Engineer, said one picture we put on here that I enjoy is the new picture of the Turner Diagonal Interchange at I -70 there. So, I just wanted to get that on there. It's about as fresh as you can get of a picture. A project that turned out really well so, I just wanted to get that on there too and Dave Reno got it on there, so thank you, Dave.



So the first project up, we've talked about this before, 7th & Central. We have a grant from KDOT to do geometric improvements at that intersection. We will start. We have been designing it over the last year. That project will bid in mid-summer next year and hopefully start stretching the ball. That'll be bid through KDOT local projects. It'll consist of geometric improvements, the intersection, but also some safety improvements going along 7th Street and on Central going a block in each direction or so. That'll help with pedestrian and vehicular safety as well.

PUBLIC WORKS - ENGINEERING

10-20



SAFE ROUTES TO SCHOOL

Sidewalks that allow safer access for students around Northwest Middle School and Caruthers Elementary.

\$2.2M total investment, \$1.7M grant & \$500K local

This is another Safe Routes to School Project. We've had quite a few of them. This one's a pretty large one. It connects Northwest Middle School to Caruthers Elementary. It actually covers two roads. It goes on Cleveland and also on Waverly from 18th to 10th and then there's a couple connectors in between on 13th and 11th Street. So, I'm pretty excited about that project and that's under design right now and it'll be bid late next year, so it'll be—I don't know when construction will start. It will be late next year or early in 2022.

PUBLIC WORKS - ENGINEERING

10-20



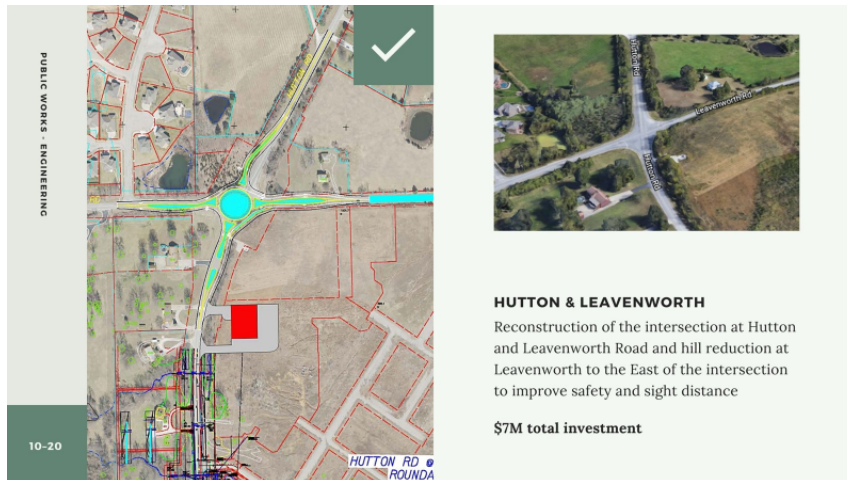
STORMWATER

Funding to address existing maintenance backlog, ensure environmental compliance, perform preliminary studies, and make system enhancements.

\$2.4M total investment

Mr. Fisher said I'll just quickly highlight this one and give it back to Troy. We have \$2.4 million for next year for 2021. That's mostly O&M and small project. That \$2.4 million is a lot of money but in the grand scheme of things, as we've discussed earlier in the year, that's not going to get us very far and this fund is becoming insolvent. I think Commissioner Ramirez mentioned resolving this issue and we are ready to reengage. So, unless you have any questions, I'll hand it back over to Troy.

October 26, 2020



Mr. Shaw said we've talked about this before. I think it's been bumped a year or so due to budget concerns, but this is the improvements to Hutton & Leavenworth Road intersection. Earlier this year we completed a study kind of analyzing the area and looking to see what design we should do there so, in the budget, we have money starting next year for design and right-of-way acquisition, and the following two years for construction. You can kind of see on that picture the blue line on the right side. That's one chunk of the road. Basically that hill that comes up there. we'll be cutting that hill down about 12 feet so that's a large portion of this project, which is why it'll span multiple years to get done.

Commissioner Kane said go back. I don't, I have never, ever thought that a roundabout was the safest thing to use and I've said that since day one. I know staff thinks that they've got everything the way, just the way they want it but you guys don't have to answer to the community. I do not agree, nor do I like the idea of that being a roundabout. That should be a signaled intersection and you guys have yet to show me that a roundabout is safer than a regular signalized system.

Chairman Bynum said I'm gonna jump in. I'm gonna ask, on behalf of Mike Kane and myself, that we do look at what a signal intersection would be here and, and also the data that shows that the roundabout is the better option. Believe me, Commissioner Kane, I do hear this; maybe not the same level of disdain for roundabouts, but I do hear them especially from this area of the community. I personally kind of like them but, nonetheless, the community doesn't seem to like them. So, if there's a possibility on this item of having Commissioner Kane and I either meet with

you by Zoom or in person, whatever we think is the safest way to go, to look at the data and then the possibility of a signalized intersection. Thank you very much.

Commissioner Kane said hey and, Troy, long before you got here, I voiced my opinion about it. I appreciate your work; you just have to understand what the community wants. **Mr. Shaw** said yes. I completely understand and I don't know—yes, I interrupted you but we do have that data and we're be glad to sit down with you and talk about it. **Commissioner Kane** said thank you. **Mr. Fisher** said yes, both commissioners, we'll arrange to visit with you after this meeting sometime. **Chairman Bynum** said thank you very much.

Ms. Mayes said Commissioner Philbrook has a question. **Commissioner Philbrook** said yes, I would also like to be apprised of your information as well, the data. I'm kind of a data driven person and I'm sure people will be asking me as well. Even though it is not, my area, doesn't mean that in some time, sometime in the future that there won't be a roundabout proposed in District 8 and so I would really like to see some of that data that supports your decision please. Thank you. **Mr. Fisher** said certainly.

PUBLIC WORKS - ENGINEERING





ANNUAL PAVENMENT, ALLEY & CONCRETE PRESERVATION

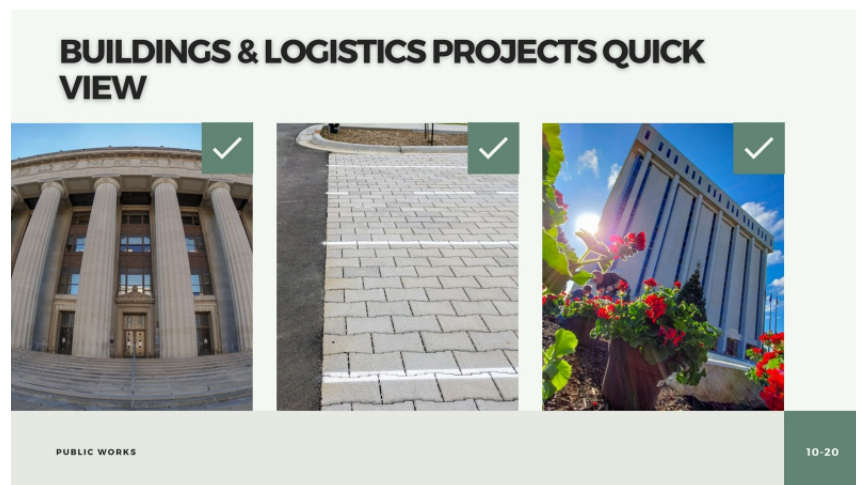
Annual maintenance and preservation activities for roads, alleyways, and concrete work like curbs & gutters.

\$7.5M total investment (\$20M+ needed)

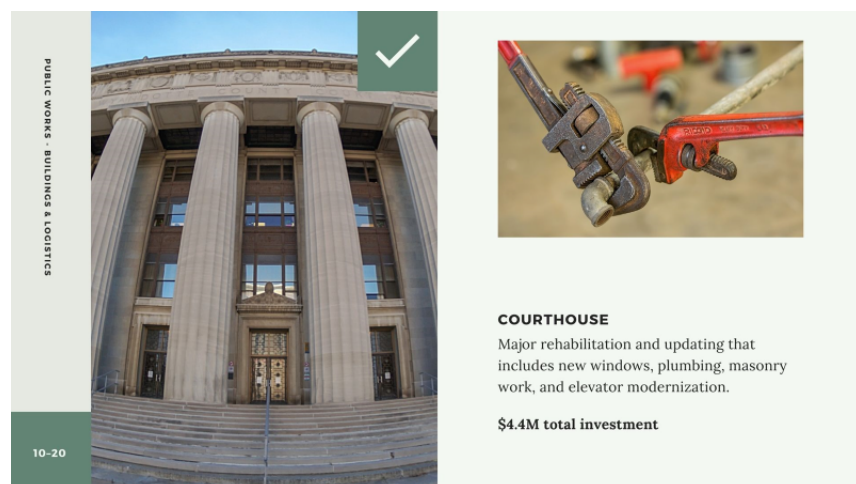
10-20

Mr. Shaw said to finish the engineering slides up with pavement preservation and we've talked about that multiple times and I do—when we were putting this together and it came up, I do want to note the \$7.5M total investment. I want to commend the Commission because that's a huge step forward from where we were at even three years ago. We've made a lot of improvements and I think you'll see that going forward with how we do roads and our treatments, so I do appreciate

that. We'll continue to work on our pavement management, different treatments, mill and overlay, alleyways and curb and gutter moving this year as well.

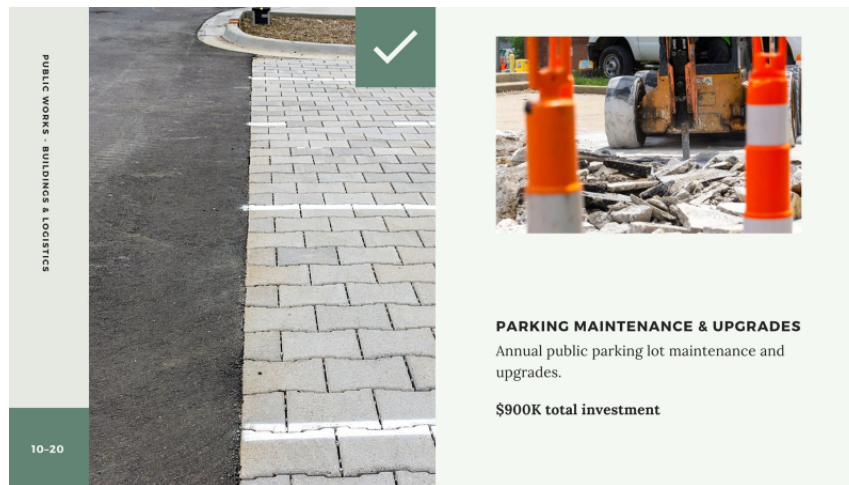


John Kelly, Director of Buildings & Logistics, said we're just going to go over a few slides tonight of some of the projects that we're continuing to work on, on both the county, the city and some of the county and city parking lot structures.



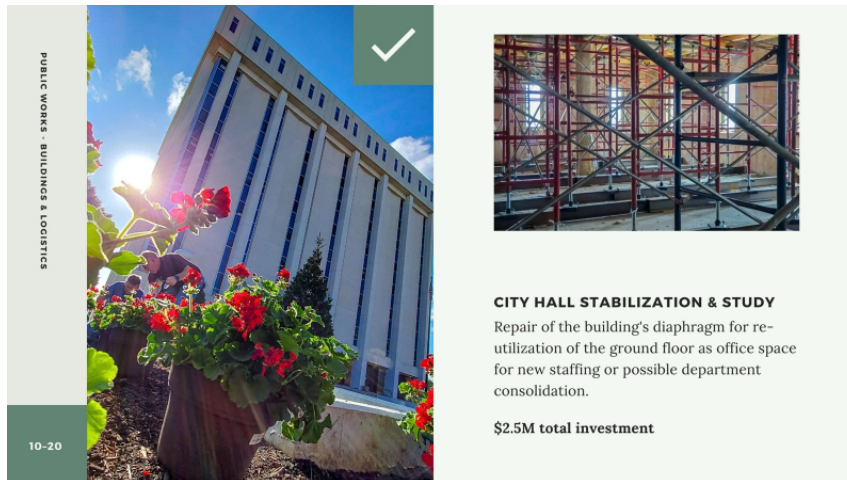
So, here we're talking about an investment of \$4.4M total investment over the next three to four years involving some PBC dollars that have been approved to do major rehabilitation to the courthouse. We have currently, over the last couple years, have been working on some design for both electrical, mechanical systems throughout the whole facility and the roof system for this facility. So, we partnered with Ameresco here within the last year that's allowing us to bring them onboard to help facilitate getting some of these projects done. We're really excited. We have had

some delays due to COVID-19 with some of the engineering, with the architectural components and the engineering of the mechanical equipment with the roofing, but we're hoping this spring that that will get out and get on out for bid as well as start addressing the elevators. We're just really excited to see some of these county facilities that have long overdue start to get some dollars spent to get them up to where they need to be.



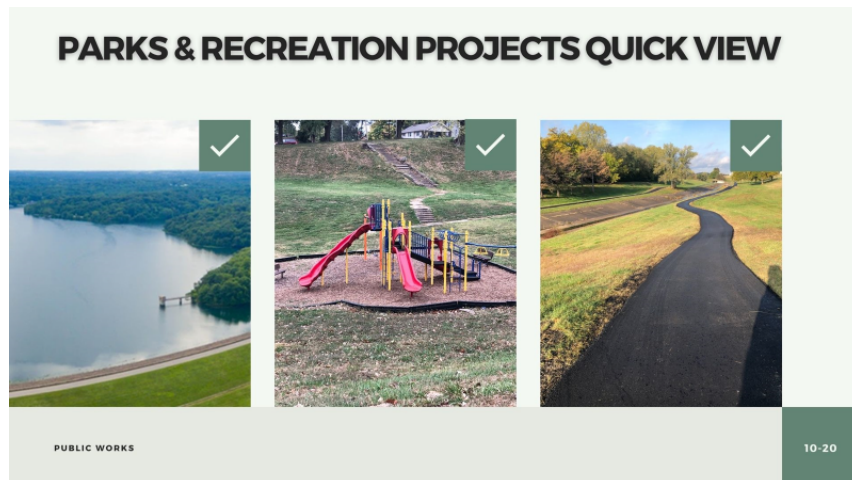
The next slide here is basically an ongoing project that I continue to have every year within our budget to keep our parking structures and our surface parking lots up to speed. As everybody knows, parking lots, you know, get total wear and tear due to the day in and day out of cars going back and forth, including the weather conditions where we're bringing salt in off vehicles into these structures.

The last couple of years with Jeff and his team, we've been doing some green infrastructure to some of our projects, as some of the Commission is known, with our Merc grocery store and our new juvenile maintenance facility and some of those parking areas we've used the green infrastructure component as you see here in the slide. So, that's also been a nice feature to be able to add. So, that's just an ongoing project that we continue because of the wear and tear that these facilities see and it also addresses as far as cleanliness and lighting. Another thing that we continue to support doing is in these parking structures, addressing the lighting, switching it out to high energy needs to LED to start saving money and just getting a better appearance of those facilities.

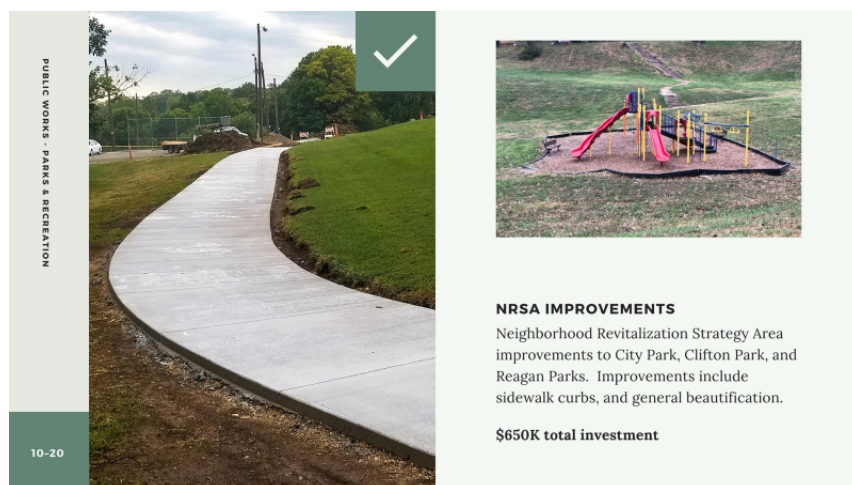


And then this next slide here talks about our City Hall here at 701. You know, this building back when it was built, had some early on sight of water conditions leaking to the ground floor, which had us move our Police Department and some other agencies out of there some years back and just in time, continued to deteriorate around the diaphragm of the building in the plaza area. I think a lot of the commissioners themselves that park down in that underground parking lot can see some of the water infiltration that happens in there. As you can see in the picture there, we did stabilize shoring over the last year to secure that the plaza area around the perimeter of the building was safely secured until we could get after this project. So, I'm super excited to know that 2021, that we're going to be bringing on our team to start Phase One of this project, which will allow us to go around the whole perimeter of City Hall on both the north, the south, east and west and get the temporary roofing and the brick pavers and the old fountain up front and have those issues addressed. So, that's a, you know, over a course of a couple year project that we're excited for 2021 to start the first phase.

It's just a continuance of showing a lot of the work that we're doing here in the downtown. Everybody knows we've done three new facilities here in the last year and a half from a new fire station to new Juvenile Justice Facility and the new Merc Grocery Store, so I'm just excited about the momentum that we continue to have in some of these other facilities. Like City Hall will allow us to get the ground floor back in order to where essentially we can look at some of our folks that are out in possibly other buildings under leases and be able to bring them back here and utilize our own space. So, unless anybody has any questions in regard to any of those projects. That's all I have.



Angel Obert, Assistant Director of Parks and Recreation, said I'll be going over some updates on a few projects that we have ongoing carrying into 2021.



So, we have our NRSA improvements, which is the Neighborhood Revitalization Strategy Area improvements to the City Park, Clifton Park and Reagan Park area. These improvements include sidewalk, curbs and general beautification. The picture here on the left is some sidewalk improvements at Reagan Park. We are currently in the process of finalizing plans for Clifton Park. Due to COVID, this project had been delayed a little bit but it is a 2020 project and we are excited to get started on that project. Some of those plans include a walking trail within the park, relocating the existing playground and also replacing it, as well and doing some asphalt maintenance to the parking lot.

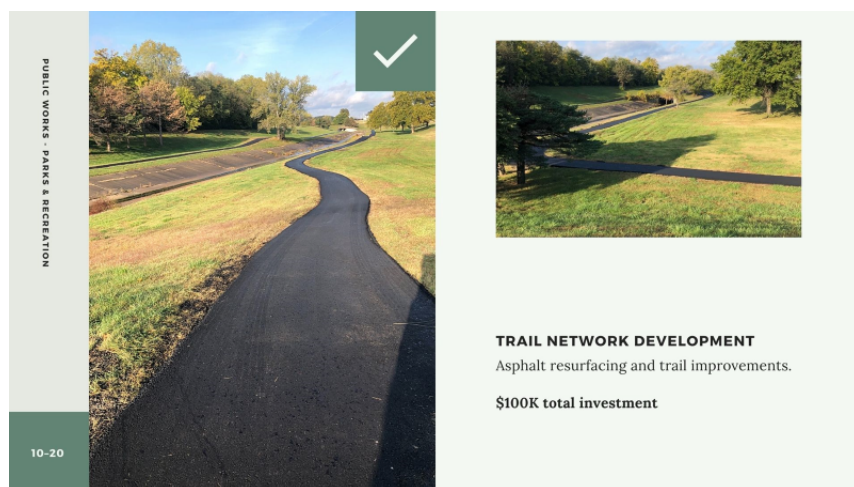
Funding for 2020 and 2022 is being finalized and those recommendations will be brought forward as we're still working on those items. This is about a \$650K investment a year, and as

October 26, 2020

everybody knows, due to COVID, our parks have been busier really this year more than ever so seeing these improvements happening in our community, especially within our parks, is just huge for our neighborhoods.

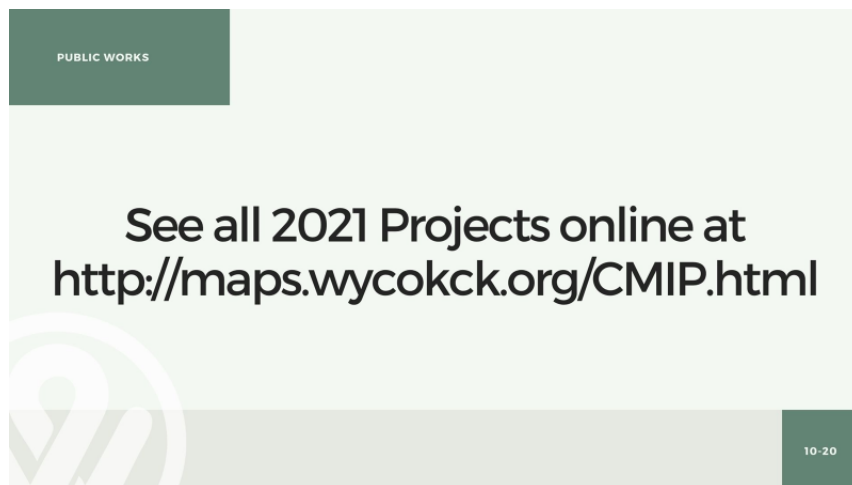


We have the Wyandotte County Lake Study & Repair. This one-on-one study and replacement of a 50+ year system of old pipes that have been serving our lake buildings and our shelters. This project started—we started planning for this project back in 2012 and it began in 2015. We are anticipating to start the final phase, which is the 6th phase in 2021 and that should take place from 83rd Street to Shelter 11 for some replacement. This has been about a \$400K project per year, total investment.



We have the Trail Network Development Program. So, this budget and this program used to sit in Public Works. The Parks and Recreation took over this line item in 2019 and so we've been

managing this project since then. What we've been working on in 2020 is gathering our data from the master plan, and also the community as well and working with Benish on finalizing some recommendations on areas within the city to utilize these funds so that they align with the Trail Network Development Program. The previous slide, the NRSA improvements at Reagan Park, was part of these projects so we anticipate to continue some of that as well. Like I said, we are finalizing a presentation and plan to take those recommendations to the Commission here in November.



That is all I have for Parks & Recreation. I'm happy to take any questions, if there are any.

Ms. Mayes said I do not see any hands up, Commissioner.

Chairman Bynum said, Angel, I just have to laugh because the waterline project at the lake, I mean, especially during COVID, we've been in the lake many, many, many times over these last eight months and every time we're in there and we're driving around, my spouse points out the water line and he says that's where the water line comes through and I'm like, I know it because you told me the last time we were in here. So, I'm very impressed, really, sincerely impressed with the Waterline Project at the lake. Now I seem to know all of the points where it starts and stops. So, I can probably take you to them. I truly appreciate that.

Mr. Fisher, are there more updates on this or was that your entire presentation? **Mr. Fisher** said that wraps it up, Commissioner, with any questions you may have.

Chairman Bynum said all right, any questions, Commissioners and Mr. Groneman, questions for this team?

Melissa Sieben, Assistant County Administrator, said, Commissioner Bynum, I just wanted to note that the last slide, which was taken down, I don't know if everybody caught that, but we do have an online version of this information that highlights by map where things are happening. I know that when I started here over five years ago that was something we didn't have and I just want to point that out and make sure that everyone understands that's out there and it also has historical information about where we've been working the last number of years. I think it's a great resource for anyone that's listening tonight, and I want to thank my team for that.

Chairman Bynum said thank you. That is great information. I just want to say to Jeff Fisher, Kurt, John, Troy, Angel and Jack Webb, who I know is also on the call, just how much we appreciate everything you are doing. I personally think everything that's happening is so exciting. It feels like we're just moving ahead by leaps and bounds and the interesting part is, you know, that you're all doing it with just bare bones and yet here we are seeing such great improvements and it is so appreciated. So, Jeff, and everyone that's working with you on these projects, it is sincerely appreciated. Anyone else? **Mr. Fisher** said thank you. **Chairman Bynum** said you're welcome. Okay, well, excellent presentation.

Action: For information only.

Item No. 6 – 20460...CITYWIDE MOBILITY PLAN & TOD STRATEGY

Synopsis: To authorize the County Administrator Officer's signature committing the UG to its \$165K local match for a total \$300K long-range transportation, land use integration and environmental planning process, submitted by Gunnar Hand, Director of Planning & Urban Design.

Gunnar Hand, Director of Planning & Urban Design, said so the next three items, which were part of your blue sheet, basically are a recap of something we brought to this standing committee. I want to say three months ago now; where we were pursuing the MARC PSP grant program.

That's their Planning Sustainable Places. At the time, we asked for your permission to go after three particular projects, the County-Wide Mobility Plan, the Heritage Trail in the Northeast Neighborhood, as well as a Merriam Lane Corridor study, which we're doing in partnership with the cities of Overland Park and Merriam.

I'm happy to inform you that we've been approved for federal funding for all three of those programs. They were the three highest scoring projects on the Kansas side of the MARC PSP Program, and the Mobility Plan was the highest scoring project in all of this year's cycle of the PSP program at MARC. So, we're really proud of that. As I said then, I'll say now, all three projects fit within the advanced planning budget of my department in 2021. So, all of this money is already there, however, because our local match, specifically for the Mobility Plan, is over the threshold, we do need your—we do need an official vote to allow the CAO to sign the sponsorship agreements for the Mobility Plan.

Mr. Bach will also sign the sponsorship agreements for the other two programs, the Heritage Trail and the Merriam Lane, but they don't require a vote by this standing committee as they are below the threshold, but it was an opportunity for us to come in and just tell you that next year will be the year of transportation planning in the county. We hope to get all—we're working right now to get all three RFPs all buttoned up with the Mid-America Regional Council. We will probably release all three of them in January and then we believe there is some synergy efficiency in those three processes as the two corridor plans, if you will, will essentially be incorporated into this larger mobility plan at the end of the day. They just have a little bit more money to go a little bit deeper and add a little more detail.

So, with that, this specific request is asking that you approve \$165K for our local match for the total of \$300K mobility plan. MARC did fund us at 90% of our original request if you recall. We said we were going to go 50/50 in on this project. My department felt it was important to fill in that \$15K gap, go up to \$165K local match for us so that we hit that \$300K mark. In the consultant world, everything under \$300K gets one area of focus and everything above it gets a little bit better. So, it's kind of like buying a house right at \$299K. You want to hit that number just so that it rings some bells in the consultant world and we can get a wealth and diversity of responses. With that, I'll take any questions about the mobility plan but that pretty much suffices for the other two information only blue sheet items as well.

Chairman Bynum said okay, thank you so much. So, you've really kind of rolled the last three

items together but with the mobility plan, we do need a vote, correct? **Mr. Hand** said correct.

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

Item No. 7 – 20461...NORTHEAST AREA HERITAGE TRAIL

Synopsis: An update on the MARC PSP Grant and the UG’s \$15K local match for a total \$135K route selection, Economic Development & “Green” Infrastructure Integration Planning Process, submitted by Gunnar Hand, Director of Planning & Urban Design.

Action: For information only.

Item No. 8 – 20462...MERRIAM LANE CORRIDOR PLAN

Synopsis: An update on the MARC PSP Grant and the UG’s \$18,900 local match for a total \$135K route selection, Economic Development & “Green” Infrastructure Integration Planning Process, submitted by Gunnar Hand, Director of Planning & Urban Design.

Action: For information only.

Chairman Bynum said thank you very much and Public Works and Safety Committee and all of the staff that have joined us tonight. We thank you all so very much for all the time and effort that's been put in, appreciate everything each one of you is doing for the community and, Mr. Groneman, please keep yourself safe, and we'll see you in November. Thank you for being here with us tonight. That concludes this standing committee meeting and I'm going to pass it to my fellow Commissioner Angela Markley for Administration and Human Services.

Adjourn:

Chairman Bynum adjourned the meeting at 6:40 p.m.

tpl



Staff Request for Commission Action

Tracking No. 219

Full Commission Meeting Date: 2/11/2021

Committee: Public Works & Safety

Date of Standing Committee Action: 1/25/2021

(If none, please explain):

Publication Required: No

<u>Date:</u> 1/13/2021	<u>Contact Name:</u> Troy Shaw	<u>Contact Phone:</u> x5416	<u>Contact Email:</u> tshaw@wycokck.org	<u>Department/Division:</u> Public Works
<u>Item Description:</u> A Resolution Adopting the Intergovernmental Agreement between the Unified Government and Bonner Springs for the Construction of Quiet Zone Improvements and Additional Improvements on Swingster Road				
<u>Action Requested:</u> Adopt resolution				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Resolution authorizing Intergovernmental Agreement between UG and Bonner, Intergovernmental Agreement between UG and Bonner Springs - final , Exhibit A to Bonner Agreement, Exhibit B to Bonner Agreement, Exhibit C to Bonner Agreement				

RESOLUTION NO. _____

**A RESOLUTION ADOPTING THE INTERGOVERNMENTAL AGREEMENT
BETWEEN THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS
CITY, KANSAS AND THE CITY OF BONNER SPRINGS, KANSAS FOR THE
CONSTRUCTION OF QUIET ZONE IMPROVEMENTS AND ADDITIONAL
IMPROVEMENTS ON SWINGSTER ROAD**

WHEREAS, pursuant to Resolution R-80-16 and Charter Resolution CR-01-16, the Unified Government has authorized funding for Quiet Zone railroad crossing improvements (the “Quiet Zone Improvements”) immediately south of K-32 at the Union Pacific Railroad (“Union Pacific”) crossings on Swingster Road in Bonner Springs, Kansas; and

WHEREAS, the Quiet Zone Improvements will include the construction of new medians and curbs, new signage, as well the removal and repair of existing roadway pavement on Swingster Road; and

WHEREAS, in addition to the Quiet Zone Improvements required for the Quiet Zone, Bonner Springs is contemplating the construction of a “Riverfront Park”, as set forth in the Bonner Springs Parks and Recreation Master Plan. A pedestrian connection consisting of additional concrete crossing panels on or adjacent to the railroad tracks, as well as a curb, median island and sidewalk starting at K-32 south of the right-of-way line, continuing south to approximately 200 feet north of the center line of Swingster Road will become necessary in order to accommodate pedestrian traffic coming from K-32 to the Kansas River and vice-versa (the “Additional Improvements”); and

WHEREAS, K.S.A. 12-2908 authorizes municipalities to contract with other municipalities to perform any governmental service, activity or undertaking which each contracting municipality is authorized to perform by law.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE
UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/ KANSAS CITY, KANSAS:**

Section 1. That the Unified Government Board of Commissioners hereby adopts the Intergovernmental Agreement between the Unified Government and Bonner Springs in substantially the form attached hereto as Exhibit 1.

Section 2. That the Mayor/CEO of the Unified Government is hereby authorized to execute in the name of the Unified Government of Wyandotte County/Kansas City, Kansas, the Intergovernmental Agreement, and any other certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution and that the County Administrator and all other Unified Government officials are authorized to take any further action necessary to carry out and comply with the intent of this Resolution.

**APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS, THIS _____ DAY OF _____ 2021.**

David Alvey, Mayor/CEO

Attest:

Unified Government Clerk

**INTERGOVERNMENTAL AGREEMENT BETWEEN THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS AND THE CITY OF BONNER
SPRINGS, KANSAS FOR THE CONSTRUCTION OF QUIET ZONE IMPROVEMENTS
AND ADDITIONAL IMPROVEMENTS ON SWINGSTER ROAD IN BONNER
SPRINGS, KANSAS.**

THIS INTERGOVERNMENTAL AGREEMENT (the “Agreement”) is made by and between the Unified Government of Wyandotte County/Kansas City, Kansas (“Unified Government”) and the City of Bonner Springs, Kansas (“Bonner Springs”)(collectively “the Parties”) both Parties having been organized under the laws of the State of Kansas.

WHEREAS, pursuant to Resolution R-80-16 and Charter Resolution CR-01-16, the Unified Government has authorized funding for Quiet Zone railroad crossing improvements (the “Quiet Zone Improvements”) immediately south of K-32 at the Union Pacific Railroad (“Union Pacific”) crossings on Swingster Road in Bonner Springs, Kansas; and

WHEREAS, the Quiet Zone Improvements will include the construction of new medians and curbs, new signage, as well the removal and repair of existing roadway pavement on Swingster Road, as more fully described and shown on Exhibits A and Exhibit B; and

WHEREAS, in addition to the Quiet Zone Improvements required for the Quiet Zone, Bonner Springs is contemplating the construction of a “Riverfront Park”, as set forth in the Bonner Springs Parks and Recreation Master Plan and more fully described in Exhibit C. A pedestrian connection consisting of additional concrete crossing panels on or adjacent to the railroad tracks, as well as a curb, median island and sidewalk starting at K-32 south of the right-of-way line, continuing south to approximately 200 feet north of the center line of Swingster Road will become necessary in order to accommodate pedestrian traffic coming from K-32 to the Kansas River and vice-versa (the “Additional Improvements”).

WHEREAS, K.S.A. 12-2908 authorizes municipalities to contract with other municipalities to perform any governmental service, activity or undertaking which each contracting municipality is authorized to perform by law.

NOW, THEREFORE, in consideration of the above recitals, the mutual covenants and agreements contained herein, and for other good and valuable consideration, the Parties agree as follows:

1. PURPOSE OF AGREEMENT. The Parties enter into this Agreement for the purposes of clarifying how funding and construction of the Quiet Zone Improvements and Additional Improvements will be handled between the Parties.

2. FUNDING AND CONSTRUCTION OF THE IMPROVEMENTS.

The Quiet Zone Improvements and Additional Improvements shall be funded by the Unified Government pursuant to Resolution R-80-16 and Charter Resolution CR-01-16. Any of the Quiet Zone Improvements and Additional Improvements consisting of street improvements shall be constructed by the Unified Government and/or its contractors and bid out pursuant to its regular procurement process. Any Quiet Zone Improvements consisting of improvements to the railroad infrastructure shall be constructed by Union Pacific and/or its contractors according to agreements entered into between the Unified Government and Union Pacific.

3. MAINTENANCE OF QUIET ZONE IMPROVEMENTS; FUTURE EXPANSION OF RAILROAD TRACKS.

The Unified Government will maintain the Quiet Zone Improvements within the railroad right-of-way as approved by agreements entered into between the Unified Government and Union Pacific. Furthermore, should any need or directive arise that would require the Quiet Zone Improvements within the railroad right-of-way to be altered, repaired, or in any other way changed, the Unified Government will be solely responsible for the costs associated with any such undertaking which is not covered by Union Pacific. At no time shall Bonner Springs be held responsible for any costs associated with the Quiet Zone Improvements within the railroad right-of-way. Bonner Springs shall maintain all sidewalks, curbs, streets and other infrastructure outside of the railroad right-of-way.

If Union Pacific should decide to expand the number of tracks in the area of the Quiet Zone Improvements and the Additional Improvements, the Parties anticipate that Union Pacific will be responsible for repairing and replacing the Quiet Zone Improvements and Additional Improvements. However, to the extent that such repairs and replacements are not made by Union Pacific, the Unified Government agrees to replace and repair such improvements to the same or better condition as they were before the track expansion. Proposed substantial changes to the construction improvements shall require a new agreement relative to the new improvements.

RIGHT OF ENTRY. The Unified Government and its employees, contractors and assigns may enter upon the property described and shown on Exhibit A and Exhibit B in order to construct the Quiet Zone Improvements and Additional Improvements and examine and confirm their completion. Nothing in this Agreement shall modify the Parties' maintenance responsibilities with related to infrastructure in their respective jurisdictions, subject to the exceptions set forth in Paragraph 3 above. In no event shall the Unified Government be responsible for maintenance of the Additional Improvements or public infrastructure located outside of the railroad right-of-way after construction.

The Unified Government agrees to repair any fence or other improvement damage or displaced during the conduct of the Quiet Zone Improvements and Additional Improvements, or to compensate Bonner Springs for same, and to restore the disturbed area to "as good or better" condition than existed prior to entry for these purposes; to provide Bonner Springs reasonable access to the property at all times, and to complete the Quiet Zone Improvements and Additional Improvements and vacate the property no later than December 31, 2021, unless such date is extended by written agreement of Bonner Springs.

The Unified Government shall continuously provide access across the railroad right of way during construction of the Quiet Zone Improvements and Additional Improvements either by creation of an alternative two-way roadway or by assuring that at least one lane remains available for vehicular traffic, including any necessary emergency services.

5. DURATION OF AGREEMENT. This Agreement shall be effective from the Effective Date as defined in Section 10 until such time that the Unified Government determines, in its sole and complete discretion, to terminate the Quiet Zone at Swingster Road. The Unified Government shall be responsible for any costs associated with terminating the Quiet Zone and removing the Quiet Zone designation. Upon termination of the Agreement, Bonner Springs shall continue to maintain all public infrastructure within its jurisdiction.
6. RESERVATION OF BONNER SPRINGS' AUTHORITY; NO WAIVER. Nothing in this Agreement is intended to limit or waive Bonner Spring's authority to perform additional public works projects on or near the area shown in Exhibit B or Exhibit C that are different from the Quiet Zone Improvements or Additional Improvements.
7. AMENDMENTS. This Agreement may not be modified or changed by any verbal statement, promise or agreement, and no modification, change or amendment shall be binding on the Parties unless it has been agreed to in writing and signed by both Parties.
8. JURISDICTION. This Agreement shall be construed according to the laws of the State of Kansas and may be enforced in any court of competent jurisdiction.
9. CASH BASIS LAW. This Agreement is subject to the Kansas Cash Basis Law, K.S.A. 10-1101 et seq. and amendments thereto. This Agreement shall be construed and interpreted so as to ensure that the Parties shall at all times stay in conformity with such laws and, as a condition of this Agreement, either party reserves the right to unilaterally terminate this Agreement if the Agreement is deemed to violate the terms of such law. The Parties are obligated only to make payments under the Agreement as may lawfully be made from: (a) funds budgeted and appropriated for that purpose during each party's current

budget year; or (b) funds made available from any lawfully operated revenue producing source.

10. EFFECTIVE DATE. This Agreement shall become effective upon its adoption by the governing bodies of the Unified Government and Bonner Springs, and upon the last date of signing of the Agreement by the mayors of the Unified Government and Bonner Springs.

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed in duplicate by each of the Parties hereto on the day and year first above written.

THE UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY,
KANSAS

By _____
David Alvey
Mayor/CEO

ATTEST:

Clerk of the Unified Government

CITY OF BONNER SPRINGS, KANSAS

By _____
Jeff Harrington
Mayor

ATTEST:

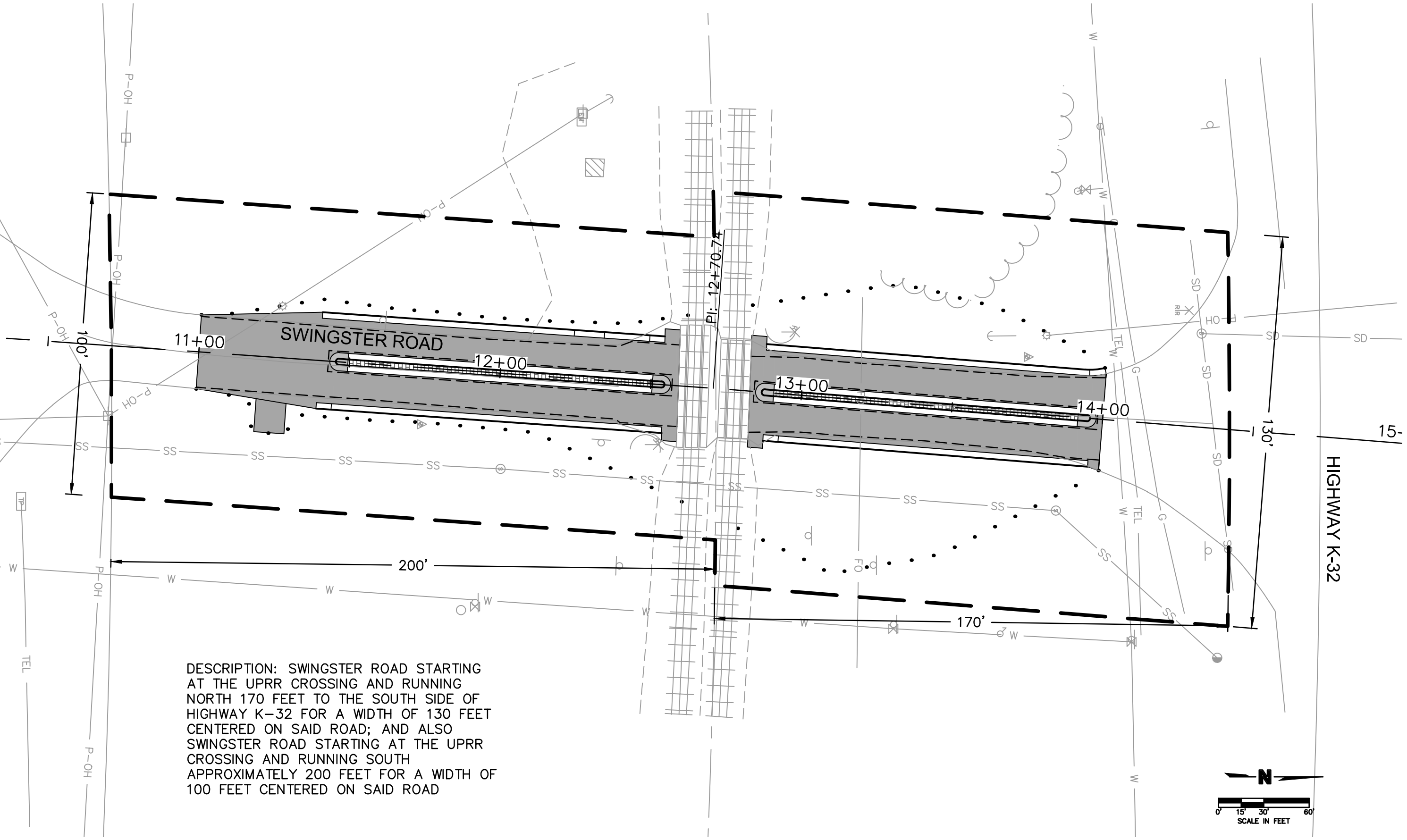
CITY CLERK

Exhibit A

Swingster Road starting at the UPRR crossing and running north 170 feet to the south side of Highway K-32 for a width of 130 feet centered on said road; and also

Swingster Road starting at the UPRR crossing and running south approximately 200 feet for a width of 100 feet centered on said road.

DWG: F:\2017\2001-2500\017-2410\40-Design\Exhibits\T_SWINGSTER_72410.dwg
DATE: Aug 09, 2018 2:32pm
USER: rkubert
V_XBASE_172410
T_PHATCH_72410
V_XTOPO_172410
XREFS: T_PBASE_72410



DESCRIPTION: SWINGSTER ROAD STARTING AT THE UPRR CROSSING AND RUNNING NORTH 170 FEET TO THE SOUTH SIDE OF HIGHWAY K-32 FOR A WIDTH OF 130 FEET CENTERED ON SAID ROAD; AND ALSO SWINGSTER ROAD STARTING AT THE UPRR CROSSING AND RUNNING SOUTH APPROXIMATELY 200 FEET FOR A WIDTH OF 100 FEET CENTERED ON SAID ROAD

PROJECT NO:	017-2410
DRAWN BY:	RTK
DATE:	8/9/2018

EXHIBIT B: SWINGSTER ROAD



7301 West 133rd Street
Suite 200
Overland Park, KS 66213-4750
TEL 913.381.1170
FAX 913.381.1174

EXHIBIT
B

Riverfront Park

Opinion Of Probable Cost:
\$13M-\$14M*

**if all improvements are made*

Riverfront Park is a new park expansion concept. Many of the Bonner Springs residents, as well as City Staff members, have expressed interest in taking advantage of Bonner Springs' proximity to the Kansas River, as well as expanding the trail network. The City owns land on the South side of the river, in Johnson County, however, the connectivity from the existing trail network to the land owned by the City South of the river, would be disjointed. This concept proposes two phases, the first, to implement the Riverfront Park, as shown, connecting to the existing trail and park system on the North side of the river. This will allow for a more direct connection to be made to the second riverfront park, phase two, on the South side of the river. For the first park, the recommended features are as follows:

- Gateway signage that will promote the Bonner Springs Parks System, as well as the city itself.
- A Welcome Center for Bonner Springs, as this park will act as a gateway into the city.
- A railroad and riverboat themed splash park to provide summer activity.
- An East and West meadow of native grasses.
- A boat launch ramp, facilitating the use of the Kansas River.
- A Riverwalk overlook, allowing visitors the ability to experience the waterfront.
- A trail network that spans throughout the park, connecting to the riverfront.
- A possible future Riverwalk trail connection that would run along the waterfront and connect to the existing trail network.



Riverfront Park	Total
Demolition and Removal	
Demo and Removal	\$ 17,500
Restoration and Protection	
Trees and Seeding	\$ 58,500
Landscape Architecture - Site Improvements	
Pavements / Surfacing / Ramps	\$ 880,000
Park Wide Site Furnishing	\$ 130,900
Signage & Wayfinding	\$ 50,000
Splash Pad	\$ 1,600,000
Architecture - Site Improvements	
Shelters + Buildings	\$1,000,000
Landscaping and Irrigation	
Plants and Seed	\$ 193,000
Civil Improvements	
Utilities	\$121,950
Storm	\$290,000
Grading	\$425,000
Parking Areas	\$5,001,200
Electrical Improvements	
Site Lighting	\$538,000

Cost Analysis



Staff Request for Commission Action

Tracking No. 20633

Full Commission Meeting Date: 2/11/2021

Committee: Public Works & Safety

Date of Standing Committee Action: 1/25/2021

(If none, please explain):

Publication Required: No

<u>Date:</u> 12/17/2020	<u>Contact Name:</u> Kathleen VonAchen, Jeff Fisher	<u>Contact Phone:</u> x5186, x5415	<u>Contact Email:</u> kvonachen@wycokck.org, jfisher@wycokck.org	<u>Department/Division:</u> Finance
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Item Description:

Approve revisions to the Capital Asset and Equipment Investment and Management Policy.

Action Requested:

Adopt Resolution

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

Capital Asset Equip Investment Policy Revision Resolution-2.11-21, Capital Asset-Equip Investment-Mgmt Policy-12-09-20Revisions-Clean, Capital Asset-Equip Investment-Mgmt Policy-12-09-20Revisions-RedLine

RESOLUTION NO. R-_____

WHEREAS, budgetary and financial policies contain high-level principles and requirements that an organization must follow, as formally agreed upon by management and a governing body, in order to direct the strategic vision of an organization;

WHEREAS, budgetary and financial policies inform organizational processes by providing insight into standard functions and key risk and control points needing monitoring; And, that policies help to shape strategic direction, so an organization can move to a mindset that recognizes cost/risk avoidance as a critical public policy discipline;

WHEREAS, a capital asset and equipment investment and management policy provides guidelines to complete a comprehensive process that allocates limited resources in capital investment and improved management decisions;

WHEREAS, formal adoption of budgetary and financial policies by a governmental organization is a recommended practice of the International City Management Association (ICMA) and the Government Finance Officers Association (GFOA).

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

Section 1. That the Unified Government Board of Commissioners hereby adopts revisions to the Capital Asset and Equipment Investment and Management Policy as included in Exhibit A.

Section 2. That the County Administrator is hereby authorized to execute in the name of the Unified Government of Wyandotte County/Kansas City, Kansas, any and all documents and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution. And that all other Unified Government staff is further authorized to take such actions as are necessary and proper to effectuate the purposes and intent of this Resolution.

ADOPTED BY THE BOARD OF COMMISSIONERS OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, THIS 11th DAY OF FEBRUARY, 2021.

Unified Government Clerk



Unified Government of Wyandotte County
and Kansas City, Kansas

Capital Asset and Equipment Investment and Management Policy

Commission Resolution:

R-35-18

Adopted: 07/26/2018

Revised: xx/xx/xxxx

I. Authority:

The Mayor and the Board of Commissioners are responsible for legislation, policy formulation, and overall direction setting of the government. This includes the approval of financial policies which establish and direct the operations of Unified Government (UG). The County Administrator is responsible for carrying out the policy directives of the UG Board of Commissioners and managing the day-to-day operations of the executive departments, including the Finance Department. This policy shall be administered on behalf of the County Administrator by the Chief Financial Officer and the Budget Director.

II. Purpose:

Capital assets and equipment have a major impact on the ability of the Unified Government to deliver services, economic vitality and overall quality of life for Wyandotte County and Kansas City, Kansas stakeholders. The purpose of this policy is to provide guidelines to complete a comprehensive process that allocates limited resources in capital investment and improved management decisions.

III. Applicability and Scope:

This policy shall apply to all funds under the budgetary and fiscal control of the Mayor and the Board of Commissioners.

IV. Policy:

A. Roles and Process of the CMIP - The Finance Department is responsible for coordinating the CMIP process and compiling the CMIP document. Other key roles include:

1. CMIP - Each year, Unified Government staff shall develop a five-year long-range CMIP that describes and prioritizes the capital projects the Unified Government intends to undertake.
2. Review of Capital Project Proposals – The Finance Department will coordinate a financial capital project review process within the annual budget calendar.
 - a. Full Consideration of Operating and Maintenance Costs - Adequate resources should be identified to operate and maintain existing assets as well as proposed expanded assets before funding is allocated to any new Capital Project.

3. Stakeholder Participation - The Unified Government shall provide meaningful opportunities for stakeholders to provide input into the CMIP development before the plan is adopted.
4. UG Commission Responsibilities - (link to plans) All projects submitted for consideration of inclusion within the CMIP, with minor and occasional exceptions, should be based, when possible, on investments called for by master plans and/or capital assets needs assessments that have been formally reviewed and adopted by the UG Board of Commissioners. Operating and maintenance cost estimates will be reflected in departmental operating plans.
5. Approval of the CMIP – The Planning Commission shall review draft CMIP proposals, suggest changes they believe are in the best interest of the community and recommend a CMIP to the Board of Commissioners. The Board of Commissioners shall review and approve the CMIP. Amendments to the CMIP shall be considered and adopted by the Board of Commissioners at regular meetings except for specific adjustments when limited authority is delegated to the County Administrator, Chief Financial Officer, and the Budget Director, as prescribed within the Operating and Capital Budget Policy.

B. CMIP Project Selection - An objective set of criteria will be used to assess and evaluate project proposals. Major road construction, buildings and parks projects will be evaluated using a weighted matrix of the following criteria. The weighting of these criteria will be set with guidance from the UG Board of Commissioners and Planning Commission. Although specific criteria may be updated from time to time, the following concepts are core principles to be considered in the development of such criteria:

1. Long-Term Forecasts - Long-term forecasts should be prepared to better understand resources available for capital spending and to assess operational impacts and eventual maintenance replacement costs.
2. Revenue Generation or Economic Development Advantages – Projects should be given priority that demonstrate the potential to have a positive return on investment, either through expected increases in assessed valuation or other economic values that could generate future additional revenues.
3. Impact on Other Projects - Projects should not be considered in isolation. One project's impact on others should be recognized and costs shared between projects where appropriate. Project coordination will be properly sequenced both internally and alongside external stakeholders operating in Wyandotte County/Kansas City, Ks.
4. Allow for Funding of Preliminary Activities - For some projects it may be wise to fund only preliminary engineering/planning before committing to funding the whole project. However, even these expenditures can be considerable. Therefore, these preliminary engineering/planning should also be evaluated, analyzed and prioritized appropriately.

5. Full Lifecycle Costing - Cost analysis of a proposed project should encompass the entire life of the asset, from planning and acquisition to disposal.
 6. Predictable Project Timing and Scope - Schedule and scope estimates should be practical and achievable within the requested resources, including financial and human.
 7. Population Served – An estimate of the population that would directly benefit from a project should be considered in the prioritization of project selection.
 8. Capacity Needs – Using volumetric data, traffic counts, or daily visitors to evaluate the current and future needs of systems to prioritize projects that improve the overall function of network assets.
 9. Community Sites – The social impact of projects near community locations should be considered in project selection.
 10. Commerce – Projects that enhance the economic viability of future and existing commercial corridors should be considered during project selection.
 11. Master Plans – UG master plans for zoning, transportation, trails, parks, bus routes and bike lanes should be considered in project selection.
 12. Safety – The safety of the public interacting with UG infrastructure should be considered in project selection.
 13. Infrastructure Condition – A combination of condition ratings, consequence of failure analysis, and likelihood of failure estimates should be considered in project selection.
- C. Balanced CMIP** - The adopted CMIP is a balanced five-year plan. This means that for the entire five-year period, resources will be equal to project expenditures in the CMIP. Expenditures in the CMIP must weigh the full costs of proposed projects in relation to funding sources. It is possible that the plan will have more expenditures than revenues in any single year, but this imbalance will be addressed through the use of interim financing as needed. However, over the life of the five-year plan all expenditures will be provided for with identified revenues. All unfunded projects will be retained on the unfunded list for further consideration in the future.
- D. CMIP Funding Strategy** - The operating budget includes capital projects and equipment that are generally of a recurring nature and are appropriated for one year only. Changes from year to year for annual or reoccurring projects represent incremental variances in the cost of doing business. Capital projects that result in procurement or construction of major physical assets for the UG are to be aligned with the Government's financial forecast. Resources for the capital plan can come from the same resources as the operating budget, but the costlier projects are

funded by bond and temporary note financing. The Unified Government has provided financial resources for the CMIP through three primary methods: 1) various local dedicated taxes, charges for services revenues, grants, partnerships with non-profits and/or corporations, and other funding sources from external entities, 2) Pay-As-You-Go, and 3) Debt financing. These funding methods are expected to be used for future CMIPs. Guidelines are provided below to assist the Unified Government in making the choice between Pay- As-You-Go and Debt financing.

1. Factors which favor **Pay-As-You-Go** financing include circumstances where:
 - a. The project can be adequately funded from available current revenues and fund balances;
 - b. The project can be completed in an acceptable timeframe given the available revenues;
 - c. Additional Debt levels could adversely affect the Unified Government's General Obligation credit rating or repayment sources;
 - d. Costs considered pertain to the maintenance of existing assets; or
 - e. Market conditions are unstable or suggest difficulties in marketing a Debt.
2. Factors which favor long-term **Debt** financing include circumstances where:
 - a. Revenues available for Debt issues are considered sufficient and reliable so that long-term financing can be marketed with an appropriate credit rating, which can be maintained;
 - b. Credit market conditions present favorable interest rates and demand for Unified Government Debt financing;
 - c. A project is mandated by state or federal government and current revenues or fund balances are insufficient to pay project costs;
 - d. A project is immediately required to meet or relieve capacity needs and existing un-programmed cash reserves are insufficient to pay project costs;
 - e. Costs considered for Debt financing pertain to the new assets or capital projects;
 - f. The life of the project or asset financed is ten years or longer; or
 - g. Those expected to benefit from the project include generations in years to come.

- E. Vehicle and Equipment Lease Financing** - In addition, the Unified Government has relied on lease financing for various vehicle and equipment acquisitions with the lease periods ranging from three to ten years depending on the cost of the equipment and its useful life. It is the goal expressed in this policy that the UG reduce its reliance of lease financing for the acquisition and replacement of vehicles and equipment, and instead to move towards paying in cash for these items or other arrangements that support responsible management of assets. As a result, a separate vehicle and equipment replacement internal service fund is established to ensure that adequate funds are available to purchase vehicles and equipment, to stabilize budgeting for major purchases, and to provide a systematic, UG-wide approach to procurement and disposition of the related assets. The goal is to provide sufficient cash flow for annual purchases.
- F. Capital Budget** - Each year the Finance Department will develop a Capital Budget which will contain the spending plan for capital projects. The first year of the adopted CMIP will be the Capital Budget for the fiscal year, in addition to the Amended Budget of the current fiscal year.
- G. Capital Project Management** - Management of capital project is essential to create the best value for Unified Government taxpayers through capital spending. Each department must actively manage their projects and major departments may provide quarterly reports on the status of each project. The following policies shall be observed in order to help ensure the best project management possible.
1. Project Management - Each department is responsible as follows:
 - a. Lead, coordinate, and plan processes that may lead to projects
 - b. Prepare the project proposal
 - c. Ensure that required phases are completed on schedule
 - d. Authorize all project expenditures
 - e. Monitor project cash flows
 - f. Ensure that all regulations and laws are observed
 - g. Periodically reporting project status
 - h. If it is a facility or infrastructure project, work through Public Works to develop a project budget and cash flow forecast for the CMIP prior to project commencement
 - i. Public Works will manage facility and infrastructure projects, with few exceptions, and expect requesting departments to continue to lead all stakeholder engagement.
 2. Department directors are responsible for administering their respective CMIP projects within the financial constraints described by the CMIP budget as adopted. It is expected that line item budgets within an individual project may exceed their planned levels, but totals project costs may not be exceeded.
 3. Limits on Amendments - Capital project amendments during a year shall not exceed the annually adopted budget and funding levels. Each department must manage its capital program within certain time and cost constraints.

4. Upon completion of a capital project, any remaining appropriated funds for the project will revert to the fund balance of the funding source.
- H. Asset Condition Assessment** – Unified Government department staff may conduct a comprehensive asset inventory that projects replacement and maintenance needs for the next five years and will update this projection each year. The asset inventory will describe the current condition of the Unified Government's assets, establish standards for asset condition, account for the complete cost to maintain assets up to standard over their lifecycle, and account for risks associated with assets that are below condition standards. Unified Government departments shall have responsibility for inventorying and assessing the assets within their purview and ensuring that it reconciles with Finance Department capital asset records.
- I. Prioritization of Asset Maintenance and Replacement** - It is the Unified Government's intent to maintain its existing assets at a level that protects the initial capital investment and minimizes future maintenance and replacement costs. Based on an asset inventory and risk assessment, staff shall include recommendation for asset maintenance in the CMIP. In addition, the Public Works Department is charged with implementing measures that maximize and protect infrastructure investments through policies and procedures with full compliance from all public and private utilities
- J. Funding of Asset Maintenance** - This policy addresses the need to protect the Unified Government's historical investment in capital assets. It is the UG's intent to ensure that adequate resources are allocated to preserve the UG's existing infrastructure to the best of its ability before allocating resources to other capital projects.

Towards this effort, it is the policy that the Government will set aside an appropriate percentage of new project costs towards the future maintenance of new facilities and infrastructure investments.

- K. CMIP Process** - The CMIP Process is directly linked to the annual budget process, land-use planning, facility plan implementation, coordination with the state, county, and other local municipalities, and the ongoing direction of the UG leaders. The process for including a capital project or equipment request in the CMIP:
1. CMIP requests are submitted to the Finance Department through a:
 - a. Department request in response to need;
 - b. Public request identified at a public hearing or from direct contact with the department, or a
 - c. Commission request for an improvement need within a Commissioner district.
 2. Facilities and Infrastructure - Requests effecting UG facilities and infrastructure are to be submitted to and evaluated by the Public Works Department within the asset management program for viability, impacts and timing.
 3. Fleet / Vehicles - Requests effecting UG vehicles and fleet are to be submitted to and evaluated by the Fleet Division, Public Works Department within the asset management program for viability, impacts and timing.

4. Information Technology and Innovation Projects - Requests related to UG information technology and innovation programs are to be submitted to and evaluated by the Department of Knowledge within the asset management program for viability, impacts and timing.
5. Administrative Review – County Administration and the requesting department review all capital projects and equipment requests submitted.
6. Planning and Zoning Commission Review – The CMIP is presented to a designated Planning and Zoning Commission regular or special meeting for capital project review and comment.
7. Unified Government Mayor and Board of Commissioner Review – Project and equipment meetings are held for Commissioners to review and comment on items that are recommended by the County Administrator.
8. Once finalized, the CMIP Project and Equipment lists are submitted to the entire UG Commission for approval as part of the annual budget process.

L. Periodic status reports – Reports will be presented periodically to the UG Mayor, Commissioners and staff to share project progress and identify significant issues associated with a project.

V. Quality Control and Quality Assurance:

It is the responsibility of the Budget Director to ensure the presence of procedures that provide sufficient guidance to affected Unified Government personnel to fulfill the intent of this policy.

These policies will be reviewed at least annually and updated on an as-needed basis.

VI. Metrics:

To be developed and managed accordingly.

VII. Definitions and Acronyms:

A. Adopted Budget Resolution - The formal statement approved by the Board of Commissioners which shows budgeted revenues and expenditures/expenses for the upcoming fiscal year by fund.

B. Asset Classifications - Assets will be grouped by asset type into one of the following accounts:

1. Building
2. Equipment
3. Furniture & Fixtures
4. Improvements
5. Infrastructure
6. Land
7. Land Improvements
8. Machinery
9. Other Assets
10. Land held for resale

C. Capital Assets - Any fixed or Intangible asset, including personal property, land,

buildings, improvements other than buildings, and infrastructure. When acquiring any capital asset, additional costs required to place the asset in its intended state of operation should be added to the cost of the asset. This may include: a) Land – title search cost, attorney fees, land survey, liens assumed, taxes assumed, grading costs, building demolition, land improvements with an indefinite life, etc.; b) Buildings – attorney fees, architect fees, inspection and building permits, etc.; c) Equipment – Freight charges, installation costs, setup costs, trade-in discounts, training, etc.

- D. Capital Maintenance and Improvement Budget – Amended Budget Current Year and Year One of the Capital Improvement Plan shall be appropriated with the annual budget and accounted for within a capital project Fund(s).
- E. Capital Maintenance and Improvement Program (CMIP) - A plan that describes the capital projects and equipment and associated funding sources the Unified Government intends to undertake in the current year plus five additional future years, including the acquisition or construction of capital facilities and assets, and the maintenance thereof. It is also a long-term planning tool intended to assist management in financial forecasting that allows for prioritization, financing, coordination, and technical design of all capital assets. The CMIP is a 5-year plan of capital project improvements and equipment needs. Each year the document is updated and presented to Commission for approval. Changes may include the addition of new projects or equipment, as well as, the reprioritization or removal of other capital projects. The CMIP includes all projects funded by grants.
- F. Capital Outlay – Is construction, alteration, restoration, maintenance, improvement or equipment acquisition that does not meet the definition of a capital project, as defined in this policy.
- G. Capital Project - Any construction, alteration, restoration, or improvement of any capital asset. Capital projects are usually maintained in a capital project fund. For the purposes of the CMIP the definition of a capital project and equipment includes projects or items with a useful life of at least five years and a cost of at least \$50,000. However, for the purposes of engaging in dialogue and making decisions toward smart investments, the system for scoring and ranking candidate, capital investment projects will only include those over \$200,000. This will also provide for a more streamlined and meaningful CIP document for public consumption. Project improvements can include construction, reconstruction, rehabilitation or maintenance of a capital asset. Equipment needs can include replacement, upgrade or purchase of new equipment. Capital projects may require engineering support or consulting services to evaluate, design, and prepare documents. The capital program may include maintenance projects that result in new fixed assets.
- H. Debt - An obligation to pay something; financial liability.
- I. Infrastructure – Infrastructure assets are long-lived capital assets that normally can be preserved for a significantly greater number of years than most capital assets and are stationary in nature. Examples include roads, bridges, curbs, gutters, streets, drainage

systems, lighting systems, resurfacing (which specifically adds life to the asset) and similar assets that are of value only to the Unified Government.

- J. Intangible Asset – An item that will serve the government which has no physical substance in nature (such as software) that has an expected useful life longer than one year. The items are acquired through outright purchase, construction, lease purchase agreements, installment purchase contracts, tax or special assessment foreclosure, eminent domain, donations, grants or gifts.
- K. Land – This accounts for the cost of land itself and the cost of preparing land for its intended uses, such as: Purchase price, closing costs (title, attorney, recording, land survey, and appraisal fees), costs incurred in getting the land ready for its intended use (grading, filling, draining, clearing, etc.), all costs incurred up to actual excavation of a building, including demolition or removal of unwanted structures, assumption of any liens or mortgages, additional land improvements having an indefinite life (such as landscaping), and any back taxes or other obligations assumed by the purchaser.
- L. Land Improvements: This account is used for permanent (i.e., non-detachable) improvements of a depreciable nature, other than building and infrastructure assets (see above), that add value to land (e.g., fences, retaining walls). This account also is used for leasehold improvements. Examples are fences, docks and dock improvements, park lighting systems, parking lots, driveways, and retaining walls. Costs of water and sewer lines and improvements such as, but not limited to, electrical and gas lines, construction, beginning with excavation.
- M. Machinery, Equipment, Furniture & Fixtures: This accounts for tangible property of a more or less permanent nature (other than land, buildings, or improvements), which is useful in carrying out operations. Examples are office equipment, machinery, tools, trucks, cars, furniture, fixtures and furnishings and costs include purchase price, freight and handling charges, installation or assembling costs, and sales tax.
- N. Pay-as-You-Go Financing - The use of currently available cash resources to pay for capital investments. It is the alternative to Debt financing.
- O. Real Property – Land, land improvements, building, building improvements, and improvements other than buildings. Fixtures attached to land, building, and improvements other than buildings in such a way that removal would alter the intended use of the facility.
- P. Repair and Maintenance – Any addition or change to an existing asset that does not change the value or useful life of the asset.

VIII. Related Documents and References:

- A. Budget process manuals and resolutions

Capital Asset and Equipment Investment and Management Policy

- B. Operating and Capital Budget Policy
- C. General Fund Operating and Economic Uncertainty/Emergency Reserves Policy
- D. Special Revenue Funds Operating Reserve Policy
- E. Enterprise and Internal Service Funds Operating Reserves Policy
- F. Long-Term Financial Planning Policy
- G. County Administrator policies as applicable



Unified Government of Wyandotte County
and Kansas City, Kansas

Capital Asset and Equipment Investment and Management Policy

Commission Resolution:

R-35-18

Adopted: 07/26/2018

Revised: xx/xx/xxxx

I. **Authority:**

The Mayor and the Board of Commissioners are responsible for legislation, policy formulation, and overall direction setting of the government. This includes the approval of financial policies which establish and direct the operations of Unified Government (UG). The County Administrator is responsible for carrying out the policy directives of the UG Board of Commissioners and managing the day-to-day operations of the executive departments, including the Finance Department. This policy shall be administered on behalf of the County Administrator by the Chief Financial Officer and the Budget Director.

II. **Purpose:**

Capital assets and equipment have a major impact on the ability of the Unified Government to deliver services, economic vitality and overall quality of life for Wyandotte County and Kansas City, Kansas stakeholders. The purpose of this policy is to provide guidelines to complete a comprehensive process that allocates limited resources in capital investment and improved management decisions.

III. **Applicability and Scope:**

This policy shall apply to all funds under the budgetary and fiscal control of the Mayor and the Board of Commissioners.

IV. **Policy:**

A. Roles and Process of the CMIP - The Finance Department is responsible for coordinating the CMIP process and compiling the CMIP document. Other key roles include:

1. CMIP - Each year, Unified Government staff shall develop a five-year long-range CMIP that describes and prioritizes the capital projects the Unified Government intends to undertake.
2. Review of Capital Project Proposals – The Finance Department will coordinate a financial capital project review process within the annual budget calendar.
 - a. Full Consideration of Operating and Maintenance Costs - Adequate resources should be identified to operate and maintain existing assets as well as proposed expanded assets before funding is allocated to any new Capital Project.

3. Stakeholder Participation - The Unified Government shall provide meaningful opportunities for stakeholders to provide input into the CMIP development before the plan is adopted.
4. UG Commission Responsibilities - (link to plans) All projects submitted for consideration of inclusion within the CMIP, with minor and occasional exceptions, should be based, when possible, on investments called for by master plans and/or capital assets needs assessments that have been formally reviewed and adopted by the UG Board of Commissioners. Operating and maintenance cost estimates will be reflected in departmental operating plans.
5. Approval of the CMIP — The Planning Commission shall review draft CMIP proposals, suggest changes they believe are in the best interest of the community and recommend a CMIP to the Board of Commissioners. The Board of Commissioners shall review and approve the CMIP. Amendments to the CMIP shall be considered and adopted by the Board of Commissioners at regular meetings except for specific adjustments when limited authority is delegated to the County Administrator, Chief Financial Officer, and the Budget Director, as prescribed within the Operating and Capital Budget Policy.

B. CMIP Project Selection - An objective set of criteria will be used to assess and evaluate project proposals. Major road construction, buildings and parks projects will be evaluated using a weighted matrix of the following criteria. The weighting of these criteria will be set with guidance from the UG Board of Commissioners and Planning Commission. Although specific criteria may be updated from time to time, the following concepts are core principles to be considered in the development of such criteria:

1. Long-Term Forecasts - Long-term forecasts should be prepared to better understand resources available for capital spending and to assess operational impacts and eventual maintenance replacement costs.
2. Revenue Generation or Economic Development Advantages – Projects should be given priority that demonstrate the potential to have a positive return on investment, either through expected increases in assessed valuation or other economic values that could generate future additional revenues.
3. Impact on Other Projects - Projects should not be considered in isolation. One project's impact on others should be recognized and costs shared between projects where appropriate. Project coordination will be properly sequenced both internally and alongside external stakeholders operating in Wyandotte County/Kansas City, Ks.
4. Allow for Funding of Preliminary Activities - For some projects it may be wise to fund only preliminary engineering/planning before committing to funding the whole project. However, even these expenditures can be considerable. Therefore, these preliminary engineering/planning should also be evaluated, analyzed and prioritized appropriately.

5. Full Lifecycle Costing - Cost analysis of a proposed project should encompass the entire life of the asset, from planning and acquisition to disposal.
6. Predictable Project Timing and Scope - Schedule and scope estimates should be practical and achievable within the requested resources, including financial and human.
7. Population Served – An estimate of the population that would directly benefit from a project should be considered in the prioritization of project selection.
8. Capacity Needs – Using volumetric data, traffic counts, or daily visitors to evaluate the current and future needs of systems to prioritize projects that improve the overall function of network assets.
9. Community Sites – The social impact of projects near community locations should be considered in project selection.
10. Commerce – Projects that enhance the economic viability of future and existing commercial corridors should be considered during project selection.
11. Master Plans – UG master plans for zoning, transportation, trails, parks, bus routes and bike lanes should be considered in project selection.
12. Safety – The safety of the public interacting with UG infrastructure should be considered in project selection.
13. Infrastructure Condition – A combination of condition ratings, consequence of failure analysis, and likelihood of failure estimates should be considered in project selection.

C. Balanced CMIP - The adopted CMIP is a balanced five-year plan. This means that for the entire five-year period, resources will be equal to project expenditures in the CMIP. Expenditures in the CMIP must weigh the full costs of proposed projects in relation to funding sources. It is possible that the plan will have more expenditures than revenues in any single year, but this imbalance will be addressed through the use of interim financing as needed. However, over the life of the five-year plan all expenditures will be provided for with identified revenues. All unfunded projects will be retained on the unfunded list for further consideration in the future.

D. CMIP Funding Strategy - The operating budget includes capital projects and equipment that are generally of a recurring nature and are appropriated for one year only. Changes from year to year for annual or reoccurring projects represent incremental variances in the cost of doing business. Capital projects that result in procurement or construction of major physical assets for the UG are to be aligned with the Government's financial forecast. Resources for the capital plan can come

from the same resources as the operating budget, but the costlier projects are funded by bond and temporary note financing. The Unified Government has provided financial resources for the CMIP through three primary methods: 1) various local dedicated taxes, charges for services revenues, grants, partnerships with non-profits and/or corporations, and other funding sources from external entities, 2) Pay-As-You-Go, and 3) Debt financing. These funding methods are expected to be used for future CMIPs. Guidelines are provided below to assist the Unified Government in making the choice between Pay- As-You-Go and Debt financing.

1. Factors which favor **Pay-As-You-Go** financing include circumstances where:
 - a. The project can be adequately funded from available current revenues and fund balances;
 - b. The project can be completed in an acceptable timeframe given the available revenues;
 - c. Additional Debt levels could adversely affect the Unified Government's General Obligation credit rating or repayment sources;
 - d. Costs considered pertain to the maintenance of existing assets; or
 - e. Market conditions are unstable or suggest difficulties in marketing a Debt.
2. Factors which favor long-term **Debt** financing include circumstances where:
 - a. Revenues available for Debt issues are considered sufficient and reliable so that long-term financing can be marketed with an appropriate credit rating, which can be maintained;
 - b. Credit market conditions present favorable interest rates and demand for Unified Government Debt financing;
 - c. A project is mandated by state or federal government and current revenues or fund balances are insufficient to pay project costs;
 - d. A project is immediately required to meet or relieve capacity needs and existing un-programmed cash reserves are insufficient to pay project costs;
 - e. Costs considered for Debt financing pertain to the new assets or capital projects;
 - f. The life of the project or asset financed is ten years or longer; or
 - g. Those expected to benefit from the project include generations in years to come.

E. Vehicle and Equipment Lease Financing - In addition, the Unified Government has relied on lease financing for various vehicle and equipment acquisitions with the lease periods ranging from three to ten years depending on the cost of the equipment and its useful life. It is the goal expressed in this policy that the UG reduce its reliance of lease financing for the acquisition and replacement of vehicles and equipment, and instead to move towards paying in cash for these items or other arrangements that support responsible management of assets. As a result, a separate vehicle and equipment replacement internal service fund is established to ensure that adequate funds are available to purchase vehicles and equipment, to stabilize budgeting for major purchases, and to provide a systematic, UG-wide approach to procurement and disposition of the related assets. The goal is to provide sufficient cash flow for annual purchases.

~~At this time, this fund is not designed to equal the replacement value of the vehicle fleet and equipment of the UG. Policies and procedures detailing more specifics for the financial planning and funding of vehicle and equipment will be developed in the future.~~

F. Capital Budget - Each year the Finance Department will develop a Capital Budget which will contain the spending plan for capital projects. The first year of the adopted CMIP will be the Capital Budget for the fiscal year, in addition to the Amended Budget of the current fiscal year.

G. Capital Project Management - Management of capital project is essential to create the best value for Unified Government taxpayers through capital spending. Each department must actively manage their projects and major departments may provide quarterly reports on the status of each project. The following policies shall be observed in order to help ensure the best project management possible.

1. Project Management - Each department is responsible as follows:
 - a. Lead, coordinate, and plan processes that may lead to projects
 - b. Prepare the project proposal
 - c. Ensure that required phases are completed on schedule
 - d. Authorize all project expenditures
 - e. Monitor project cash flows
 - f. Ensure that all regulations and laws are observed
 - g. Periodically reporting project status
 - h. If it is a facility or infrastructure project, work through Public Works to develop a project budget and cash flow forecast for the CMIP prior to project commencement
 - i. Public Works will manage facility and infrastructure projects, with few exceptions, and expect requesting departments to continue to lead all stakeholder engagement.
2. Department directors are responsible for administering their respective CMIP projects within the financial constraints described by the CMIP budget as adopted. It is expected that line item budgets within an individual project

may exceed their planned levels, but totals project costs may not be exceeded.

3. Limits on Amendments - Capital project amendments during a year shall not exceed the annually adopted budget and funding levels. Each department must manage its capital program within certain time and cost constraints.
4. Upon completion of a capital project, any remaining appropriated funds for the project will revert to the fund balance of the funding source.

H. Asset Condition Assessment – Unified Government department staff may conduct a comprehensive asset inventory that projects replacement and maintenance needs for the next five years and will update this projection each year. The asset inventory will describe the current condition of the Unified Government's assets, establish standards for asset condition, account for the complete cost to maintain assets up to standard over their lifecycle, and account for risks associated with assets that are below condition standards. Unified Government departments shall have responsibility for inventorying and assessing the assets within their purview and ensuring that it reconciles with Finance Department capital asset records.

I. Prioritization of Asset Maintenance and Replacement - It is the Unified Government's intent to maintain its existing assets at a level that protects the initial capital investment and minimizes future maintenance and replacement costs. Based on an asset inventory and risk assessment, staff shall include recommendation for asset maintenance in the CMIP. In addition, the Public Works Department is charged with implementing measures that maximize and protect infrastructure investments through policies and procedures with full compliance from all public and private utilities

J. Funding of Asset Maintenance - This policy addresses the need to protect the Unified Government's historical investment in capital assets. It is the UG's intent to ensure that adequate resources are allocated to preserve the UG's existing infrastructure to the best of its ability before allocating resources to other capital projects.

Towards this effort, it is the policy that the Government will set aside an appropriate percentage of new project costs towards the future maintenance of new facilities and infrastructure investments.

K. CMIP Process - The CMIP Process is directly linked to the annual budget process, land-use planning, facility plan implementation, coordination with the state, county, and other local municipalities, and the ongoing direction of the UG leaders. The process for including a capital project or equipment request in the CMIP:

1. CMIP requests are submitted to the Finance Department through a:
 - a. Department request in response to need;
 - b. Public request identified at a public hearing or from direct contact with the department, or a
 - c. Commission request for an improvement need within a Commissioner district.

2. Facilities and Infrastructure - Requests effecting UG facilities and infrastructure are to be submitted to and evaluated by the Public Works Department within the asset management program for viability, impacts and timing.
3. Fleet / Vehicles - Requests effecting UG vehicles and fleet are to be submitted to and evaluated by the Fleet Division, Public Works Department within the asset management program for viability, impacts and timing.
4. Information Technology and Innovation Projects - Requests related to UG information technology and innovation programs are to be submitted to and evaluated by the Department of Knowledge within the asset management program for viability, impacts and timing.
5. Administrative Review – County Administration and the requesting department review all capital projects and equipment requests submitted.
6. Planning and Zoning Commission Review – The CMIP is presented to a designated Planning and Zoning Commission regular or special meeting for capital project review and comment.
7. Unified Government Mayor and Board of Commissioner Review – Project and equipment meetings are held for Commissioners to review and comment on items that are recommended by the County Administrator.
8. Once finalized, the CMIP Project and Equipment lists are submitted to the entire UG Commission for approval as part of the annual budget process.

L. Periodic status reports – Reports will be presented periodically to the UG Mayor, Commissioners and staff to share project progress and identify significant issues associated with a project.

V. Quality Control and Quality Assurance:

It is the responsibility of the Budget Director to ensure the presence of procedures that provide sufficient guidance to affected Unified Government personnel to fulfill the intent of this policy.

These policies will be reviewed at least annually and updated on an as-needed basis.

VI. Metrics:

To be developed and managed accordingly.

VII. Definitions and Acronyms:

- A. Adopted Budget Resolution - The formal statement approved by the Board of Commissioners which shows budgeted revenues and expenditures/expenses for the upcoming fiscal year by fund.
- B. Asset Classifications - Assets will be grouped by asset type into one of the following accounts:
 1. Building
 2. Equipment
 3. Furniture & Fixtures
 4. Improvements
 5. Infrastructure
 6. Land

7. Land Improvements
 8. Machinery
 9. Other Assets
 10. Land held for resale
- C. Capital Assets - Any fixed or Intangible asset, including personal property, land, buildings, improvements other than buildings, and infrastructure. When acquiring any capital asset, additional costs required to place the asset in its intended state of operation should be added to the cost of the asset. This may include: a) Land – title search cost, attorney fees, land survey, liens assumed, taxes assumed, grading costs, building demolition, land improvements with an indefinite life, etc.; b) Buildings – attorney fees, architect fees, inspection and building permits, etc.; c) Equipment – Freight charges, installation costs, setup costs, trade-in discounts, training, etc.
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- G. County Administrator policies as applicable



Staff Request for Commission Action

Tracking No. 20659

Full Commission Meeting Date: 2/11/2021

Committee: Public Works & Safety

Date of Standing Committee Action: 1/25/2021
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(If none, please explain):

Publication Required: No

<u>Date:</u> 12/30/2020	<u>Contact Name:</u> Angel Obert	<u>Contact Phone:</u> x8354	<u>Contact Email:</u> aobert@wycokck.org	<u>Department/Division:</u> Parks & Recreation
<u>Item Description:</u> Presentation on Wyandotte County Lake boat slips and with a recommendation from the Park Board regarding resident and non-resident slip rentals.				
<u>Action Requested:</u> Approval or denial of Park Board recommendation.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> 				