



Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, April 25, 2016
5:00 PM

Location:

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

Name

Absent

Commissioner Melissa Bynum, Chair

☐

Commissioner Harold Johnson

☐

Commissioner Mike Kane

☐

Commissioner Angela Markley

☐

Commissioner Jane Philbrook

☐

Jeff Bryant, BPU Member

☐

I. **Call to Order/Roll Call**

II. **Revisions to April 25, 2016 Agenda**

III. **Approval of standing committee minutes from January 19 and February 22, 2016.**

IV. **Measurable Goals**

V. **Committee Agenda**

Item No. 1 - REQUEST: HONORARY STREET NAMES

Synopsis: A communication from KMDI Inc., 400 Funston Road, KCK, in Fairfax, requesting the following two honorary street name designations, submitted by Brent Thompson, County Surveyor.

- Richard Kester Blvd. or R. Kester Blvd. at the NW corner of Fiberglass & Funston
- Charlie Morton Ave. or C. Morton Ave. at the SW corner of Fiberglass & Sunshine

Tracking #: 16542

Item No. 2 - RESOLUTIONS: AUTHORIZE SURVEYS OF LANDS

Synopsis: Resolutions declaring the following projects to be necessary and authorizing a survey and descriptions of land for said projects, submitted by Lideana Laboy, Engineer

Supervisor.

- Reconstruction of Leavenworth Rd., 38th St. to 63rd St., CMIP 1224
- Reconstruction of the intersection at Central Ave., 18th St. & Park Dr., CMIP 1223

Tracking #: 16532

**Item No. 3 - RESOLUTION: OUTDATED FIRE DEPT. EXTERNAL
DEFIBRILLATORS (AEDS)**

Synopsis: A resolution authorizing establishment of a procedure for the distribution and transfer of 22 Zoll Automatic External Defibrillators (AEDs) to any local not-for-profit, 501(c)(3) organization in need of AEDs on behalf of the UG, submitted by Ryan Haga, Attorney. The AEDs are outdated for Fire Dept. purposes, but are still otherwise operable and usable.

Tracking #: 16543

VI. Public Agenda

VII. Adjourn

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Tuesday, January 19, 2016**

The meeting of the Public Works and Safety Standing Committee was held on Tuesday, January 19, 2016, at 5:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Johnson, Kane, Markley, Philbrook; and BPU Board Member Jeff Bryant. The following officials were also in attendance: Gordon Criswell, Assistant County Administrator; Joe Connor, Assistant County Administrator; Melissa Mundt, Assistant County Administrator; Ken Moore, Chief Legal Counsel; Matt May, Emergency Management Director; Bill Heatherman, County Engineer; Brent Thompson, County Surveyor; Dennis Laughlin, Director for General Services; Gay Hall, Health Department; and John Turner, Sergeant At Arms.

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

Approval of standing committee minutes for October 26, 2015. **On motion of Commissioner Kane, seconded by BPU Board Member Bryant, the minutes were approved.** Motion carried unanimously.

Measurable Goals:

Item No. 1 – 157...MEASURABLE GOALS: EMERGENCY MANAGEMENT SERVICES

Synopsis: Presentation and discussion of goals for Emergency Management Services, presented by Matt May, Emergency Management Director.

Gordon Criswell, Assistant County Administrator, said Matt and his team are going to present on changes in the ESF-8 position which is significant. I wanted to present to you guys sort of the high-level aspirational goal for Emergency Management.

As you know, we lay out these aspirational goals for you to play with and if we need to come back and refine the language, we do so. I basically changed some language, Matt, out of

what's in our budget and said the goal of Emergency Management is to mitigate, prepare for, respond to, and/or recover from all possible hazards that create a state of emergency for Wyandotte County. There's things that the department does that reflects their ability to do all of these things which would be our measurements.

Chairman Bynum asked are there any questions or additions. Read it again since I don't have my glasses on. **Mr. Criswell** said the goal of Emergency Management is to mitigate, prepare for, respond to, and/or recover from all possible hazards that create a state of emergency in Wyandotte County.

Commissioner Philbrook asked how has that changed. It hasn't, has it? That's pretty much it. **Mr. Criswell** said it's aspirational and pretty high. **Commissioner Philbrook** said that's what I'm saying. We haven't changed our goals have we? **Mr. Criswell** said no ma'am. **Commissioner Philbrook** said thank you.

Matt May, Emergency Management Director, said we always want to do that. That's a lifecycle mantra in the Emergency Management world for years. **Commissioner Philbrook** said you had me worried there for a minute. I thought we hadn't been trying to do that. **Mr. May** said no, we're always going to do that, but what I want to pick on is a couple of specific elements that help us get to that.

The last time I came to you folks I talked about our citizen engagement and this year we're going to add our partner engagement.



Emergency Management Customer Service Goals Citizen / Partner Engagement



If I can, I'll just go through these slides real quick. I know we're all looking to get out of here.

Citizen Engagement Matters

- ▶ Develops awareness of the EM programs
- ▶ Educates them on their responsibility for their own safety
- ▶ Provides them the knowledge and skills to protect themselves and their property.
- ▶ Provides them an outlet to support their fellow citizens and their community as a whole.
- ▶ Is a requirement of a Kansas Emergency Management program per state statute.

(KAR 56-2-2)



The reason citizen engagement matters is because it provides an awareness of the EM programs throughout the community, educates them on their responsibility, have their own safety. Citizens still have the responsibility to prepare themselves from my perspective. What we want to do is give them the tools and the education to do that.

We want to give them an outlet to support their fellow citizens. An example of that are the CERT teams. For example, the CERT teams get education that will help themselves during an event, but it's also if they're not impacted directly, they form an organization that will go out and find others who are and help them. **Commissioner Philbrook** said acronyms always. **Mr.**

May said sorry, Community Emergency Response Teams. These are Joe Citizen who wants to do something helpful and we give them the tools and the expertise to do that. **Commissioner Philbrook** said thank you. **Mr. May** said we're going to start a new class in that on February 25, so we'll have a new group going through there.

Last, but probably least important for my perspective, but still important to be aware of, is a statutory requirement of the Emergency Management program within the State of Kansas. That's one of the reasons we fulfill that as well.

Citizen Engagement Matters



Here are just a couple of pictures from events that we have participated in. The one in the upper right is where we partner with our National Weather Service partners to do a weather awareness class. These are called Spotter classes, it's really not that. It's really about being better aware and better prepared. We're going to do that again this year. That is scheduled for February 14. We'll have the second one out of the gate for the metro to get done. I like to do them early. We had problems with scheduling where we were before out at the junior college. We're still at the junior college, but we moved over to the Tech Center so we could get to that space and present there. I think that's going to work better for all of us.

Citizen Engagement Matters

- ▶ We traditionally have participated in 5 public presentations per year on average.
- ▶ **We more than tripled that in 2015 (18)**
- ▶ **Will attempt to increase that again in 2016 for a total of 25 per year.**
- ▶ So far in 2015:

◦ Weather Symposium	March 7 th
◦ Weather Spotter Presentation	March 18 th
◦ CERT Classes	March 19 th to May 13 th
◦ 3rd District Republican Women	March 28 th
◦ CERT in the Park	April 18 th
◦ Boy Scout Service Day and Campout	April 11 th
◦ Red Cross Smoke Detector Installs	April 25 th
◦ Media Spot / Weather at the Speedway	May 8 th
◦ RACES / Jayhawk RC Field Day	June 27 th

Traditionally, in the past before I got here, we were doing about five or six of these kinds of presentations a year to various civic groups. In 2015 we actually did 18 which was more than what I expected to do. We're going to push that goal to 25 for next year. Just to give you a list, I won't read them all. Again, the Weather Symposium which is an event in Douglas County, but our CERT teams and some other team members go over. That's more advanced. The Weather Spotter Presentation, like I said we've done those. All sorts of folks as you can see, we do the Boy Scouts, Red Cross. The Smoke Detector Installs was really a very successful program. We did that twice this year using our CERT teams to go out and canvass folks and put up smoke detectors. I know one of the two day totals, the group put up 124 smoke detectors down in the Argentine neighborhood. It was really successful.

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Here's some more of the things that we went to this year, so you can see we've been there. One group actually invited us back for a second round. I kind of hit on some of the things they could do like CERT as an overview. They wanted specifically more information about CERT and we gave that to them in the second presentation.

Partner Engagement Matters

- ▶ Exercises are an important part of working together with our regional and local partners
- ▶ This can include other EM offices, public safety agencies, Non-Governmental Organizations and Federal agencies
- ▶ Exercises also offer opportunities to test and train together

That's the Citizen Engagement. The Partner Engagement is really where we're working with our partners. Tonight is an excellent example of that. With us behind me is Steven Hoeger. He's our regional Hospital Coordinator for the State for this area. Steve and I have actually known each other for a long time, but we partner together to do things like this ESF-8 presentation I'm going to give you in just a minute.

It could be other EM offices. It could be a lot of NGOs, and by that I mean Red Cross, Salvation Army, Habitat for Humanity, all sorts of folks who can provide services both pre-event and post-event. We work with them. We plan with them so we know what their resources are, we know how to best utilize them after an event. It's always good to have those personal one-on-one, face-to-face relationships.

Exercises, I think that's another key piece in our partnerships. We've done more of those this year than I think the department's had in recent memory. I'm going to show you a list of those.

Partner Engagement Matters

► 2015 Major Exercises

• Incident Management Team / Search and Rescue TTX	Feb 18 th
• Civil Support Team / HazMat FSE	March 18 th
• UG Public Health Department - Active Shooter	April 3 rd
• KU Radiation Injury Treatment TTX	April 27 th
• Speedway Race Weekend	May 8-10 th
• Area Maritime Security Training & Exercise - Port FSE	Aug 11 th
• Johnson Co Emergency Operations Center FSE	Sept. 23 rd
• KU Med Center - Run Hide Fight University	Sept 24 th
• MECC Simulated Emergency Test FSE	Oct 3 rd
• Speedway Race Weekend	Oct 16-18 th
• KC Lifeline Infrastructure Stabilization and Restoration	Oct 28 th
• University of Kansas Hospital - Winter Weather TTX	Dec 9 th



In 2015 these are the events we went through. Incident Management Team, that's where we support each other, so a group of emergency managers from say western Kansas might come here and help us because we never will have the number of people we need to actually run an event, we have to rely on each other. Likewise, we're willing to go to them. We partner together and we practice that. We did a tabletop. The TTX, your point about acronyms, that means tabletop exercise. The FSE is a full scale exercise. That means we have to get out and do stuff. If a truck's involved or a communication vehicle is involved, we have to get it out, turn it all on, and make it work.

Some of those are much more involved than others. A tabletop is probably a day. I'm looking for the Civil Support Team, the second one down there. The Civil Support Teams are an Army function that is designed to help the locals. That's what that team does, knowing what their capabilities and ours are and how they mesh is really important. **Commissioner Philbrook**

asked does that pull Ft. Leavenworth in. **Mr. May** said they are based out of Leavenworth and a combination of Leavenworth and Riley. They're in both places. There's a team like this in every state. We can also pull from the 7th Civil which is in Missouri, Leonard Wood.

For that exercise we had all four from what we call Region 7, Iowa, Nebraska, Kansas and Missouri were all there. This was a three day exercise with a total of about 450 people involved out at the Speedway. It was a very elaborate exercise. We were integral to that. Our Fire Department was a huge piece of that because of the hazmat component. We had live agents there meaning we had things that really would set off a Geiger counter and those kinds of fun stuff. We got the guys from Riley, their Ordinance guys built us some fake bombs, but did real stuff. The comment that I heard from one of the Overland Park guys is those guys should be punished and never allowed to build anything again. They built a really good one. **Commissioner Philbrook** said scared them didn't they? **Mr. May** said it was a cooler with a can on the top. If you picked up the can all of a sudden stuff sprayed out of the bottom and you don't know what that stuff is. It was very exciting, a lot of robot work and things like that.

That's the kind of things we do. You can see we did a bunch. It was taxing on our department, but so educational when we can all work together and know what everybody else can do and what they bring to the party is really helpful.

Partner Engagement Matters

► 2016 Planned Exercises

• Livestock Movement Control Workshop	Feb 19 th
• Civil Support Team / HazMat / Tactical FSE	March 21-23
• Public Health Phase II - TTX	March 11 th
• Ebola TTX Part 1	March 28 th
• Speedway Race Weekend	May 6-7 th
• Ebola TTX Part 2	TBD (summer)
• Incident Management Team / Search and Rescue FEX	TBD (summer)
• Mass Care National Level FSE	Aug 22-25 th
• MECC Simulated Emergency Test FSE	Oct 1 st
• Speedway Race Weekend	Oct 16-18 th



Already for 2016 this is where we are on our calendar. Gay Hall from the Health Department is behind me. You can see there are a couple of Ebola Tabletops that we'll be participating in. There are more for her. Again, that Civil Support Team exercise, we're going to run that exercise

again, but you'll notice there's a new element there. That's the Tactical SWATs. We're going to bring in the law enforcement guys and have them come out and practice with us. They're going to do a takedown, but then they're going to find that they've got a bad chemical actor of some sort. Now the whole scene switches over to a HazMat. They've got to practice that hand off and that's part of what we're going to do this year. I'm actually going to be the exercise director for that exercise this year.

BPU Board Member Bryant asked the next to the bottom one, the MECC, what does that stand for. **Mr. May** said that's the Metropolitan Emergency Communications Council. What that is, it's a sharing council between the CERT agencies. We would be one of those, and the amateur radio groups, primarily, although there are other kinds of emergency communication groups out there. Primarily, there are about 20 amateur radio groups that provide emergency communications. I also happen to be president of that organization. What we do is we do a region-wide emergency drill. It's functional. We actually go out and do the stuff we're going to do. Typically we get between 100-125 participants. We do it all what we call HC, or Homeland Security Exercise Evaluation process compliant. It's done to a federal standard so that all those things can get us credit for doing them because that helps with our grants. It's really a great exercise. It's pretty unique across the country.

Commissioner Philbrook asked are they tied in with our new system. **Mr. May** said they're separate. **Commissioner Philbrook** asked or are they extraneous from that because if our new system is down we don't need them. **Mr. May** said exactly. Actually, they serve two purposes. One is as a replacement should we have a failure, and that's happened. If the phones fail they're another great resource. I know that several times a hospital or the 911 system has failed for whatever reason. The last one I heard about was someplace else, but they had a case of the backhoe terrorist. The backhoe went and cut the phone lines coming into the 911 center. We're able to augment that. It's not perfect replacement, but it's certainly better than nothing at all. They can provide that resource.

If our system were to fail in a way that I can't fathom and wouldn't want to even think about, but if it were... **Commissioner Philbrook** said sorry. **Mr. May** said I know. No, no, you've got to think about this stuff, and then we could do that too. We could put these guys into the vehicles and have them respond with the officers if need be to be their communication tool.

Most recently, during one of these simulated emergency tests, the City of Independence did exactly that with their Fire Department. They put the amateurs in with them in the firetrucks, and unless there was a life threatening emergency, they relied on the amateur's information and acted as if their public safety radios were nonfunctional. They did a great job with that. That was under Chief Schiess when she was there.

We treat our Speedway race weekends very much like an exercise for us. We have to. We're actually going to set up on that Civil Support Team exercise, we're going to set up the command center at the Speedway just like we would for a race so that we'll have all of those capabilities there and practice that interplay so that we know how to do that. I treat those two race weekends just like it's an exercise for us.

Commissioner Philbrook said I'll probably give you a call some other time and talk to you about this Livestock Movement Control thing because I'm not really sure. **Mr. May** said that one right now is just a workshop, but it will evolve sometime into a full scale exercise. The State does this primarily. They just finished one a month or so ago out in Manhattan. It's really more important that they work on the border because that's where you're going to do that stock movement. It wouldn't matter where in the country, let's say there's hoof and mouth disease, they're going to stop movement across the country and say everybody has to be checked. We have a process for doing that. What that workshop is going to do is we're going to talk it through with our other two county partners, so it'll be the three county metro Kansas counties. We're going to talk about where we're going to put those checkpoints at. Do they still make sense because they're written into our plans now and the State's providing a contractor that's going to re-write that little piece of our plan. We're going to adopt it in so at some point I will bring it back in front of you. **Commissioner Philbrook** said as I understand it we, as a State, are going to have to be more responsible for making sure that those issues are covered because it's not going to be coming from the Feds. **Mr. May** said that's correct. The State Emergency Management Planner for Ag. is a good friend of mine and she's doing a great job with that. She used to be at KDEM, the Kansas Division of Emergency Management, and she moved over to Agriculture. She's putting this together for us.

We're actually the last one to get done. All the rest of the border counties have been addressed. They're doing it, I think, pretty sharply in as much as we're only going to do one direction. Missouri does the outgoing side and we do the incoming side. We will get them both

stopped. We have a plan for what to do if we have any diseased animals, where they're going to go and how they're going to be dealt with. Then the State takes over. Other than a place to go with them, we don't have to worry about it. So we just tell the truck driver take them up here. **Commissioner Philbrook** said thank you. **Mr. May** said so that's what that workshop is all about. Any questions about my goals? That's pretty much it.

Chairman Bynum said I think you're a department that always has your work cut out for you. **Mr. May** said it never seems to end. **Chairman Bynum** said no. I appreciate it and I also appreciate, again, the staff that has stayed and been available. That item was information only at this point.

Action: For information only.

Committee Agenda:

Item No. 1 – 15342...PROPOSED REVISIONS: COUNTY EMERGENCY OPERATIONS PLAN

Synopsis: Request approval of proposed revisions to Section ESF 8 – Health and Medical Services of the County Emergency Operations Plan (CEOP), submitted by Matt May, Emergency Management Director.

Mr. May said the County Emergency Operations Plan has a provision in it that should we make any significant, and I highlight those words, changes to the plan that we bring it to the Commission. The problem for me is getting a good read on what significant is. In your packets you should have seen what I call a markup copy, a draft copy, so you have a feel for the work that went into this. I will tell you that if we tried to do all these ourselves it wouldn't happen. This was primarily the work of Gay Hall and her team putting this together. We met here and worked through some of these changes. We spent some time on it, but I'll tell you they worked really hard to put this together.

What I would like to ask of you folks is to take a look at this real quick, see the kind of changes that are in here. If you have any questions, both Gay and Steve are available to ask of that. Otherwise, we would just ask that it's okay to proceed and give it to Mr. Bach to sign, or do

you want to go ahead and move it to the full commission. It's really your call. I'm just trying to get a feel for what's significant.

Commissioner Philbrook said my comment would be that I would feel better if the full commission got to vote on this. I have no problems with it, personally, but I think it should come before the full commission for them to say okay on it. **Chairman Bynum** said Commissioner Markley just reminded me that we can approve it and it'll move to Consent Agenda on the full commission. **Mr. May** said okay. **Commissioner Kane** said if they have any questions, they can ask questions at that time. **Mr. May** said okay. I'll be happy to do that.

Action: **Commissioner Markley made a motion, seconded by Commissioner Philbrook, to approve and forward the matter to the full commission.** Roll call was taken and there were six "Ayes," Bryant, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 2 – 153...PRESENTATION: CANDIDATE PROJECTS FOR 2016 FEDERAL AID TRANSPORTATION GRANT

Synopsis: Presentation of candidate projects for the 2016 Federal Aid Transportation Grant application process through MARC, submitted by Bill Heatherman, County Engineer. Funds to support the local share and costs for these projects are currently set aside in the CMIP. Grants are for projects to be constructed in the 2019-2020 timeframe.

Bill Heatherman, County Engineer, said we wanted to continue a dialogue that we started in November about the upcoming grant applications for transportation work. As you recall, we submit those grants to the Mid-America Regional Council. It does fund some of the both high profile, and sometimes not so high profile, but very important work that we're able to do on our transportation system. Brandon Grover on our staff has handed out a letter which I will talk about this particular project at the end of the program.

MARC Transportation Grant Program

Public Works Standing Committee Presentation
January 19, 2016

We really envisioned this as three visits with the Public Works and Safety Standing Committee. This is two of three. Next month in February we plan to bring you a resolution or resolutions asking for formal endorsement for the projects that, at that point, we'll be in the middle of writing applications for. We haven't done that particular step in the past, but it does allow us to have kind of a more firm statement of endorsement and it also helps with our application package in communicating that to the grant committee.

Outline

- Continuation of November 2015 Discussion
- Final Endorsements Requested in February
- Provide Outline of MARC Process
- Provide MARC Vision for the Future
- Share our prime candidates for grant applications

To help provide some context we're going to spend a little more time with how the grant process works at MARC and then talk to you about the prime candidates that staff has identified as applicants for this round's projects.

These next series of slides, about three or four slides, were all taken from a presentation that MARC staff, themselves, gave to the Total Transportation Planning Committee at Mid-America Regional Council.

Application Timeline

- Call for Projects
 - Mid-Late January 2016
 - STP, CMAQ, & STP-Set Aside (formerly TAP)
- Pre-Application Workshop
 - Early February 2016
- Application Deadline
 - Mid-Late March 2016
- Staff Evaluation & Scoring
 - Late March thru April 2016
- Committee Process
 - May thru August 2016

*slide taken from MARC presentation

This outlines the overview. The call for projects will come out late this month. That's for three different program areas: Service Transportation Program which is the largest pot of money and the most flexible, what's called CMAQ which is Congestion Mitigation Air Quality, that's a very targeted set of funds and types of projects that can be done, and what used to be called the Transportation Alternatives Program, and in the latest Highway Bill has been adjusted. They're now just calling it a set-aside within the STP. It's for more bike/ped oriented projects, multimodal quality of life, historical preservation. Those types of efforts actually have a set aside so that they can compete within kind of the broader realm of transportation work.

There will be a pre-application workshop. They always do that. We attend those. It gives us a reminder of what's the same and what's changed in this upcoming round. They haven't published the deadline for the applications, but mid to late March. I can tell you these applications are a lot of work to put together. We have already started pulling our notes together. We will not be waiting for the pre-application workshop to begin our work on these applications which is why tonight's conversation is important to you because we've already sized up what we

think we can realistically make application on. If there's any feedback, the next couple of weeks is an ideal time for us to hear that feedback.

After Applying...

Projects will be:

- *Scored by MARC Staff*
Scores are intended to provide the committees with additional information and are not the determining factor
- *Presented to the respective committees for evaluation*
Project applicants will be notified of meetings and are encouraged to attend
- *Recommended to TTPC & Air Quality Forum*
- *Approved by TTPC, Air Quality Forum and the MARC Board of Directors*
- *Amended into the current TIP and STIP's*

*Slide taken from MARC presentation

Then a very long process ensues before the final decisions are announced by MARC in September and October. MARC staff takes those applications and they crunch a lot of numbers, calculate a lot of scores. Then they present those scores to a series of committees that we have membership on that do a lot of discussion and evaluation of projects. There's a public input and engagement process that has grown. Certainly the last application round had some pieces to the outreach that was more planned and significant than before. That's going to continue. There's an opportunity for the public to go online and make comments on individual projects. There's also a large meeting that's held where more in-depth information is shared about projects and priorities can be taken.

That works its way through these committee processes at MARC. The final outcome is a combination of the objective scoring criteria as well as the judgment factors, discretion factors, that the different committees have a role in. It culminates in a recommendation that goes to the Mid-America Regional Council Board for approval. Once that's approved, then we get the notice that says hey, you've got these projects and good luck to you.

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*Slide taken from MARC presentation

After we apply, MARC staff does some scoring. The different committees do evaluation. For the CMAQ program, I said Congestion Mitigation Air Quality, there is a specific committee called the Air Quality Forum that has special expertise. They get a chance to chime in on those projects. Ultimately it does go, TTPC stands for the Total Transportation Policy Committee. That is a very large, metro-wide committee. Commissioner Walters is our official representative to that. It meets monthly and acts as the final recommending authority before final decisions go to the Mid-America Regional Council Board of Directors. We're very active on that committee and it's a very important part of the process.

TIP and STIP, there's a lot of acronyms if you haven't noticed, as in all of our world and government. That is the formal document that states what projects are getting federal aid and what year they're getting them. At any given time if you can read the lingo you can see what is planned in the next two, three, four, five years in the metro area and how much federal aid has been committed to those projects. That also has its own public comment period. It's a very specific process under the federal rules that we follow to get our projects ultimately listed.

Complete Streets

MARC seeks to achieve the region's vision of a safe, balanced, multimodal, equitable transportation system that is coordinated with land use planning and protective of the environment by implementing Complete Streets with context-sensitive solutions.

MARC will promote developing Complete Streets throughout the region and encourages all local jurisdictions to adopt and implement Complete Streets policies.

This policy applies to the following:

1. All MARC planning activities that involve public rights-of-way, including the long-range transportation plan.
2. Any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.

*Slide taken from MARC presentation

Complete Streets is a word we've adopted in our resolution of support. It's a very important word metro-wide and at Mid-America Regional Council. MARC has a policy to promote that we do the active planning that goes in these projects, make sure that we're considering all the different users, aren't taking a narrow view as may have perhaps been the case in the past in terms of what about pedestrians, what about transit, what about freight movement, what about bicycling. That also requires us to be more specific at the application phase about if we have any exceptions because some particular mode of travel is impractical. We need to declare that; otherwise, the expectation is that we have provided reasonable facilities for all.

Transportation System Goals

- ACCESSIBILITY – Maximize mobility and access to opportunities for all area residents.
- CLIMATE CHANGE AND ENERGY USE – Decrease the use of fossil fuels through reduced travel demand, technology advancements and a transition to renewable energy sources.
- ECONOMIC VITALITY – Support an innovative, competitive 21st-century economy.
- ENVIRONMENT – Protect and restore the region's natural resources (land, water and air) through proactive environmental stewardship.
- PLACE MAKING – Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas and to strengthen the quality of the region.
- PUBLIC HEALTH – Facilitate healthy, active living.
- SAFETY AND SECURITY – Improve safety and security for all transportation users.
- SYSTEM CONDITION – Ensure transportation system is maintained in good condition.
- SYSTEM PERFORMANCE – Manage the system to achieve reliable and efficient performance.

*Slide taken from MARC presentation

This is a lot of words on this slide but all of this scoring is actually evaluated against a document that's called the Long Range Transportation Plan. That Plan is updated every five years. Sometimes it's a small update. Sometimes it's a major rewrite. We have just finished what I would call is a medium sized effort and has been adopted. That is the document that really spells out what the Region's goals are as articulated through this process of representation by the member cities. These are the kinds of words that are important in transportation planning and will be important for us to show in our grant applications: accessibility, climate change and energy use, economic vitality, the environment, place making, public health, safety and security, system condition, and system performance.

Scoring Criteria

Scoring Matrix	All Projects	Additional by Type		
		Bicycle / Pedestrian	Transit	Operations
VIBRANT				
Economic Vitality	0	15	15	15
Place Making	10	10	0	0
Equity	10	0	0	0
CONNECTED				
Transportation Choices	0	10	10	10
Safety and Security	0	20	20	20
System Condition	0	0	15	10
System Performance	0	20	15	20
GREEN				
Public Health	0	10	10	10
Environment	0	15	15	15
Climate Change & Energy Use	5	0	0	0
OTHER	5	0	0	0
TOTAL	30	100	100	100

There's a scoring criteria, and in the end we're going for about 130 points. It's a tough scoring criterion. In college this would have been a tough class. You'd have been lucky if you got a C. All of those key words that we had before, but every one of those boxes actually represents maybe seven boxes of other information that we sit down and write or data that we gather or special evaluations of safety and capacity that we put together. There's a lot of input that goes in and a lot of data gathering that we need to do.

Candidate Projects for the 2016 Federal-Aid Transportation Grant Applications

With that, and I'll take any questions you have over the whole process, but I wanted to just show you the candidate projects that based on all the input we've received to date and various conversations and understandings from the past and planning efforts, this is what we believe are the prime candidates for us to pursue in this upcoming application round, subject, of course, to your input and feedback.

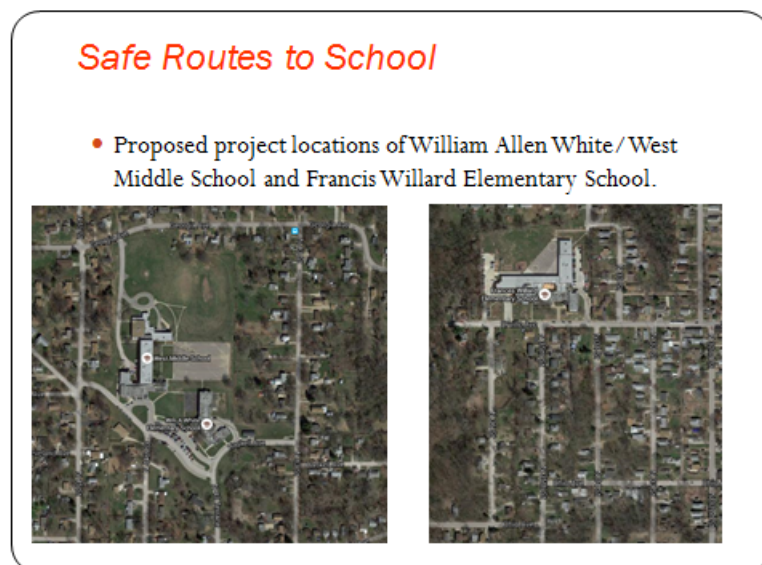
Leavenworth Road, 63rd St. to 78th St.



We always really need to find one signature project under that STP Fund that really tends to be a major arterial roadway work. We have oftentimes pursued those in pairs or groupings. State Avenue, if you recall, we did. One of those was federal aid, one was not, but we did those in pairs. Merriam Lane we're pursuing. We've done work on Parallel and Donahoo with grants.

We have major beginning on Leavenworth Road with a project from 38th to 63rd Street and we recommend that we continue that momentum through to the next leg, which we've defined as probably being best to go from 63rd to 78th Street. That project would look very similar to the project that we've been discussing with the community that's under design now.

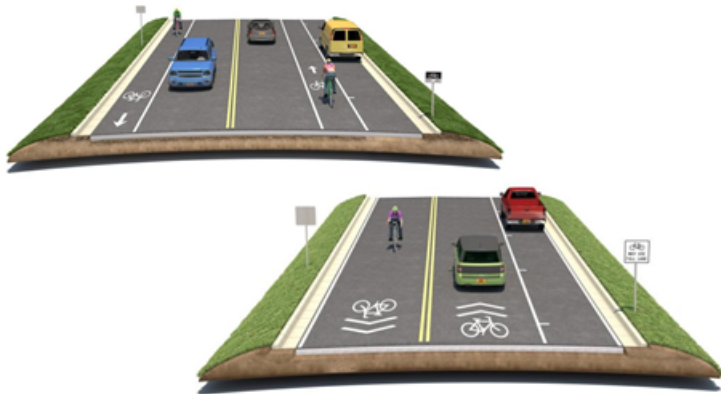
We also look for one good intersection project, especially for that category called CMAQ. It tends to be a place where a good intersection project can come into play. 7th and Central is a very important relief point when there's congestion on I-70. Just the whole orientation of that intersection doesn't work well for the trucks to get diverted. We're also seeing more and more interest in the redevelopment and activity along Central Avenue. The timing seemed good to have that be an intersection project that we pursued.



Safe Routes to School, we talk about that a lot. We've been very successful in an ongoing program. We believe one project application that packages two schools together is kind of the best structure for an application. Based on the readiness that has already happened, past studies, work with the school districts, it appears that really William Allen White, West Middle School and Frances Willard Elementary might make the best package. I will say that at William Allen White we do already have some amount of work planned in the last grant we received. Because of the size and number, it would only just be a bare beginning for what is a very high attendance area. **Chairman Bynum** said Bill, I know where West and William Allen White are, but Frances Willard, I just cannot conjure where and I can't see it. **Mr. Heatherman** said right. Frances Willard is Orville at 35th Street.

Bikeway Improvements along One Route

- Proposed route along Metropolitan/Strong Avenues between 7th Street and 42nd Street.



Bikeway Improvements fall under that special funding category. Given all the work that the Infrastructure Action Team with Healthy Community Wyandotte has done, and the success that we've seen with both Merriam Lane coming on line as well as the planning for the 10th/12th Street bikeway, we would propose to also have one bikeway improvement. It appears from the planning that has been done that the next best option that's ready to go would be something along the Metropolitan/Strong route between 7th and 42nd, as well as what we call connectors to try to connect to the Shawnee Drive ridge and to Merriam Lane. We have not detailed out a route for that, but we wanted to get a consensus on the concept of where we put our efforts into.

Pedestrian Accessibility at Transit Routes

- Submitted in collaboration with Regional Initiative of KCATA and KCMO



Justus Welker has also been working very heavily on transit oriented improvements and the next two projects here. KCATA is going to make a major effort to promote technology upgrades and looking at doing that in partnership with us and with the other communities with transit. The details are still being worked out, but we plan to be a co-sponsor, supporter of that application. These are just pictures of the kinds of things that have been discussed. This is not a specific view of what will be in that grant application in terms of the details.

We are also looking at sidewalk and pedestrian accessibility in the vicinity of our transit routes. That is a type of application that City of Independence actually has made in the past and was awarded. City of Kansas City, Missouri is looking at making that application and it fits within the regional concept for making transit more accessible. Again, we haven't detailed the specific locations yet, but we wanted to get a feedback on pursuing in this direction.



We have one additional project that the City of Roeland Park is pursuing and they've approached us asking for our support. That would be to make improvements on Roe Boulevard itself. The letter that I handed out was provided to us from City of Roeland Park. I have Jose Leon who's the Public Works Director for Roeland Park here this evening. I'm going to ask him to come and sit up here, say a few words about that project, and then he's available for any questions that might come.

With that, we would be open to any questions you have about this. This list was included as a list in your staff packet.

Jose Leon, Public Works Director for City of Roeland Park, Kansas, the City of Roeland Park is going to go through the same process as Bill outlined for STP funds for the Roe Boulevard project. If you take a look at the map that we provided for you, what we're looking to capture is Roe Boulevard in its entirety through Roeland Park, the improvements that we'd like to make on Roe Boulevard.

We think it's important to reach out to neighboring communities when we do large projects like this to see if there's an opportunity for collaboration. One of the things we did was we reached out to staff and just kind of began a discussion to see where this might fall in Wyandotte County/Kansas City, Kansas' priority list. The one thing that we strive to do at Roeland Park is to make infrastructure that is useable for not only our community but the neighboring communities as well.

With that said, we provided a letter for as much information as we could at this time and this map to go along with it and I'm here for any questions.

Commissioner Markley said not so much a question, but just a comment. As Bill mentioned, this all goes to various committees of the MARC Board and then on to the MARC Board of Directors. The beautiful part about anytime we partner with another community is that adds to the number of people on those boards that are interested in the projects. Then we would get Johnson County commissioners and we would get Roeland Park City Council people who are also there to help the project along. I don't know that it technically goes into the scoring, but certainly it helps the project along in terms of just the number of supporters who are willing to stand behind it at that MARC Board level. **Chairman Bynum** said that's a great point.

Chairman Bynum said I see in the letter that you're referencing kind of a redevelopment opportunity with regard to road improvement and then that maybe spurring on development. Am I reading this correctly? Is this what you're envisioning? **Mr. Leon** said right. One of the things that we had kind of discussed in our meeting with staff the other day was that we believe that it's important for public infrastructure. It can kind of guide private development opportunities.

With this area of Roe Boulevard south of I-35, there's a property there on the southwest corner, I believe, right off of I-35 and 18th Street or Roe Boulevard that is currently not developed at all. Sounds like there was some opportunity in the past and it didn't take place. We believe

that some improvements done on this stretch that's noted in red within Kansas City, Kansas would provide some opportunity.

Chairman Bynum said I have a general question on the list. The list is ranked in priority order, correct. **Mr. Heatherman** said no, it's just a list of projects. They're kind of more maybe in size order or category order. **Chairman Bynum** said but that Leavenworth Road project is kind of, you spoke to it as kind of a signature project, so we do call that number one, right. **Mr. Heatherman** said that is by far the largest and most visible one, but it was not intended to put these in a rank order. **Commissioner Philbrook** said I like that rank order though.

Commissioner Johnson asked what is the psychology that goes into picking the projects. I'm sure you all have a laundry list of areas that need to be evaluated. This might be a better offline conversation if it's too in-depth.

My second question is, also, is there a sense of the total dollar amount of these projects that we'll be putting in application for. **Mr. Heatherman** said there is. All total for the Kansas side, because these monies do ultimately flow through the two states separately, all total for the Kansas side, I believe it was about \$35M. We represent about 17% of the population of the counties that are covered by this grant application. Each one of these funding sources has slightly different boundaries, so slightly different numbers. It is always our intent to achieve at least a per capita share, but also to be very competitive so that we are submitting grant applications that rank highly. It is also not reasonable to assume that you're going to sweep the field because every community has very important priorities. The Mid-America Regional Council process does, in the end, try to make sure that there's equity across the field. We try to make sure that we are very competitive and maybe beating the average by a little bit, and certainly not falling below what our per capita thought might be about those funds. **Commissioner Johnson** said so about \$6M if you look at it per capita. **Mr. Heatherman** said yeah, it comes out to about 6-7. Then, in the end, you can only really count on the federal share to cover maybe about half of all that it takes to bring a project to the finish line. You hear about 80/20, but the reality is it's more like 50/50. If we're talking about targeting \$6M in federal funds, we need \$12M of true project value to be in that candidate list. **Commissioner Johnson** said got you.

BPU Board Member Jeff Bryant said my question is regarding the Roe project. Looking at it, if KCK owns about 800 feet of that, and if I remember getting off on that exit quite often, you're going up a hill. There's a big hill on both sides. I can't imagine that a lot of it the way it sits right now, much could be done with it as far as commercial or retail or anything. Is there a setback so far from the interstate before any business could be in there, number one. Number two, would this project involve in a way that there would be access for a turn lane if you do put in retail or commercial there. You're coming off and you're right there on a merge lane, would it be widened or something so that it would give access?

Mr. Heatherman said Mr. Bryant, I think the short answer is we're not proposing to specifically change or address the characteristic of future development. Right now this is a concept. The City of Roeland Park has, I think, a very overarching view of what they would like to accomplish on the majority of their share. By cooperating with them, we would have a chance to address some of our maintenance responsibilities as well as create a transition of look and feel so that it was certainly complimentary to Roeland Park's goals. Kind of a responsible good neighbor approach, but could also be relatively modest. We don't have any particular proposals working their way that we know of on the economic development side, but there is that tract of land. There has been some look at the accessibility in the past. In the design we would make sure to pay attention to what kind of modifications might come at the time of a development.

I don't want to mislead and think that somehow this is definitely tied to something that's happening there. This was really, for us, a chance to be consistent with the timing that Roeland Park has for what is a far more substantial reinvestment that they plan on their portion. **Mr. Bryant** said aesthetics, pretty much, then. **Mr. Heatherman** said aesthetics and condition.

Melissa Mundt, Assistant County Administrator, said absolutely. It goes back to some, when Bill brought this forward to me to discuss, I said well this is good because the Commission has been talking about entryways into the community. This gives us an opportunity to partner with Roeland Park to help improve one of our central gateways into the community that we wouldn't have had otherwise. It's really kind of a unique opportunity for us there.

BPU Board Member Jeff Bryant said do we currently have or know of plans for an ATA bus line that will run. I mean, we currently have one, right, that runs down Roe to Argentine. **Mr. Heatherman** said Route 107 is undergoing both a modification and a separate MARC project

from the last round. It does now co-locate or will soon co-locate a portion of its route on Roe Boulevard going south to the Mission transit center and back out again. **Chairman Bynum** said it already does. **Mr. Heatherman** said I wasn't sure. It was sometime in this time frame when they were going to make the operational change. Jose, do you know?

Mr. Leon said yeah I do, actually on January 4, KCATA added nine bus routes in Roeland Park. I'm unsure the number on Roe Boulevard, specifically, but I know that it was, and we mention in the letter as well, to improve the access or bus routes to KU Medical Center. It goes through Roe Boulevard and down through County Line Road as well.

Chairman Bynum asked any other comments or questions. I don't see any sign of discomfort with anything you've brought us. I think we have an appreciation for the list that you've created, including I'm getting a sense of appreciation for the partnership. So there's no action required on this item. This would be the opportunity, I think, for us to say that we didn't care for something that you've brought forward. I'm not hearing that from the members of the Commission. I would express that I like the list.

Commissioner Philbrook said I believe you're looking for maybe a comment of support for this list or not. **Mr. Heatherman** said I think we're primarily just opening the dialogue. Ultimately, in the past, it has been the County Administrator who gives the direction to the Director of Public Works. Yes, that list looks consistent with all that has gone before. We will be asking for a formal endorsement. We have, in listening to the Commission, tried to create more steps along the way to share this information and allow for more feedback. I would say as this committee is the one with jurisdiction, if you want to provide either comment tonight or if you want to provide Mike Tobin and I comments about this, it'll be next month when we come and bring the formal resolution. That would be kind of late in the process to find out that we completely missed the boat. **Commissioner Johnson** said I'm in agreement. I would like to talk to you and Mr. Tobin about the process just for my understanding as we go forward in the future years and whatnot. I'm fine with it. **Mr. Heatherman** said I'll be very happy to do so.

Chairman Bynum said before you get away, Mr. Leon from Roeland Park, thank you for coming out on a night like this. I think we all appreciate that.

Mr. Heatherman before we let you go because I think you're done for the evening with us, are you. No, you're not done. You get to stay. But before we move to the next item, this isn't the only thing you do. I just really appreciate, this is a detailed level of work. It's an inordinate amount of work for you and your staff. It is appreciated by this Commission and noticed.

Also, just with regard to Mr. May who spoke before you, those Emergency Management documents it appeared that we glossed over were probably 30 or 40 pages of revisions and updates. I just want you all to be aware that we know the level of work that you're performing for this community and we really appreciate it.

Action: For information only.

Item No. 3 – 154...POLICY: STORMWATER ENHANCEMENT PROJECTS

Synopsis: Presentation and discussion on the Stormwater Enhancement Projects Policy, submitted by Bill Heatherman, County Engineer.

Bill Heatherman, County Engineer, said on behalf of our staff let me say thank you for those kind words. You are correct, the staff worked very hard. We have several of them here this evening and I know they appreciate hearing that, so thank you.

The next item has to do with stormwater policy. We've touched on this at various meetings. It is an information item tonight for the same reason as the other. We wanted to kind of check in, make sure you felt we were on the right path and explain the pathway that we thought we would go forward.

Each year we get requests for a variety of improvements. The more clear and formal that process we have for those that are discretionary and of high cost, the better it is for all of us to manage expectations as well as creating a way forward for projects that need to be considered. At the request of the Commission we've considered improvements specifically on the storm drainage side. Storm drainage is perhaps some of the more difficult to prioritize because the problems are often more hidden, but they're very serious. The need is quite great to be honest. A process that allows us to have an orderly and clear and transparent method of talking about those projects, they're also quite expensive. Given the need and the expense we have to be very methodical and judicious about how we undertake and bring those forward.

Stormwater Projects Policy Presentation

Public Works Standing Committee Meeting on
January 19, 2016



What we have tonight is really a memo that we've provided. I'll kind of summarize some of the key points here in the slides.

The Problem...



These are just some pictures of the problem we have out there. We have old infrastructure. That concrete line maybe that was put in by the City and officially acknowledged by us as such or maybe that was something else. Now there's some confusion over who's even supposed to be maintaining that.

The Problem...



Silt, vegetation, a lot shifts and moves out there in the real world. We have to keep up with that.

The Problem...



In the end, when it ain't working, every so often you get a chance to see that. That is very distressing. It can be very dangerous, certainly can create a lot of property damage. We, as a community, do want to be able to have the means of handling those.

The Problem...



When those flood waters recede it's amazing how much they took with them and what they shifted around. So the issues related to stream erosion and stream meander can be just as distressing as flooding if it's your home that's threatened, or in our case, if it's our infrastructure that we need to protect.

Proposed Stormwater Program

- ▶ Priority list developed by Engineering
- ▶ Annually, 1–3 Projects recommended
- ▶ Standing Committee and Commissioners would weigh in
- ▶ Projects would be scored based on a matrix
- ▶ Selected projects will be added in years 3–5

So, what are we proposing to do about that? What we've outlined in the memo is a process that would have us maintain a priority list and bring that to you each year for a conversation. We need to keep that list to a manageable size which means we need to really be able to focus it on those things that are a priority. We would ask this committee as the standing committee with jurisdiction to be the one who vets and listens to the information on those projects that have been

brought up obviously on behalf of the Commission as a whole, with ultimately recommendations going to the entire board.

Criteria for Recommending a Project

- Benefits of the project
- Neighborhood Support
- Project Funds
- Length of time on the list



We actually had put together a scoring matrix in the past. It never took off as far as using it. It was as good as anything else that we could think of. Certainly for beginning it seems to cover all the right bases. Rather than reinvent the wheel we want to use this one. After a couple of years we each may see some things it doesn't quite cover or we may wonder ourselves why different weighting is there. But we'll learn that together as we move forward on this process.

We would ask that we then look to select projects that are buildable in about the 3-5 year time frame, both to give time for design, but also to fit the budget. But to leave some money unallocated in about that fourth and fifth year of the CMIP so that every year there's some predictability as to how much we've budgeted toward this issue, but that you're actually selecting projects that are more in the three to four year time frame ahead. That way every year the committee has some room to exercise its discretion. When we're talking to neighborhoods they don't necessarily have to feel like it's guaranteed five, six, seven years before anything could happen. That seems to allow you a window to respond each and every year based on what you are seeing the information relative to those priorities. Then, if we found out that we want to be putting more or less money in a particular area, it still keeps it in a time frame that the financing and the predictions for that can be well managed.

These projects do take more time to design, primarily because we know the problem, but knowing the right solution takes more time. When we begin a project we aren't going to know

the cost estimate all that well. On a roadway project you usually have some idea of how much per mile a different type of facility is going to cost, but storm drainage is just so variable when you get into the issues.

Because of that we also do not want to have a scoring system that is a major cost benefit analysis that just takes too much work to get to that point. We need to be able to score projects based on a more professional judgment oriented approach and we think that the matrix that we have here would do that.

Next Steps

- ▶ Feedback
- ▶ Formal Policy
- ▶ Core List of Projects



We would recommend that after we get your feedback, whatever we decide to do, we condense this down into a governing body resolution so that it's very clear to everyone that these were the rules of the road and that's what we adopted. I will open it up for any questions you may have about that process.

Commissioner Markley said obviously I'm very excited to see us getting to this point in our discussion about stormwater issues. I will say, again, I think this is huge for our neighborhoods. Nobody wants to buy a house where the basement floods every three weeks and nobody wants to buy a house where the street out front is flooded. As long as we continue to pretend like these are not issues that we are involved in we're going to continue to have trouble marketing our neighborhoods as livable places.

The other thing I'll just say for those of you who maybe haven't had a really good example of this in your district, this could just be such a huge nightmare for our constituents.

Your house is flooding. The Unified Government owns whatever infrastructure is causing the flooding. They don't have the money to fix it but they tell you, well you can't do anything to fix because you're not supposed to be messing with our roads and infrastructure. You're just sort of left there to watch your basement flood or your house flood for people that don't have basements, over and over and over again. That nightmare scenario happens every day in our community. This is a great step forward to at least providing some hope that these people can get relief as time goes on.

Commissioner Philbrook said I like the concept of planning way ahead, and I say way ahead that's like five years out, especially since a lot of times we have to just take care of the fires that jump out in front of us right now.

With this particular program, how do we work into that the immediacy issues that will raise their ugly little heads, because those will happen? Things that we don't necessarily expect to jump out there. The things that are hidden under the streets, etc. like you were alluding to. You really don't know until you get down there what you're dealing with. How does that figure in? **Mr. Heatherman** said the criteria, broadly, for recommending projects we've talked about and I'll come back to these.

In terms of immediacy, if this is a Unified Government maintenance duty, we're not proposing to bring all of those through this process. We run a spot repair program every year. If there's an emergency item that we need to respond to, we do keep money budgeted for that. The way we respond to that may be an interim approach that can kind of patch and stabilize to give us, then, working time to figure out what to do about it.

If it's a long standing flooding issue, that immediacy is in the eyes of the beholder and it's simply competing against other neighborhoods that have the same risk should the storm come and get them. At some point, by having this information, by having this process, you will all feel a lot more comfortable with feeling like you know what's out there and what the risk is. We will have more of a process to keep a tally on those. Then it just becomes a question of whether we're resourcing the program adequately enough to keep up at the level that folks feel like we need to keep up with.

I will also say, the scoring, the benefits will have some scoring kind of related to the magnitude of the issue. Neighborhood support is equally important. That will fit its way into the immediacy. The more immediate the issue I think the more neighborhood support we're going to

see for action. You really aren't successful undertaking these kinds of projects if the neighborhood itself isn't ready to be a full partner. I think you're going to see that implicitly reflect some of the urgency. The other two criteria relate to having enough funding, but also length of time on list.

Commissioner Philbrook said when you come back to us periodically, we will review where we've placed these things and adjust them as we see fit as well too. Is that part of it? **Mr. Heatherman** said that's why that ultimate decision making, you're going to have a list of great projects. We're going to come and give you our staff recommendation, but it's going to be the Board of Commissioners role to then make those final decisions. That's where that judgment making piece can now be handled more explicitly. **Commissioner Philbrook** said I know you'll supply all the information we need. I have no doubt about that.

Commissioner Johnson said just very briefly, Bill. I don't know what the process was before, but I like this. **Commissioner Markley** said there was none. **Commissioner Johnson** said I just want to say that I appreciate being able to see something that tells us that there is a process that we can apply logic to, that we can look and see how the decision is made. I would encourage us to use these kinds of matrix, score sheets; however you want to categorize them, more frequently. I think that would help us in evaluating the overall decision making process and being able to provide intelligent responses back.

I also like the fact that you leave some flexibility there for those projects or those times when there might be an emergency there. I just like the overall thought. When I saw it, I said I like this. I just want to put that out on the record that I'm completely in favor of this.

Chairman Bynum said I have a couple of questions. Can you just give us a snapshot of what the items in the matrix are? **Mr. Heatherman** said yes. If you go to the last page of the staff agenda for this topic there's a form that looks like this. It was on the backside. **Chairman Bynum** said okay, got you. Oh, here it is. **Mr. Heatherman** said for example, it's got an economic viability question. Can we undertake this project fiscally? How will it benefit the value of the homes or property being protected relative to the cost of the project? There's a public health and safety so based on roadway overtopping or possibly a breach of a dam or some other catastrophic, there's a way to distinguish high, moderate and low hazard situations. Then there are points for planning issues. Does this allow us to make an upgrade to a system that's already at the end of its design

life? Does it help us with our EPA requirements or mandates? How does it fit in with development that may be happening around? Then, ultimately there is a subjective ranking which also allows us to take this kind of feedback that we may hear, high public awareness versus local awareness versus very limited express need. **Chairman Bynum** said I also just really appreciate the neighborhood component. I think that's going to be critical. I appreciate the statement that not necessarily committing to a benefit district, but signing a petition that states support. I think that's critical. Anything else on this item? Excellent, thank you very much.

Action: For information only.

Adjourn

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

mls

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, February 22, 2016**

The meeting of the Public Works and Safety Standing Committee was held on Monday, February 22, 2016, at 5:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Johnson, Kane, Markley, Philbrook; and BPU Board Member Jeff Bryant. The following officials were also in attendance: Gordon Criswell, Assistant County Administrator; Joe Connor, Assistant County Administrator; Melissa Mundt, Assistant County Administrator; Jenny Myers, Senior Attorney; Ken Moore, Chief Legal Counsel; Bill Heatherman, County Engineer; Dennis Laughlin, Director for General Services; Chief Zeigler, Police Department; Major Bill Howard, Police Department; and John Turner, Sergeant At Arms.

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

Approval of standing committee minutes for November 30, 2015. **On motion of Commissioner Philbrook, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Measurable Goals:

Item No. 1 – 16433...MEASURABLE GOALS: SHERIFF DEPARTMENT’S 2016 GOALS AND 2015 UPDATE



2016 Sheriff's Office Goals

Donald Ash, Sheriff



Reduce the overall expense for Sheriff personnel by:

- Continuing to reduce overtime another 10% for 2016 over 2015 reduction.
- Implementing a hiring plan to ensure adequate levels of staff to avoid the use of overtime.
- Continuing to address scheduling issues that create scheduled overtime.



February 22, 2016

Don Ash, Sheriff, said it's a pleasure to be here tonight. With me here tonight to my immediate right is Captain Daniel Soptic. He's the Executive Officer for the Operations Division in the Sheriff's Office and Ms. Jane Wilson who is Sheriff's Office Legal Counsel. We were asked to come and give you a brief on our goals for my understanding was 2016. I think we did a pretty good job meeting the goals we had for 2015 and you'll see some of that addressed here.

One of our on-going and main goals is to reduce overall expense of Sheriff's Office personnel by continuing to reduce the overtime another 10% for 2016 over the reductions that we had in 2015. I don't have a quantifiable number for you for what our reductions were actually in 2015. I can tell you that it was pretty significant. We accomplished that by a couple of ways. We reduced scheduled overtime in the Detention Center for those deputies that were on 12 hour shifts. Deputies and sergeants within the FOP #40 bargaining unit were earning approximately 24 hours a month each in scheduled overtime due to the 12 hour shifts and the way we were paying out holidays and they had an additional holiday that they had obtained sometime in the past in their contract negotiations. They had 12 holidays versus 11 holidays for pretty much the remainder of everyone in the Unified Government union and non-union. We worked with them to get them to give up a holiday and about 14 hours of scheduled overtime. We reduced that down to 10 hours of scheduled overtime per employee. When that workgroup represents over 100 employees, that's a significant reduction in the amount of scheduled overtime. We did that by modifying and changing the work schedule and them agreeing to give up a holiday in exchange to ultimately accept the work schedule that they're on.

The other way that we did it was by implementing a hiring plan to ensure adequate levels of staff to avoid the use of overtime, simply because we don't have enough staff working. We basically from 2010 through 2013 had been hiring one group annually. We shifted that in 2014 and 2015 to hiring two groups annually, one in the spring and one in the fall in order to help us maintain adequate staffing levels. That not only reduces the need for scheduled overtime, but the other benefit to that is it allowed us to house more inmates inside our Detention Center and farm out fewer inmates so there was a double reduction there, if you will. We reduced the overall inmate farm out costs and we reduced the need for scheduled overtime to meeting minimum staffing levels. We are continuing to work with HR following the work of the Department of Justice Task Force and the recommendation that as you know you all adopted a number of recommendations that came out of that task force work and some of those recommendations are

applicable to the Sheriff's Office as well. We are continuing to work with HR staff through Melissa in the Administrators office to accomplish those recommendations. That will once again help us to reduce overtime.

The other thing we obtained was approval for an additional deputy in our Operations Division, court transport, and we were able to reduce the need for overtime to meet minimum workloads there by having an additional staff person in 2015 over what we were authorized for in 2014. Once again, working with the scheduling and managing the scheduling of things like vacation and things like that to be able to provide a better staffing plan we were able to reduce some overtime even there. We still have too much, but we were able to reduce it so we're going to continue to work on that in this upcoming budget year. That's the third bullet there.



Provide enhanced customers service and transparency to the public.

- Implement Sheriff's Office Deputy-worn body/in-car camera system and policy during calendar year 2016.



We have another goal for 2016 as we move forward. Actually we were working on this in 2015 as well. We were not able to complete it in 2015 so it was paid forward into 2016 in providing enhanced customer service and transparency with the public as we implement Sheriff's Office deputy worn body and then the in-car camera systems and of course a policy during calendar year 2016. There will be a presentation on that as soon as we finish this presentation. I know you may have some questions and you may want to hold those until that time. We will accomplish this in 2016 and right now we are on schedule to roll that out and implement in the first quarter of 2016.



- All patrol and offender registration vehicles will be equipped with in-car video cameras.
- All deputies assigned to patrol will wear a body camera.
- 20 body cameras will be assigned to the Adult Detention Center.
- All video footage will be downloaded and stored on a server that will be housed and managed by DOTS.



All of our patrol and offender registration vehicles will be equipped with those in-car video cameras. The deputies assigned to patrol will wear the body-worn camera. In addition, we have 20 body cameras that we will assign to the adult detention center and those will be utilized in what we refer to as a hot seat manner so not each deputy will be assigned his or her own camera. The posts that are being filled on any given shift in the Detention Center, those deputies will be issued a camera that they will wear during their tour of duty. At the end of the shift they'll turn

them in and they'll swap the batteries out and download any data from them that's appropriate and the next shift will then utilize as many as 20 as they have posts that they are filling. All of that video footage whether it is in Operations or Detention will be downloaded, stored on a server that is going to be housed and managed by DOTS. We've worked those details out. We purchased the server. It's here. It has been since transferred to DOTS in the courthouse and they're busy about getting it hooked up so that it'll be prepared to work.



- Conduct an organization analysis to provide enhanced services to the community at a fiscally responsible level.
- Complete the Jail Feasibility/Police and Sheriff Organizational and Operational Efficiency Analysis studies with recommendations to the Commission and County Administrator by Summer 2016.



Another one of our goals is to continue conducting our organization analysis so that we can provide enhanced services to the community at a fiscally responsible level. There are things, for example, such as tag enforcement and delinquent tax deputy. We have recently made some changes in personnel there. The initial data in on that is that we have enhanced our collection of delinquent revenue which is all on the county side of the budget because it's property tax and so forth. We'll continue to look at how we might be able to enhance those operations and be a little

more consistent with collecting that revenue that otherwise might have gone and has in the past gone uncollected in the form of delinquent tax.

The Jail Feasibility Study is complete. The police and sheriff's Organization Operational Efficiency Study is schedule to begin shortly. The RFP review committee has met and we have selected a vendor and now legal and procurement are in the business of negotiating that agreement determining what the actual cost will be and once we get a contract executed and we will be prepared to move forward with those studies. I'm hopeful that maybe somewhere around the first part of March we'll be able to get that started. I think there is a meeting scheduled later this week or the first part of next week for us to look at that, but that work continues to move forward. The goal would be for recommendations to the Commission and the County Administrator by the summer of 2016.

As far as the jail feasibility, you all were here and received the brief a couple of weeks ago from Treanor Architects and our Criminal Justice Collaborative Group has met. We've identified some key points moving forward. Commissioners McKiernan and Walters have been involved in that process. We then last week scheduled a meeting and a few of us from the committee met with representatives from Treanor. They're going to help us fashion and put together that presentation and quantify our numbers and so on and so forth and we hope to be prepared by the end of March to be able to schedule that meeting that Mayor Holland requested us to come back within 60 days with some recommendations and more specifics on possible way forward so we're prepared to do that. Unfortunately, the Jail Feasibility Study, if we don't get it started until sometime in March, it will probably be the end of June before that's completed and we'll be well into the budget process by then. They tell us it will likely take more than 90 days to complete and 120 they weren't real excited about, but they did determine they could probably figure out how to get it done in 120 days. We originally requested it be done in 90 days due to the calendar schedule for our budget process.

Melissa Mundt, Assistant County Administrator, said I did want to point out that when we were working with the group we were able to actually tell them that it was really critical that they have certain elements of the study available to us to include in our conversations during budget. They did agree that was something that wouldn't be an issue. It's just the whole thing wouldn't be wrapped up and packaged with a pretty bow by then.

Sheriff Ash said that is essentially the presentation regarding our goals. We have some other internal goals that we are working on within each division that don't necessarily have special or particular budget impact to them. I'm continually challenging the division commanders and executive officers to always have two to three to four goals that they are working on for process improvement, for efficiency, operational improvement, fiscal responsibility so on and so forth. A lot of those have to do with the way we train. It has to do with the way we train both initial new hires, the way we manage and handle ongoing training, the way we look at professional development particularly for those people that end up moving into supervisory and command level positions and responsible for them for working with the troops to get the mission accomplished. We're continually working on those things. If you have any questions regarding anything that I said or anything that I left out, I'll stand for questions and try to help you out.

Action: For information only.

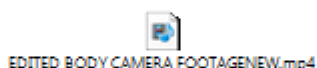
Committee Agenda:

Item No. 1 – 16434...PRESENTATION: IN-CAR/BODY-WORN CAMERA PROGRAM

Synopsis: Presentation on the In-Car/Body-Worn Camera Program, submitted by Don Ash, Sheriff.

Don Ash, Sheriff, said what I wanted to start with is we have a video here embedded. We field tested this equipment. Did a test on it with one of our deputies. It's been quite some time ago now, I think it was maybe about this time last calendar year, February 2015. We wanted to bring you some of that. It's about a little over six minutes in total length and I asked Captain Soptic to edit it down so that it captured the essence of it and will also illustrate some things that we learned about how we address things such as how we wear them, what the limitations might be with respect to capturing video and so we left a pause in there for you so you could see that and so the folks can see how it works, but once you take note of how effective and efficient it is and the high quality of the video and the audio. We'll play this. Daniel's edited it down to where it's about two minutes and then we can talk about any questions you have regarding our policy and our process for how we've gotten to this point and how we intend to move forward.

Sheriff Ash played the video.



Sheriff Ash said we have secured all of the hardware and appropriate software to implement the program. Captain Soptic has done nearly all of the work on this. Lieutenant Kelly Bailiff and Jane have done the work on the policy development and so forth. We are probably about 85% complete. About the only thing we need to complete is our training guide. We have asked for some additional information from the vendor of the equipment so that we could utilize that in our training guide and be sure that we accurately reflect the technical pieces of that particularly and the Training Guide will cover some of the technical aspects and pieces of the equipment itself and then our Standard Operating Procedures for how we'll move forward with it.

Then our policy, our general department policy, is a little more broad and gives us the flexibility to adjust to changing conditions and the overall environment. For example, as bills

continue to work their way through the legislature that might impact this issue. There were bills last year floating and moving around in Topeka. There is at least one in this current session and that will give us the flexibility to adjust if, in fact, there are some mandated changes in statute that affect us and that require our involvement. I think I'm going to let Daniel just talk a little bit about the equipment and then I'm going to give Jane an opportunity to chime in anything regarding the policy and they will be brief and then we'll see if you have any questions.



Provide enhanced customers service and transparency to the public.

- Implement Sheriff's Office Deputy-worn body/in-car camera system and policy during calendar year 2016.



Captain Daniel Soptic said the camera on the left is actually the in car camera, the one on the right is the body camera. One thing that drew us to this company is the ability to sync these two devices together. When you have a deputy in a vehicle and he activates that car camera rather it's by siren, whatever emergency equipment he activates, it automatically activates the body camera as well. It's like a blue tooth connection basically. Then there is range around that vehicle that any other cameras that might be in that range would also automatically activate which was huge for us when you talk about multiple deputies at one scene. Vice-versa if we had a deputy outside of a car, he was within range of that vehicle, he activated the body camera it would automatically activate all the other body cameras. That was one of the huge draws. This company is out of

Lenexa which was also another draw, having them so close, very responsive to issues. They do all of their own assembly in Lenexa of the cameras so when it comes to parts, problems, repairs, that type of stuff, the only thing that they don't assemble there is the actual camera head there on the right. They import that from somewhere else, but everything else they do in-house. Those two things were huge for us and being able to get a camera in every car along with those body cameras. One instance that we really saw that as being a positive was in the event we had a vehicle pursuit and that vehicle pursuit terminates and ends up in a foot pursuit, once that vehicle pursuit is over you lose the rest of it, you don't know what happened. There tends to be questions sometimes of how did that terminate. In an instance like this assuming obviously there's no equipment failures or something doesn't fall off or whatever, we would have that from beginning to end because of the technology that Digital Ally has so that was huge for us. I can answer really just about any question you have. Like the Sheriff said, there is some hot seating to some of those where we switch batteries out. We did look at different run time and record times and that type of stuff. At this point we don't foresee it being an issue, but that is something that as we get into it and see how it goes and evaluate record time and battery life, but we don't foresee any issue at the moment. Patrol side, they will be assigned to each deputy. At the end of the shift there's a big cradle, they cradle them, they automatically download, they come in for their next day and they pick their camera up. If you guys have any questions about any of that, I can answer them. I don't know exactly what you want to know.

Sheriff Ash asked is there any questions on the technology itself.

BPU Board Member Bryant asked what is the DOTS? **Captain Soptic** said Department of Technology Services. **BPU Board Member Bryant** said you said that all this information will be downloaded and you're getting a specific server for this. **Captain Soptic** said correct. **BPU Board Member Bryant** said I'm sure that there is a certain amount of time that videos would have to be held for future appeals or anything. With the server that you're going to get, how much information will this be able to hold, how many years of time would it be able to hold? **Captain Soptic** said what we did is we took some historical data that we had on calls for service and vehicle stops and that type of stuff. What we don't know is what the future is going to bring obviously. Not to veer off your question, but a lot of that will depend on out of the stuff that we get how much of that will be stuff that we end up keeping long-term versus how much will it be

that will fall off within that pre-determined time. Three to five years we'll really know at that point where we stand, but some of that is just going to be unknown until we really see how it shakes out. **Sheriff Ash** said the videos will basically be kept 60 days. **Captain Soptic** said 60 days unless there is some type of flagging of that video. The video is going to come in and it's going to be kept for 60 days. At some point that video is flagged that it needs to be kept. The system will automatically then keep it for three years and in that three years we would need to make some type of determination is it evidence in a criminal case which if that's the case, it would be taken off of the system. A copy would be made. It's going to be evidence at that point. We don't know how that's all going to look in three years. **Sheriff Ash** asked what was the size of the server? **Captain Soptic** said 154 terabytes. **Sheriff Ash** said it at least doubles, if not more than doubles, current UG storage capacity.

Ms. Mundt said, Sheriff, you might want to just mention about how the system helps you work those times and helps bring those things back up before they drop off the server. **Captain Soptic** said we do some programming on the front-end with the software and we tell it if we mark this video as a traffic stop, for instance, or if we mark it as a use of force, the system automatically knows to keep it that pre-determined amount of time. At that point is when we're going to have to decide what we are going to do with them, but each video will have to be flagged, if you would, to set those time limits into effect. **Ms. Mundt** said otherwise it drops off after the 60 days. **Sheriff Ash** said after the 60 days it will drop off. **Captain Soptic** said if there's no evidentiary purposes or anything out of the ordinary, it's just going to drop off. **Ms. Mundt** said that's basically following the state open records concept is that you want to have a pre-set time and you want it to be hard and fast and luckily the software allows them to do that so we don't get into a question of why didn't you delete this one, but you deleted that one, if that makes sense.

BPU Board Member Bryant said so will you have one person who, whether it's a full time job or not, is responsible for going through all the videos and flagging. **Captain Soptic** said each shift Lieutenant will go through and flag their shift so you'll have several people that will go through and look at those videos. The other part of that is as part of our training guide and policy will be for the deputies to self-initiate that somewhat when they're writing reports and completing narratives and that type of stuff. All of those reports are reviewed at the end of the

shift. If there is something in there that video is now going to be applicable, they need to speak up as well so, it's kind of a two prong process. **Sheriff Ash** said those front-end users will not have the capability to delete video or modify video in anyway. It will be only certain administrative people that will have that capability.

Commissioner Philbrook said you mentioned open records log. I guess my question for you is who is this available to, these recordings? **Jane Wilson, Sheriff's Office Legal Counsel**, said there are currently no statutes in Kansas that address that. It falls under the KORA guidelines and so whether or not an exception would apply we would take every request under the circumstances of that request, there's obviously privacy issues. **Commissioner Philbrook** said yes, that's one of the reasons I'm asking. **Ms. Wilson** said privacy issues and then if it's a criminal investigation as well. We'd have to look under what that actual video footage is and then address that request that way. There is certainly legislation I think that's been introduced but hasn't been approved. **Commissioner Philbrook** said thank you, that's clear as mud I know. I appreciate you trying to answer it. **Ms. Wilson** said if it's a specific individual there's a private issue. It will be an issue. **Sheriff Ash** said basically the same as a police report. There are some reports we don't release because of the nature of them or we have an ongoing investigation and so forth so it is basically treated the same way under the statute that Jane is referring to. **Ms. Wilson** said there is exceptions under exceptions. It's getting down to the nitty-gritty. **Commissioner Philbrook** said I understand. I thought I better ask the question because I know that question is out there.

Chairman Bynum said, Sheriff, the policy piece has to be finished. Tell me again about the implementation plan. I know you said you're trying to wrap up the policy. **Sheriff Ash** said the policy piece is finished Commissioner. The training guide is what we're still working on. Did you have a question particularly about the policy? **Chairman Bynum** said no, the question is about once that training guide is completed and everyone's trained then you're going to implement? **Sheriff Ash** said before we do that we're bringing this before you and we'd like the five of you to decide if your peers need a brief presentation or you guys can carry the water or however you want to do that. We're agreeable to doing whatever you feel like is appropriate. **Chairman Bynum** said this body will see this again come before us? I thought I heard you say you would be coming back to this committee once that training is done. **Sheriff Ash** said no, we

certainly can if you want to see the training guide and all of that and you want to ask questions about it and so forth, but no, once I find out and we get some direction from you all about your peers, then I'm prepared to take the information out to the community and share with the community that we are getting ready to roll this policy and this program out and we will have that capability. At the same time we'll be engaging conversation with Chief Ziegler and his senior command staff because there are a number of things that we do together or when we assist their units or when their units assist us and it's inevitable that we will capture actions and so forth involving them, maybe Kansas Highway Patrol, maybe even Bonner Springs or Edwardsville. I've got a lot of people to talk to, to let them know that we have this capability and for them to determine how with their personnel they address that. I'm ready to take it to, for example, Liveable Neighborhoods and then we'll go to any group within Liveable Neighborhoods who might be interested, the Baptist Ministers Alliance, the Law Enforcement Advisory Board will get a brief. We're going to put before as many as community leaders as we can in order to let them see it, let them ask the same questions and express their concerns like you all have before we go live. We're hoping to be able to implement that by the end of June or the first of April.

Commissioner Johnson asked were there any lessons learned. I noticed that you talked about the positioning of the camera relative to what you can see and what you can't see. Were there any other lessons learned during this time that you were testing good, bad or indifferent? **Sheriff Ash** said I'll make a comment or two and then if Danny wants to add to it, he's certainly free to do that. Some of the things were really, really obvious like we noticed right off the bat in terms of placement of the equipment and how we're going to manage all of the equipment that deputies have to manage and at the same time try to not obscure the video. We have learned a lot and we've read just about every article or paper or commentary that has been written in the last certainly 12 months or beyond regarding body cameras and when they've been implemented or not or why they are or they aren't so we've learned a lot in regard to that, but anything else particularly about the equipment or anything, Dan, that you want to highlight that would affect our operating procedures.

Captain Soptic said well the Sheriff mentioned placement of the camera. As body cameras have evolved very quickly in the last year or so there were several articles and talk that they were just kind of a cure all, fix all. The Sheriff pointed out that there was stuff even this camera didn't

catch and there is stuff that they're not going to catch. I think by watching that video it proves that, it shows that. Everybody is built different, height, you name it. There's just some circumstances when they're doing things like putting their pen back in their pocket. When we first watched that video we weren't real sure why we couldn't hear dispatch because he was talking on the radio and then it dawned on us that he had an earpiece in. He heard it, we didn't. It wasn't anything that anybody had tried to delete or alter. It was a video. We saw what the camera saw and I think that's important to remember. You're not necessarily seeing everything that that deputy is seeing, you are seeing what the camera sees. It proved that point.

Commissioner Philbrook said just a request, since you guys have figured out some of the major problems, it'd be really nice to see immediately after the faux pause how it can be worn and how it would really look if it was done efficiently. That would give me a better feel for exact perimeters of it. I know it's not a real wide angle lens but what's the perimeters? **Captain Soptic** said give me a minute and I will look. **Ms. Mundt** said one of the things the video doesn't show that I think is critical is, again, as they were talking about the pairing between the car and the body camera so that video only showed you what the body camera was seeing, the in-car camera was picking up some of the same stuff and we would be able to see that in sync with the in-car camera. **Sheriff Ash** said that's true. He only had the body worn camera on. He didn't have an in-car camera system that had the coordinated syncing there. **Commissioner Philbrook** said yes and every other police officer that's there with a camera on too. **Captain Soptic** said correct. It is 130 degrees. **Commissioner Philbrook** said that's pretty good. Thank you. I appreciate you looking that up for me.

Chairman Bynum asked are there any other questions or comments. Does anyone from the public wish to address this item?

Commissioner Markley said I'm just going to make a quick comment and compliment your department. You are coming to us with really goals and ideas before we were requiring our departments to do so. I just want to compliment you on that. You've always come forward with good departmental goals for us and we really appreciate that. **Sheriff Ash** said thank you Commissioner.

Action: For information only.

Item No. 2 – 16440...UPDATE/REQUEST: ANIMAL CONTROL

Synopsis: Update on progress made at Animal Control and future projects, request for approval of a fee for a lifetime registration, and update on the Ray of Hope Program submitted by Jenny Myers, Legal Department.



Chief Ziegler said we've also got our legal consultant Katie Barnett with us. I want to come and talk to you tonight about a lot of things that we have planned for Animal Control provided we have funding and there are some initiatives that we're going to go ahead and start that have no cost involved or we can currently absorb in our Operating Budget.

Image Makeover

- We are changing the name of Animal Control to ***Animal Services***.
- The Animal Services Unit will also be transitioning to a new uniform.
 - Polo type shirt with 6-pocket cargo pants.



First thing we're going to talk about is we're going to give Animal Control a makeover or we hope to with you guys support. The first thing is we want to change Animal Control title. We are going to change it to Animal Services. We really want to get a customer service or service oriented mentality at Animal Control. We're here to help people with their animal issues and not create barriers and obstacles.

The next thing is that we're going to be switching their uniforms. I don't know if you guys have seen them, but they're a dark blue Dickey uniform with a metal badge. We've been talking to the vendor that we use for the uniforms and we're looking at going to a polo type shirt with the Animal Control patch on it, their name tag embroidered on it with the 6-pocket cargo pants, not so authoritative looking, more friendly, more open, getting a better color scheme than just the total dark blue, yet something that's easy to maintain and that looks nice.

Positions

- We will be requesting four (4) Animal Service positions during this year's budget process. This will take the Unit back to 10 positions.
- Animal Services Investigator *(pilot program)*
 - Will investigate felony & misdemeanor animal abuse/cruelty cases.
 - Obtain search warrants.



Here's where we talk about going into 2017 that we're going to be requesting. We're looking into I think there was a position that was available that you all approved for 2016, but I just have not been able to find that position yet so we haven't filled it, we're still looking. I didn't see it in our personnel inventory numbers, but we've got the Public Safety Business Office looking into it. In addition to that one, if we can find it, we're going to request an additional three Animal Control Service Officer positions. That will bring the staffing back up to ten positions. I think currently Animal Control is understaffed and this is a move in the right direction.

The other thing is that we are going to kick off a pilot project. We're talking to the Detective Bureau now. We are actually going to have now, I say now a Pet Detective, but I put that up in jest. We're actually going to put an Animal Service Investigator position at Animal Control. The DA's office has received training in how to prosecute animal cruelty and abuse cases. The one thing that we're lacking down there is to have an investigator that can work with the officers. With that in mind we're going to take one of our detective positions and take one that doesn't have too heavy of a load and split it so they can split their time up between their current duties and working with Animal Services on cases. We're going to see how this goes for this year. I think there's more than enough work down there. The detective, they're skilled in how to put a case together, how to do interviews, collect evidence, as well as filling out the

affidavit, search warrants, and those things, and submitting case files. We think this is going to be value added to Animal Services, but we weren't sure that it warranted a full-time position so we're going to do it as a pilot project this year as a part-time position and then see where it takes us next year.

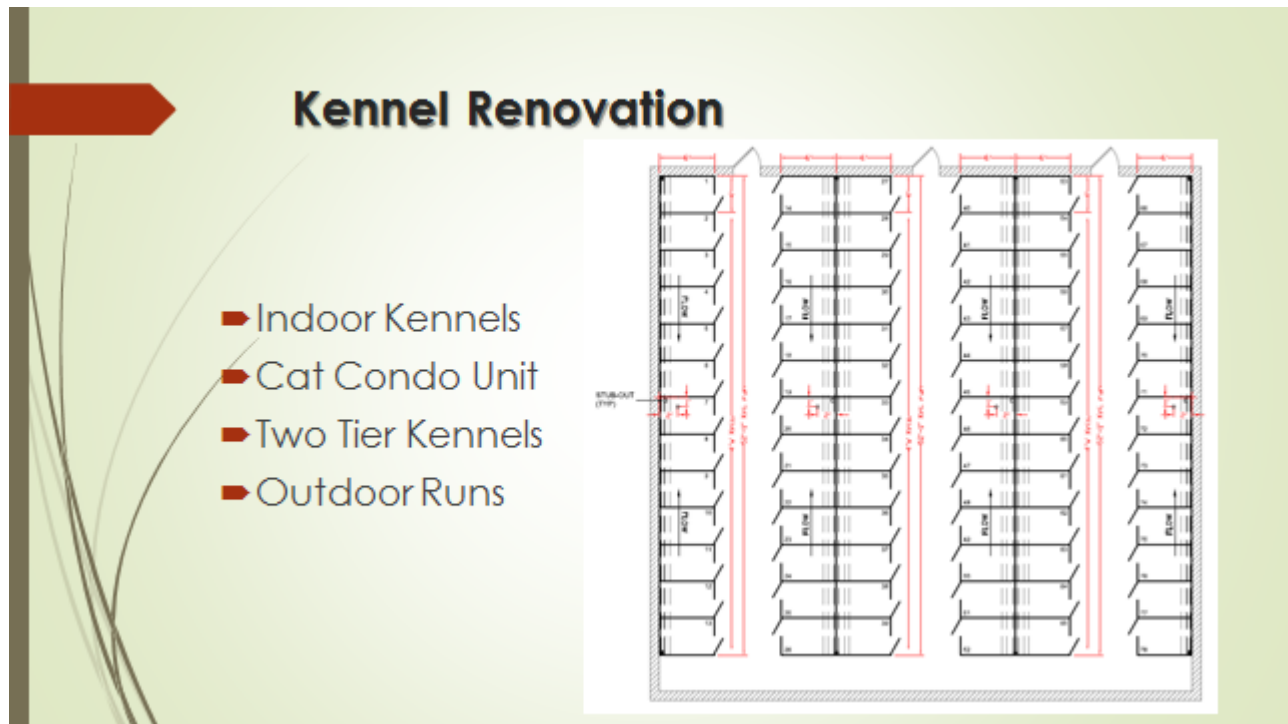


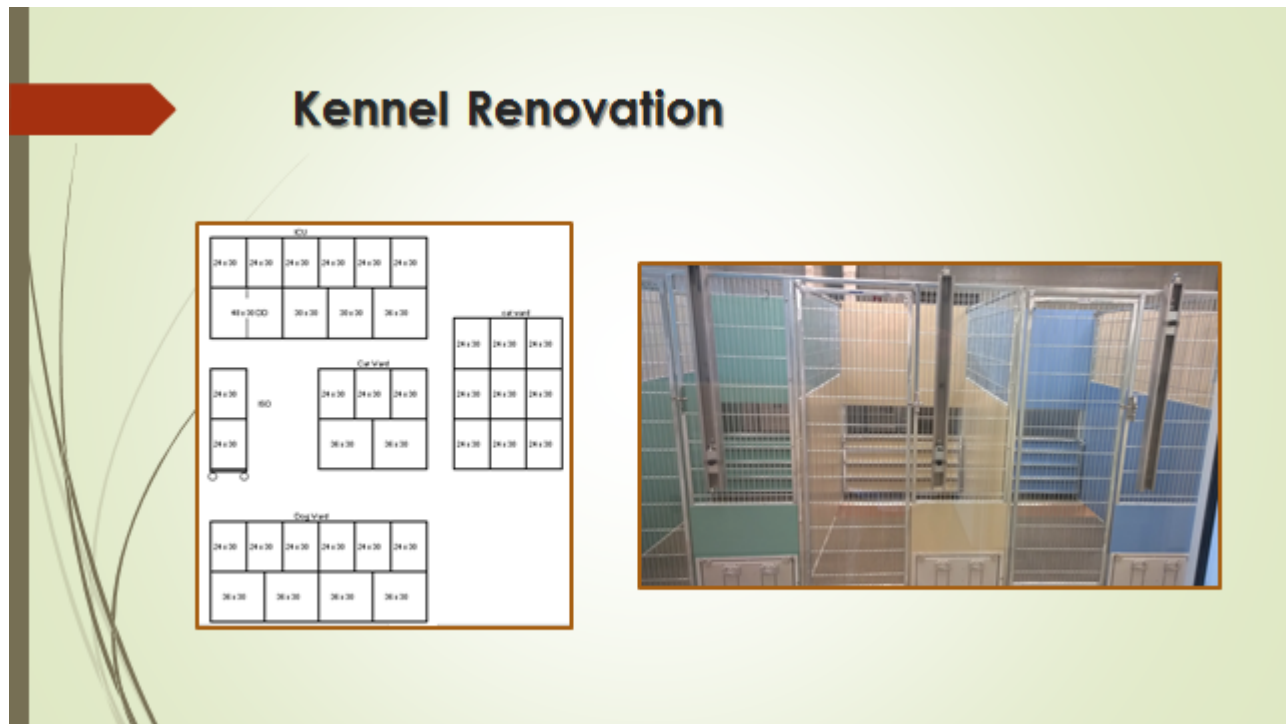
Mobile Adoption

- Will increase the Animal Services Unit's ability to adopt out dogs/cats to forever homes.
- Can be used during an emergency to collect and move animals from a disaster area.
- Will increase the ability for Animal Services to engage the community on a positive level by:
 - Providing information about animal welfare
 - Allow licenses to be issued in the community
 - And, help people make good choices about which animal to adopt that fits the family's lifestyle.

The next thing we're going to talk about is going into 2017 we're going to be asking for money for mobile adoption. This is going to improve the Animal Services Unit ability to move animals from the shelter. When we talk about a mobile adoption vehicle we're talking about a trailer. It's going to be multi-purpose. We can use it if we have a natural disaster like a tornado that we had a few years back. We can use it to help people round up their animals, transport their animals to shelters as well as we want to put the Animal Service Officers out in the community. There's no reason with all the festivities and activities in our city that we can't load up the mobile adoption center, roll up to the site, open it up, do animal licensing, do education as well as adoptions. This is one way we can move more animals and provide a service to the community as well by doing the animal licensing and education there.

Here's what it would look like. Roughly 18 ft. long, I think 7 ½ ft. wide. It has AC in it. The sides flip out. This one is white, but what we would envision is wrapping that with decals, animals or logos to really advertise that this is Animal Services. The cost of this trailer is about \$35,000. That includes the wrapping that would go with it for all of the decals. We think this would greatly enhance the services at the Animal Services unit.





This one we're talking about going in and totally renovating the Animal Control Facility. For years we've had some money set-aside for the Animal Control Unit. We had about \$100,000, we spent I think about \$15,000 this year on fixing the HVAC on the inside and we're getting ready to spend another \$50,000 to approve the HVAC in the kennel area. That improvement of moving the air in that unit, I believe the staff told me it will turn the air ten times an hour. That's going to help reduce the amount of disease and disease outbreaks that we have inside of the facility. This piece here we're talking about going in and totally gutting the kennel area. We looked at what would it cost to build a new building, to add on to the Animal Services Unit. We think this is a better option. With the plan that we're looking at I think we currently have 48 kennels for our animals, this would take us up to about 72. Some of these would be double units stacked up where you can put smaller dogs on top of each other, but this would greatly increase the number of animals that we can house inside the facility which is important. At 48 we get full pretty quick. You've got to move them. Going to 72 almost doubles it.

The other piece to this is where we keep the cats at. We would redo that kennel area as well. Improve it, modernize it. These kennels will be easy to clean. We're hoping to get a

volunteer program going here once we get the renovations made where we would feel comfortable with volunteers coming in to help maintain the cleanliness of the cages. Also, it would be good for the animals as far as cutting down on disease. The cost of this renovation is going to be about \$250,000. I'm in the process of getting all the figures together for the County Administrator. I know it's a big ticket item, but you know when we talk about animal services and what we've done, we haven't put a lot of money there and this money is badly needed for the renovation on the inside. Still at \$250,000 this is much cheaper than going out and building a brand new facility.



Animal License

- Chameleon Program – Online Registration & Renewals
- I recommend changing our animal license fee to encourage citizens to renew on-line or purchase a 10 year tag. The fees would look something like this:
- 1 yr tag - \$10.00 **Standard**
- 5 yr tag - \$45.00 **Silver**
- 10yr tag - \$80.00 **Lifetime**
 - If animal dies, the tag can be transferred to the new animal until the license expires.

We're coming to you tonight, I am recommending to the County Administrator to change the fees at Animal Control with you all's approval. What we're looking at is we have our Chameleon Program that is going online and we want to offer online registration to our citizens which I think is huge for us. We currently charge \$10.00 a year for an animal tag. Just this year we changed from issuing the aluminum tag that gets changed out every year, we're now issuing stainless steel tags. That cuts down on we don't have to buy a new tag every year, we don't have to pay to mail

those tags. Once they come in and they renew, we issue the tag and it's with the animal until the animal passes away. That's currently \$10.00 for a standard tag. What we're wanting to do is offer a discount for the silver tag to go to a five-year registration. You come in, you register your animal for five years and we give you a \$5 break. What we think is going to be more appealing to people who are dog owners, animal owners, such as myself, would be the lifetime tag. You come in, you register your puppy, you get a ten-year tag, we knock \$20 off the price, that tag is with the animal until the animal passes away. Let's say unfortunately the puppy dies five years old. That tag would then be transferred to the new animal with five years left on that tag. We think that this would encourage voluntary compliance as well as giving a discount like that and not having to hassle or having to go the Animal Service shelter on a regular basis to renew, we think this is a big, big, benefit to the citizens of Wyandotte County. I'll turn it over to Jenny Myers.

Chairman Bynum said, Chief, before we move to Jenny, we've got Commissioner Markley.

Commissioner Markley said if I'm hearing you correctly, I just want to clarify for everyone up here. It's sort of ten-year or lifetime tag. The lifetime of the dog you get the tag for initially, but if that dog doesn't live ten years another dog could get it until the ten years is up. I'm thinking we have big dogs in our house and they all live longer than ten years. I'm just thinking for a lot of dogs they are going to live past that ten year mark. It's lifetime of the dog you get the tag for or ten years, whichever comes first. **Chief Ziegler** said yes. We were looking at the discount and how to stagger this. Ten years, your right, some dogs do live past that, but I think there's value there if people are willing to register their animals on the front end, obviously if they're paying \$80 to register the animal and the dog lives longer, I think that that's fine; but if the dog should pass before the ten years that tag would then be transferred once they update the information on it.



Ray of Hope

- Partnership with Humane Society of Greater KC, January of 2009
- Goal: reduce euthanasia
- Weekly joint evaluations of animals to consider resources available
- Off-site adoptions
- Updating Petfinder.com website about animals up for adoption
- Over \$40,000 low-cost spay/neuter coupons to WYCO residents
- Medical treatment
- \$12,000 per month in expenses for KCK animals

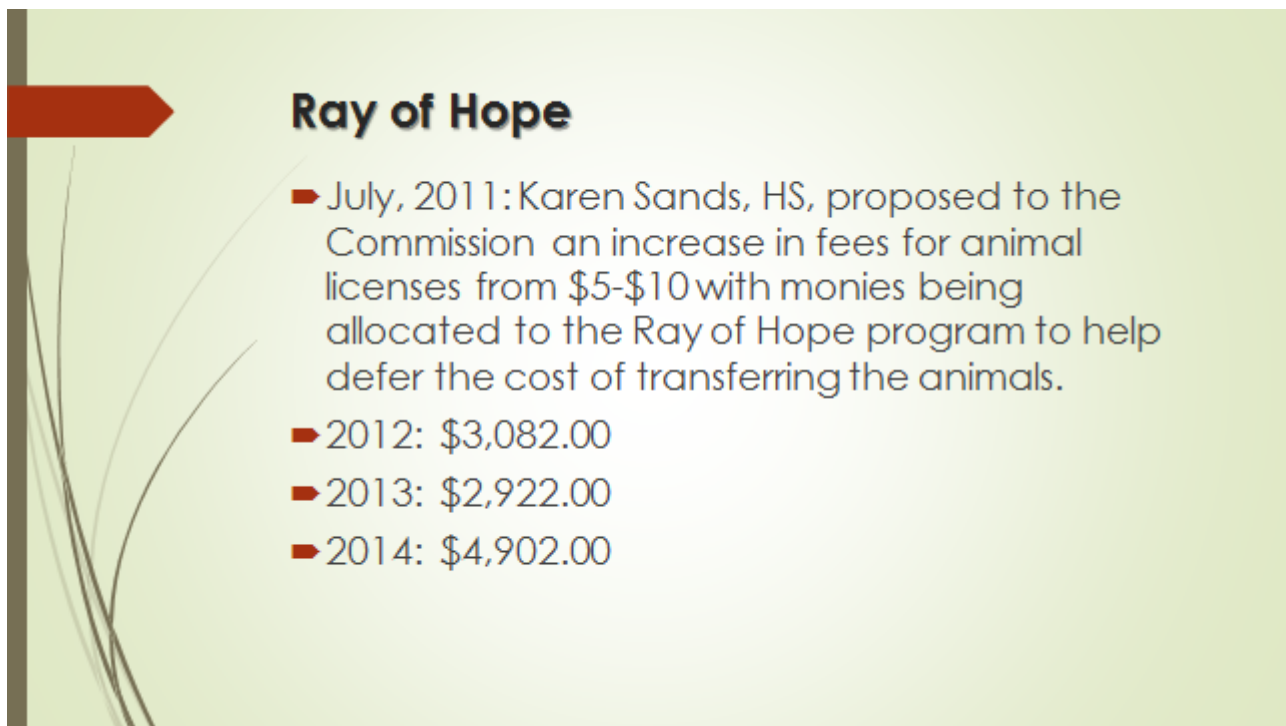


Ray of Hope

- 2009: transferred 1,859 animals to HSGKC
- 2010: transferred 1,760 animals to HSGKC

Jenny Myers, Legal Dept., said I'm here to talk about the Ray of Hope. I think the last time that we changed the animal fees was back in 2012 with a Ray of Hope Program. What was going on prior to the Ray of Hope Program in 2009, there wasn't a lot of emphasis put at Animal Control.

There was a very high rate of euthanasia back in the day. The Animal Control Unit created a partnership with the Humane Society of Greater Kansas City in January 2009 and the goal was really to reduce that euthanasia rate. This was a team, they met weekly to look at the animals to see what resources there were to move animals. The Humane Society and this Ray of Hope program would take our animals offsite to PetSmart on weekends to adopt the animals out. Staff with Humane Society helped updating Petfinder.com., once again, to find homes for these animals. The Humane Society spent over \$40,000 in low-cost spay/neuter coupons to Wyandotte County residents. Most importantly the Humane Society was providing medical treatment basically for free to our animals. They were spending about \$12,000 per month out of their own budget to take care of animals in Wyandotte County. In 2009, you can see the work that the Humane Society was doing, transferred almost 1,900 animals to the Humane Society and then in 2010 about 1,760 animals to the Humane Society. What transferring an animal means is we turn it over to the Humane Society and then they go and find a pet rescue for eventually adoption.



Ray of Hope

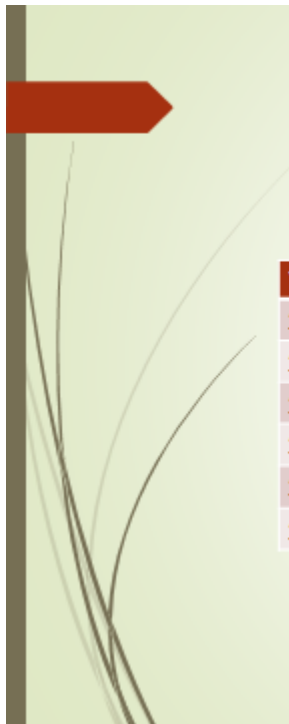
- July, 2011: Karen Sands, HS, proposed to the Commission an increase in fees for animal licenses from \$5-\$10 with monies being allocated to the Ray of Hope program to help defer the cost of transferring the animals.
- 2012: \$3,082.00
- 2013: \$2,922.00
- 2014: \$4,902.00

In July of 2011 during your budget process Karen Sands, who was the director of the Humane Society, approached the Commission and asked for this increase in fees. Prior to this the fee was

\$5 for licensing your animal. What she asked for was to raise that price to \$10 with a portion of that money, that extra money coming in, would go to the Humane Society because like I said they were spending a whole lot of money on our animals at Animal Control. Through the process of the Ray of Hope Program, that's the money that we have spent the last few years that has been paid to the Ray of Hope Program at the Humane Society for taking care of our animals.



There was some change after we adopted that change with the money, some of that going to Humane Society there was some changes. Karen Sands was released from the Humane Society shortly after that 2012 implementation. We had to go find our own vet in 2013. In July 2013, we actually got a contract for the Humane Society to provide our vet services. Currently, what they used to be doing for free, we are now paying them \$72,000 per year to be the vet at Animal Control. They actually have a vet who comes to see our animals. We pay them for our spay and neuter and rabbi vaccinations and to take care of our animals.



Ray of Hope

YEAR	Adoptions	Transfers	Transfer Agency
2010	737	1,760	HSGKC
2011	723	1,487	HSGKC
2012	539	755	HS/Unleashed
2013	359	533	Unleashed
2014	382	719	Unleashed
2015	369	845	Unleashed

Here's some numbers. As you can see back in 2010 and 2011 those were high numbers of transfers going to the Ray of Hope Program. The change came in 2012. The numbers started dropping off and that was because, I believe, it was in March 2012 is when Karen Sands left and so the Ray of Hope Program kind of started to diminish. Picking up in 2012 and then currently you see that all of the transfers are going to unleashed pet rescue. The first column is the adoptions and those are the animals that the Ray of Hope Program volunteers staff that program now and they do take our animals to PetSmart on the weekends, but now the transfers actually go to a different community partner now.

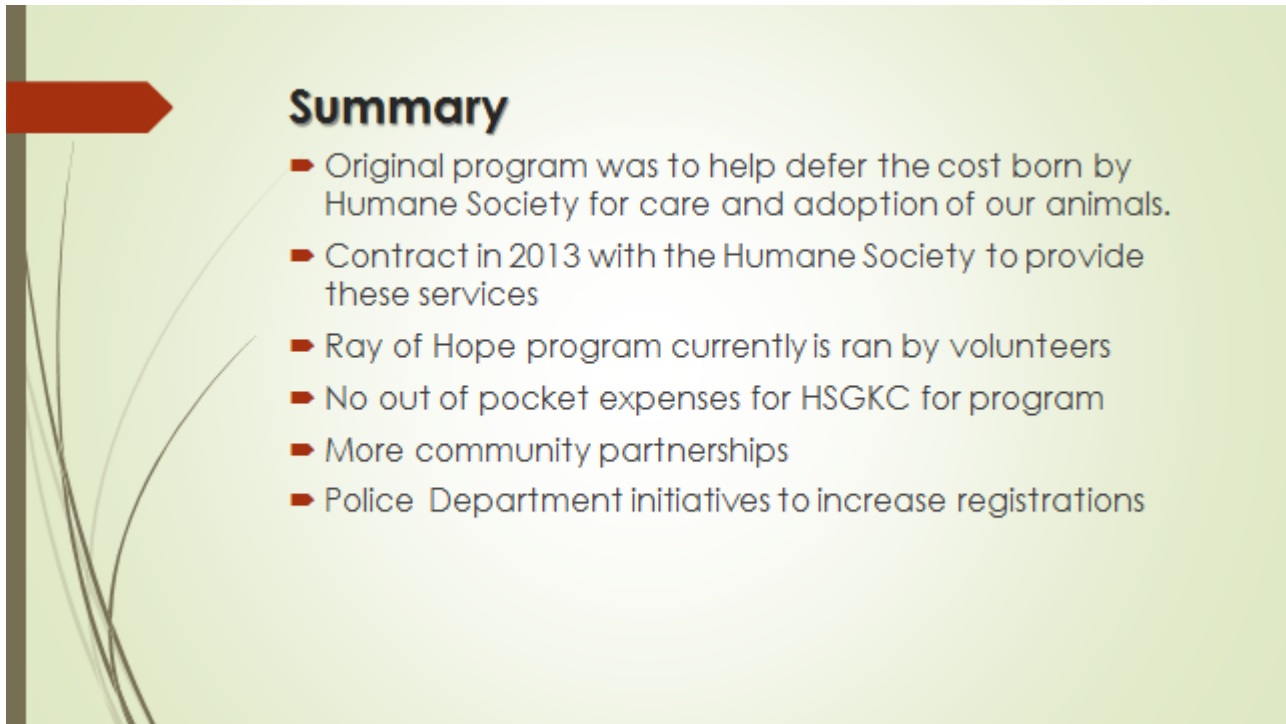


Animal Control Licenses

- Expected to Increase
- Online registration
- Mobile adoption sites



The Animal Control licensing we're expecting them to increase. Like what the Chief said with online registration people don't have to come down to the unit anymore so we're hoping that our registrations are going to go up. With the mobile adoption sites going out in the community is going to be a big increase in our registrations. Also, we have more community partners now. Spay and Neutered KC just received a very large grant. They are going to offer 200 spay and neuter vouchers for residents in 66102 and 66104, 200 pet licenses and vaccinations and rabies and 500 spay and neuters. We have these partners now who are working with us to get our increase in license and so that should be a benefit for us.



Summary

- Original program was to help defer the cost born by Humane Society for care and adoption of our animals.
- Contract in 2013 with the Humane Society to provide these services
- Ray of Hope program currently is ran by volunteers
- No out of pocket expenses for HSGKC for program
- More community partnerships
- Police Department initiatives to increase registrations

Originally when we came to ask you for this increase for Ray of Hope it was because the Humane Society was paying out-of-pocket for expenses related to our animals. Now we are paying them based on our contract for vet services. We pay them \$72,000 a year. This Ray of Hope Program is basically that they're taking our animals out to PetSmart by volunteers which is no longer an out-of-pocket expense for them. We are working to get more community partners involved people like Unleashed. With the Animal Control Oversight Committee we have a lot of people who are really working to help Animal Control and a lot of that is going to be volunteers also. Once again, the Police Department initiative to increase registration. This is just kind of a summary of the monies that have been spent to the Ray of Hope bringing it to your attention that the original purpose has changed. How we based it was on an average of the number of licenses every year and so with the number of licenses going up based on prior Commission initiative, your direction to have that money go to Ray of Hope, we're going to continue to give more to that Ray of Hope Program because our number of licenses are going to go up. I don't know what your desires are as far as to this program.

Commissioner Philbrook said so way back in the beginning here when you mentioned how many additional people you needed to work for Animal Services I understood you to say you

wanted the one that we promised and three more, which is four, that would bring us up to ten. If I remember properly that the right number is 15 or 16 for a community our size. **Chief Ziegler** said 22. **Commissioner Philbrook** said 22. I'm so sorry I underestimated that one. Bring us into line boss. That even sounds more ominous. I do want to thank you in particular. I've already thanked all the groups that I've worked with so far. It was Animal Services and the committee, every time I see them do the hard work, but I don't get a chance to tell you in particular, Chief, that it is very important that you have really gotten involved in this and helped them with this because without you there's no way we could do this stuff.

Commissioner Markley said I assume this last issue you mentioned is probably going to continue as part of the budget discussion going forward, but I'll first say sort of what I'm thinking. If we're going to fund all these other things that are happening, we probably have to figure out a way to balance the money that we're giving to Ray of Hope who's clearly providing an important service with the money we're going to spend to start providing some of those services ourselves, which is what we're looking to do if we're going to get the mobile unit. I don't know the answer to how that breaks out, but I'll just say that my general feeling is that I wouldn't want to give Ray of Hope more money every year and also have to pay more money to provide those same services ourselves. We're going to have to find a healthy balance there where we can pay them for the service they're providing, but also fund some of these initiatives which I think are great, but we got to find a way to fund them. I also want to say I appreciate the fact that you're considering using volunteers in the future. Early on when I first got elected I had people ask me about whether they could volunteer at Animal Control and they were told no. I thought well that's terrible for somebody that wants to work for free you should never tell them no, right, so I'm looking forward to that being an opportunity for some of our community members.

Chairman Bynum said I have a few questions. The one Animal Control Officer that was approved it's just taking this much time to get that person in place. That person is not hired yet, correct? **Chief Ziegler** said the only positions that we know that we have available are one where an employee resigned. I just talked to Rebecca Sandow in PSBO last week and I asked her to look to see if she can find the personnel inventory or the PIN number for the position that was supposed to be funded last year. I've also got Major York in my office pulling the PIN inventory from HR because we're going to go through it to see if we can find that position because that

makes a difference on how many positions I put forward this year. I'm hoping to have that straightened out before we get to the budget process. **Chairman Bynum** said I hope so too. Our recollection is, as the Commission, that County Administrator Bach put forward an additional position and we voted on that so I hope evidence of that can be found.

How many licenses are currently purchased annually? **Chief Ziegler** said Scott said it's about 2,000. **Chairman Bynum** said so with the lifetime or the step model what's the anticipated increase in licenses with the new model? **Chief Ziegler** said I don't know if we can even project the increase due to the fact that for years it's been you have to go to Animal Control, you have to register there, you have to bring in the documentation. I would foresee an increase just because of the convenience of it. Not having to bring all your documentation in, kind of like when you renew your tags, the insurance, I think it will be real easy to put a box there to say yes, my animal has it's rabies shot and if we get a call and you didn't, then we issue the fine. I think the convenience will make a difference.

Chairman Bynum said so really two conveniences. One online and second, I'm online doing my civic duty and I can now take care of it for five to ten years. You've not looked at projecting revenue or how many additional licenses that would bring. Part of the reason I ask is because right now if I heard correctly the Ray of Hope Program was receiving a portion of the license fee. Is that projected to continue and if so, if I came in and bought the \$80 license, is half of that going to Ray of Hope or still just that \$5. **Ms. Myers** said it's not an amount per license, so we increased it \$5. It's not the \$5 of every license goes to Ray of Hope. It was an average of the three years prior, but now that our number of licenses are going up, now the amount that we're going to have to pay to Ray of Hope is going to continue to go up even though it's due to the work of the Police Department. **Chairman Bynum** said so the projected number we believe will go up, obviously with ease and convenience. **Chief Ziegler** said the other piece of that, Commissioner, the ease and convenience, also the educational piece. I don't think we've ever had our animal services officers out in the community offering registration in the field. That is going to be very new to us. I think that will play into that as well.

Chairman Bynum said the other question that I wanted to ask is I know that you keep a very high rate of no-kill, I may not be saying that right, but your kill rate, euthanasia rate has been able to be dramatically reduced and what will be your plan then? I know you're going to, if you

can increase room at the shelter, what's the rest of the plan to stay at a very low euthanasia rate? **Chief Ziegler** said I wish I could tell you the exact outcome, but having a mobile adoption facility to take animals out to adopt and keeping our partnerships going with the various non-profits, that's going to be huge in trying to maintain that low euthanasia rate. Often times what happens is when the shelters full, we can't go out and pick up stray animals, we just don't have the room for them. I think that with what we're doing with the increase in the number of animals that we can house and then everything else we got going on, I think we're going to be able to maintain that low euthanasia rate. **Major Howard** said we do have some plans to adopt out. I'm going to let Katie Barnett, she's partnering with the Humane Society in Lawrence and other places. I'm going to let her speak briefly if that's okay, with some of the things that she want to say. **Chairman Bynum** said absolutely. Before you do that what I'm really kind of concerned about is and Commissioner Johnson can tell me if he thinks I'm wrong, but I think a lot of what we hear is and what I see, frankly, on a daily basis is animals running, animals either running or tied up in yards. You can tell me if you disagree. To me Animal Control Officer positions are the ones that are going to be key to getting your Animal Services folks out into the field to deal with the things that we hear. Increasing space in the shelter obviously will be a key component of that, but it's that human resources piece that I think is the most critical piece of, again, what we hear and what I see.

Ms. Barnett said I think adding Animal Control Officers back in 2013 when we first started talking about this animal control initiative adding ACO's was a small part of the bigger change in addition to changing the ordinances which we all talked about. This is a real comprehensive approach so there's not going to be one single answer and our goal is to work now on—we've gotten the ordinances changed, we're working on getting more Animal Control Officers. How are we going to move animals out the front door instead of the back door through euthanasia. One of those ways is to get more community partners to come in and transfer animals to their organizations. Currently, as you saw from the chart we only have one community partner. The Humane Society of Greater Kansas City is transferring sick and injured animals, their helping with adoptions but Unleashed Pet Rescue is the only organization pulling animals from our animal shelter as opposed to Municipal Shelter that is privatized by KC Pet Project. They have over 162 rescue partners pulling animals from them every day. That allows them to maintain a low euthanasia rate, a no-kill rate, for a city like Kansas City, Missouri which is good for a city

that size while also making sure that the health of the animals are maintained and they are getting animals out the front door with their rescue partners. Simply by expanding to even five times the number, which would be five of rescue partner that we have now we can get animals out the front door. With them going out the front door that frees up space for animal control officers to continue to pick up animals in the community, all of those stray animals running at-large and putting people in fear, that was a piece of the puzzle that we worked on back in 2013, 2014, but we need it all. We need more officers out in the field, we need more community partners able to pull animals from our shelter. We need to be able to house more animals in our shelter which is part of the proposal because currently we're operating at 50% capacity. There's no time for the animals to get out of the shelter and get exercise while they're cleaning. This whole approach is comprehensive and the whole idea is public safety and also maintaining a low euthanasia rate that we've been so proud of for so long. **Chief Ziegler** said, Commissioner, if I could say you mention the staffing; Major Howard said that we need 22 officers. I think what I'll do in the budget recommendation I send forward I'll request 15 positions, break them down per position and then the Commission can look at that and decide how many they want to fund for 2017 and that way you understand how many we need and where we're at. **Chairman Bynum** said right. We know we need upwards of 20 and we're currently staffed at how many animal control officers? **Chief Ziegler** said right now we have six right now. **Chairman Bynum** said that's 1/3 of what we need. **Chief Ziegler** said we have seven positions. **Chairman Bynum** said we're trying to hire one or find evidence that the Commission approve the position so that would be two and then, hopefully, three more or upwards of 15 more. **Chief Ziegler** said I think what I'll do after discussion tonight I'll recommend 15 and I'll just break it out per employee and then the Commission can figure out what's affordable. **Chairman Bynum** said I appreciate everything that you brought forward and I just want to make sure if any commissioner has any comments or questions.

Commissioner Johnson asked how is the public made aware of our programs and things of that nature. Is there a public education component to it? **Chief Ziegler** said as these initiatives roll out the mobile adoption facility trailer is going to be key. That's when we started thinking about getting our officers and teaching the Animal Service Officers/Community Policing the educational piece, the licensing there, a whole host of things I think. We would like to see them going around to community neighborhood meetings. We're in the process of kind of laying the

map out for the change that we want to see down there. Obviously, all of it has a price tag, but the mobile adoption unit is the one I think, to me, that really gets the Animal Service officers out in the field interacting with the educational piece that you're talking about.

Ms. Myers said and I'll also add to that. We do have an Animal Control Oversight Committee that reaches many different areas, Liveable Neighborhoods is included on that. Katie works a lot with social media for the Unified Government for the Police Department and getting on the UG email blast. We are working on ways to get the community informed of the new changes going on. That included the changes with the ordinances so we are working on that.

Commissioner Philbrook said I'd like to make a request. As you saw I went down and chatted for a moment with the head of Animal Control and with Katie. I would like permission if you don't mind, to come back to the committee with answering some of your questions from this Oversight Committee to answer some of these questions for you and come back with some recommendations we might have about that money and where we think that it could be spent better, that extra money that we're talking about with Ray of Hope. The money that had been given to Ray of Hope in the past because we're talking about where we think that should be, the Ray of Hope money and all of it really, a conversation around the whole thing. **Commissioner Markley** said I was just going to say, I'm not necessarily saying I don't like that suggestion, but because of budget item would it make sense, staff, to just schedule them for one of our budget special sessions because really it's ultimately now that we're days away from budget season we might as well just lump that in and allow the whole Commission to hear those reports to make that budget. **Commissioner Philbrook** said that will be fine. I don't want us to be guessing about what options are out there, a good way for us to spend the money. I think that we could probably get the committee together again within the next couple of weeks and then come back with that information.

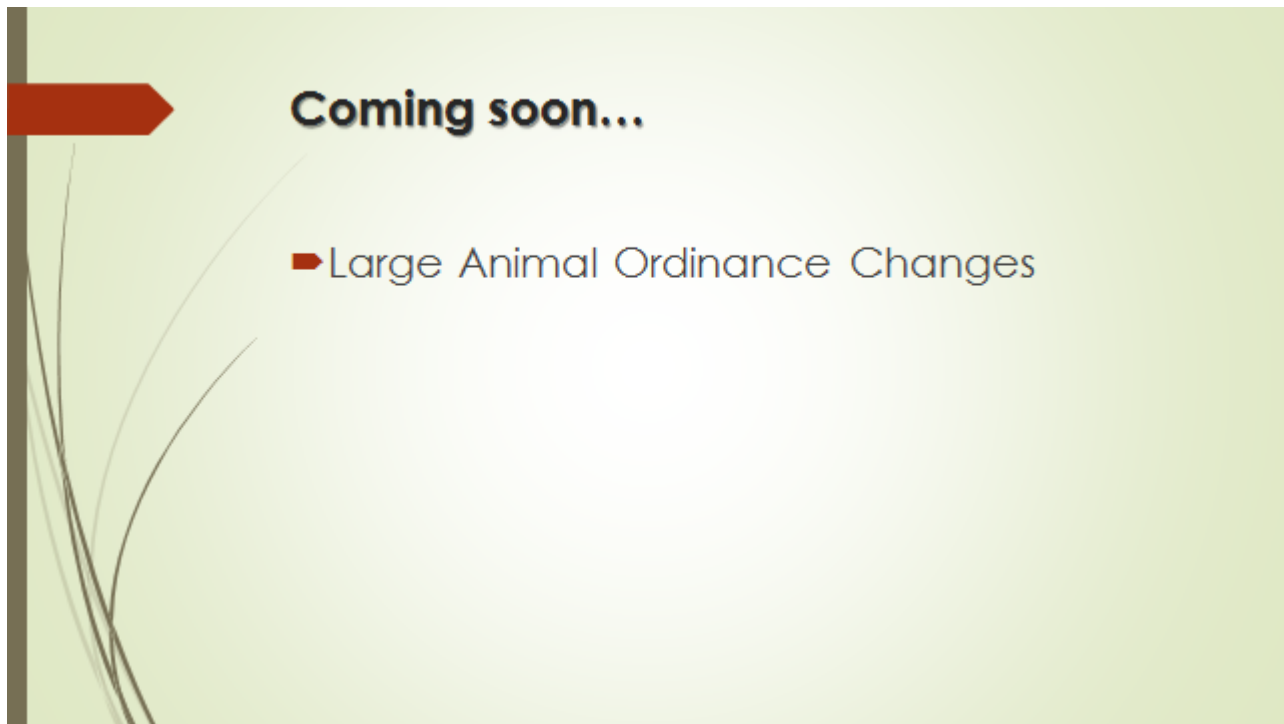
Chicken Update



- Proposing allowing fowl (female chickens and ducks) in the city
- No special use permit needed unless outside the proposed regulations
 - Limit per square feet
 - Maximum number
- Liveable Neighborhoods
- Planning and Zoning Commission
- Standing Committee



Ms. Myers said and leading in you're not going to be done with us because we're going to be back with a chicken update pretty soon. The committee is going to come to you to propose allowing female chickens and ducks in the city. There would be no special use permit needed and so the special use permits that are coming to you now at full commission for having chickens, you wouldn't have to hear those. The only ones that you'd have to hear is if somebody wanted to go outside the number allowed for chickens. Right now we have worked on the proposed ordinances. We need to go to Liveable Neighborhoods to discuss it. Then pretty soon, I'm hoping in April, we'll be able to go to the Planning and Zoning Commission because we are going to have to change some of those ordinances and then we'll be coming back to you hopefully in April with the proposed chicken ordinances so we can discuss them. We're going to be here, we might be able to provide some answers for you on the other issue.



After that we have large animal discussion so that probably won't be towards the fall.

Lorna Helmig, Clinical Director at the Humane Society of Greater Kansas City, 5445 Parallel Pkwy., said I wanted to make a few clarifications on the presentation that have to do with the Ray of Hope Program. The actual contract that we have is separate from the Ray of Hope Program. The Ray of Hope Program is a volunteer program that's used for adoptions and we have a number of other things that we provide under that program. These things are not paid by the Unified Government. It's true that we do have a contract with you at this time that started in 2013. You approached us to see if we would be your veterinarian for the animals residing at the shelter and that money is used for spay and neuter for adoptable, vaccines, disinfectants, solutions, a number of other supplies that you use there and some medications for minor illness that happens there as well as some personnel time that we spend there. Prior to 2013, you had contracted with a separate veterinarian, Dr. Swanson, for those services and then he left that service and you approached us to carry on with what he had been doing there, so that's a separate expense. The Ray of Hope Program has to do with animals that are going out for adoption as stated. All of our volunteers man those adoption sites currently and then also it has to do with animals that are too sick and injured to be kept at Animal Control. We take on that expense for

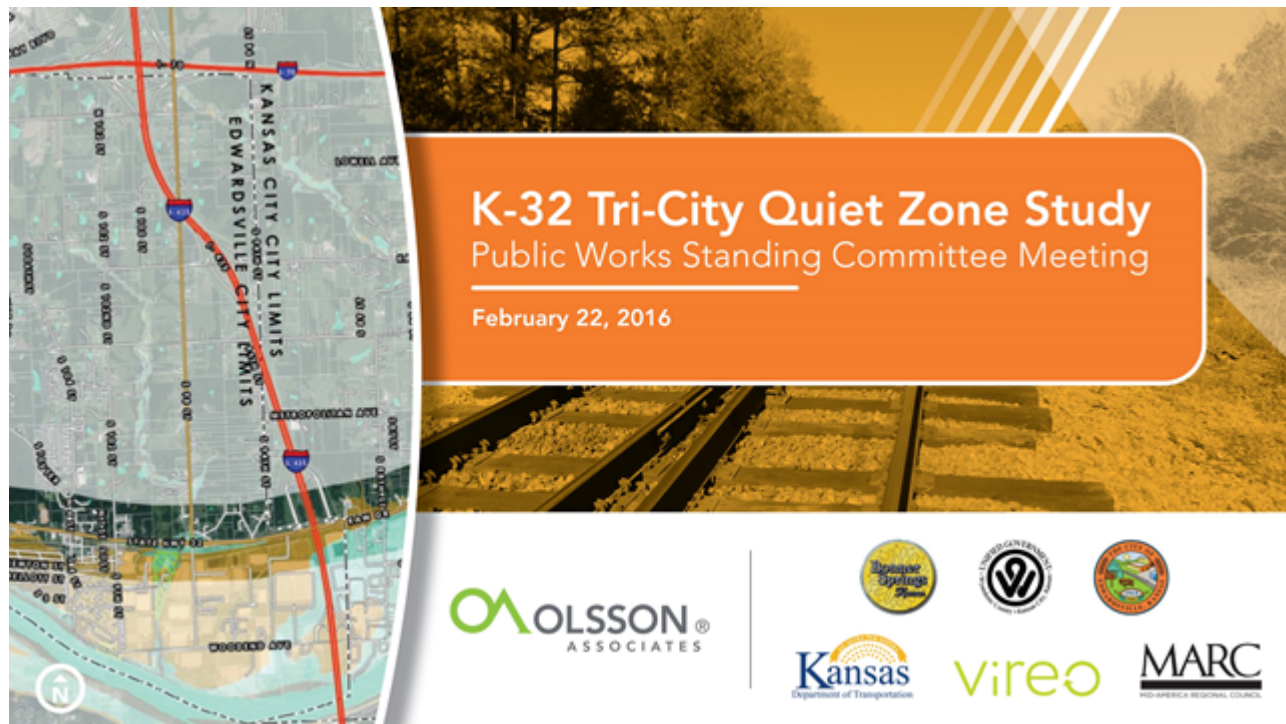
those animals. Last year it was 127 animals who had very treatable diseases, but could not be treated at Animal Control and you don't have it in your budget to do that so we took on that role. I've handed a sheet out to each of you that spells out how much expense we've incurred from those things. The other thing is to make it more attractive for other groups to take animals from animal control we offer a spay/neuter voucher and also treatment for any dogs that are heartworm positive. These are completely at our expense. For us that's what the Ray of Hope partnership is. It's a separate thing actually from our contract. The contract that you're talking about was done previously by a different veterinarian. I don't know what you were paying that veterinarian each year, but we did upon your request add a number of things that veterinarian I think wasn't doing like vaccinations, testing, and spay and neuter surgeries, things of that nature. What you want to spend the licensing money on, that's up to you, I just wanted to let you know that we do have expenses above and beyond our contract. While Unleashed does take the majority of the dog transfers, the Humane Society is taking almost all the cat transfers so that 895 number is actually split and I don't know exactly what the split is, but it's split between Unleashed Pet Rescue and the Humane Society. I just wanted to provide those clarifications to you while you make your decision.

Chairman Bynum asked any other comments or questions. We are being asked to consider the lifetime registration fee so that would be a motion of this committee.

Action: **Commissioner Philbrook made a motion, seconded by Commissioner Markley, for the adoption of the lifetime registration fee.** Roll call was taken and there were six "Ayes," Bryant, Philbrook, Markley, Kane, Johnson, Bynum.

Item No 3 – 16403...DISCUSSION: K-32 QUIET ZONE FEASIBILITY STUDY

Synopsis: Request commissioner input on the Tri-Cities Multimodal Redevelopment Plan specifically, installing railroad quiet zones along K-32, from Turner Diagonal westward to the county line, submitted by Bill Heatherman, County Engineer.



Bill Heatherman, County Engineer, said tonight we have an update on the Quiet Zone Study which has been conducted in association with the K-32 Tri-City Planning Study. For those of you that remember the background, quiet zones are a method of reducing train noise in urban areas. The K-32 has quite a few crossings. The tracks run parallel to K-32 so there's long been a discussion and concern about the noise and ways that could be addressed. The look at the quiet zone issue itself is actually wrapped up into a larger, pretty exciting planning study that's going on about the K-32 Corridor as a whole, looking at land use, future opportunities, bike and pedestrian facilities, freight movement, a very large look at things. We're here tonight specifically to talk about the quiet zone that was a very technical study that's wrapped up into this planning study and tonight's a good time to bring you up to speed. I have with me tonight, Al Cathcart, with Olsson Associates, he is the engineer that prepared the Quiet Zone Study. He's going to walk you through the study in more detail and then at the end we do have the recommendations or the anticipated cost that might come from implementing it and we can open that up for any discussions and guidance that you might want to provide us.

Areas Influenced by Locomotive-Horns



Al Cathcart, Olsson Associates, said we're a member of the team that is doing the K-32 Tri-City Study and Quiet Zone is one part of that feasibility study. The on-board Locomotive-Horns are a proven safety device. They do provide a great measure of safety at all at grade crossings. For the people living in these areas that are shaded there, those people that aren't at the crossings can see that on-board Locomotive-Horns as noise pollution. We've identified some of the areas where there's residential area being impacted by the on-board Locomotive-Horns.

Quiet Zones (QZ's), Silencing of On-Board Locomotive Horns—Key Factors

- Lead locomotive—110 db(A) comparable to emergency siren at 50'
- Minimum Warning System—Flashing Lights and Gates with Constant Warning Time (CWT) Train Detection Circuitry
- UP Rail Corridor—2 main lines, 52 trains/day, Maximum Speed of 60 mph, Heaviest tonnage rail line in Kansas
- Applicable Safety Measures
 - Non-Traversable Medians
 - Four Quad Gates
 - Wayside Horn System (WHS)
- Private Crossings
 - Horns blown at all non-agricultural private crossings
 - QZ can not terminate at a private crossing per FRA Train Horn Rule



Some of the key factors about the quiet zones. The lead locomotive is the sound level of it is 110 db(A) and that's comparable standing 50 ft. from the emergency siren. The minimum warning system required to implement a quiet zone is you have to have flashing lights and gates and constant warning time train detection circuitry. That means it doesn't matter if the train is coming at five miles per hour or 60 miles per hour, the gates down for the same time. A lot of the older signal systems in the nation don't have constant warning times. If you wait 20 seconds for a train coming 60 miles an hour, you wait a minute for a train coming 20 miles per hours. The UP Rail Corridor is through there, it's two main lines, 52 trains a day, maximum speed 60 miles an hour and it's the heaviest tonnage rail line in Kansas. Some of the applicable safety measures to allow quiet zones are non-traversable medians, put those on the proaches so people can't drive around the end of the gate. Four Quad Gates that closes both the entrance and the exit at crossings and there's Wayside Horn System. That's not technically a quiet zone, but it does reduce the area of influence of the horn because it's right at the crossing. It's not starting a quarter mile in advance of the crossing and going through. Private crossings, this corridor has four private crossings on it. It's the railroads operating policy that they blow their horns at all non-agricultural private crossings because there are public crossings at these places. The Federal

Railroad Administration has a rule they cannot terminate a quiet zone at a private crossing. It has to terminate at a public crossing. That's of some interest in this corridor because the last crossing to the west is a crossing right under K-7 Bridge, it goes to the shooting range and a advertising sign. It's called the Ad-Trend crossing.

Safety Measures Evaluated

- Ad-Trend Private Crossing
 - Closure and Alternate Access provided
 - Conversion to Public with WHS
- Swingster Rd—Non-Traversable Medians
- Holliday Sand Private Crossing
 - Night-Time Closure with locked gates
 - Closure with Alternate Access provided
 - Non-Traversable Medians (Conversion to Public suggested)
 - WHS (Conversion to Public suggested)
- 4th Street
 - Four Quad Gates
 - WHS
 - Non-Traversable Medians



Starting at the west end, the Ad-Trend private crossing we looked at various safety measure for each one of these crossings. At the Ad-Trend we looked at closing that crossing and providing alternate access. It's fairly expensive because of the drainage there and fitting and access from Swingster Rd. along the Kansas River over to that area. The other thing we looked at was converting it to a public crossing so it could be part of the quiet zone and that crossing is too close to K-32 to allow us put in medians so the best option there was to put a Wayside Horn System. Swingster Road put in medians.

At Holliday Sand private crossing we looked at several alternatives there. While there's no sand operations that go on in that area there are equipment repair that goes on there so there's quite a bit of activity across that crossing. There's also some agriculture uses of that land over there. We looked at nighttime closure with locked gates. That means you have to have somebody dedicated to lock those gates and open them up. It was determined that that wasn't feasible. We looked at, again, alternate access on this, closing it and providing access off Swingster Rd. It's

quite a length there and it is really close to the river and the railroad and it would be a costly access to build. We looked at Traversable medians there and to do that the crossing at Holliday Sand ties right into 111th St. in Edwardsville. For the cost to put it in the suggestion is to make it a public crossing. You have to put in the flashing lights and gates and you have to pay the proach to be able to put in medians.

The other thing we looked at is the Wayside Horn System and also suggested it be made public to do that.

The other safety measures that were evaluated for other crossings are—4th St. we looked at Four Quad gates and Wayside Horn Systems and Non-Traversable Medians. We looked at some various options with the medians there because there's some limits of controlling access to the bank at that crossing.

Safety Measures (continued)

- 9th Street—Non-Traversable Medians
- 98th Street—Non-Traversable Medians
- 88th St—Four Quad Gates
- Anchor Drive Private Crossing—Non-Traversable Medians
- Swartz Road Private Crossing—WHS
- Kansas Avenue—Four Quad Gates
- 65th Street—Non-Traversable Medians



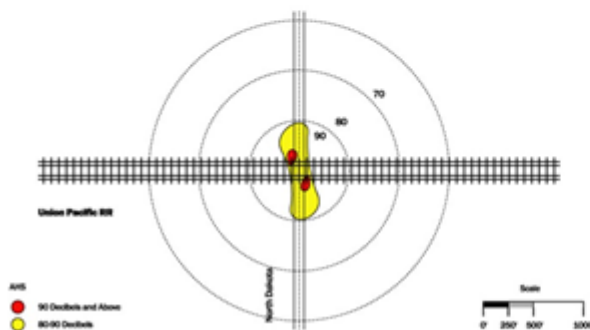
I can go through the other crossing fairly fast. 9th Street medians, 98th Street medians, 88th Street, the crossing is right up against K-32. There's not enough length on the proaches for medians of four quad gates. Anchor Private crossing medians. Swartz Road is too close to the K-32 to put in medians so we're recommending Wayside Horn System. Kansas Avenue crossing is also too close to K-32 and it's pretty complicated crossing with the intersection on the north side so we're

recommending four quad gates. 65th St. at the east end of the corridor we're recommending medians.



Automated Horn System

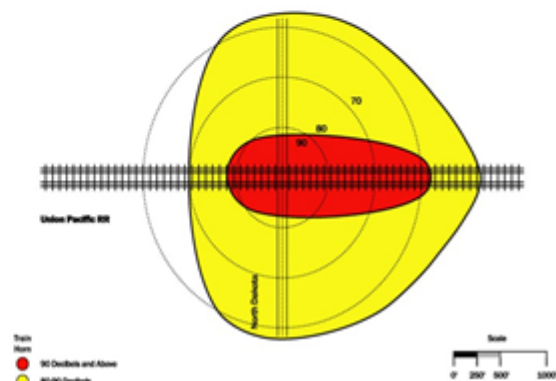
SoundPLAN (dB(A)) Contour Map



Example: Wayside Horn System (WHS)

Train Horn

SoundPLAN (dB(A)) Contour Map



This is just a look at the Holliday Sand private crossing right now. One of the recommendations for this is possibly putting in the Wayside Horn System. The photo in the upper left is a Wayside Horn System insulation. Wayside Horn System operates off of the signal system and when the signal system starts a Wayside Horn it's a stationary horn at the crossing, blows down the route that's crossing the tracks and it's a consistent noise level down the route. This one on the left there, the red is 90 db(A) levels and the yellow is 80 db(A). This is the Wayside Horn System. It shows the area of influence. It's 10% of the area of influence of an on-board locomotive horn. The one on the right is 90 db(A) is from a train that's approaching from right to left. You can see the red is the 90 db(A) and the yellow on this is, well it goes out to about 60 db(A).

9th Street

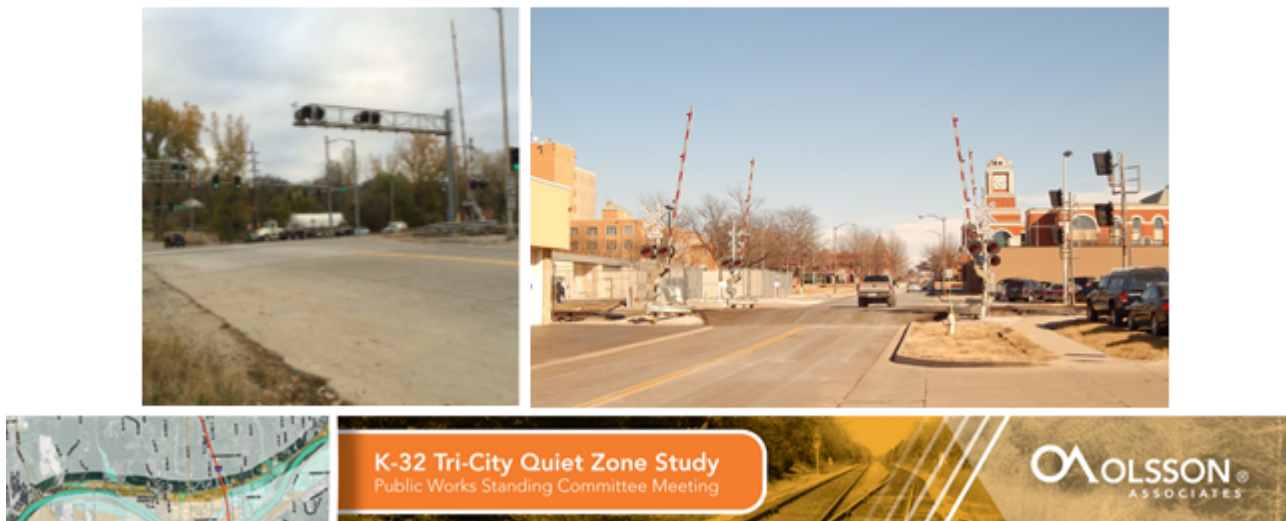
Probable Safety Measure is Medians



9th Street photo there and just an example of the medians, how the medians, the gate goes right to the end of the median and so vehicles cannot drive around the end of the gates.

88th Street

Only Available Safety Option
is Four Quad Gate Signal System



88th Street, talk about the Four Quad Gates System. This is 88th street on the left and on the right is an example of a Four Quadrant Gate System. With each Four Quadrant Gate Systems you have vehicle detection loops on the exit so you don't trap vehicles in between the gates. The railroads require the jurisdictions to pay for the maintenance of the second set of gates and that's nationwide. That's been about \$10,000 a year maintenance fee for a Four Quad Gate System.

Highway/Rail Warning System Cost Considerations

- All open crossings within QZ will require flashing lights and gates with CWT train detection circuitry
 - Upgrade from passive signing to flashing light and gates with CWT--\$290,000
- Wayside Horn Systems (WHS's) are traffic control devices owned, and maintained by jurisdiction with route responsibility
 - WHS installation cost for two lane route--\$120,000
 - Fee required to interconnect WHS with UP signal system--\$5,000/year
 - \$10 million Liability Insurance required by UP--\$10,000/year
 - Annual maintenance budget will be required--\$5,000/year
- Four Quad Gates
 - Class I RR's require annual maintenance fee for 2 additional gates and the in-pavement vehicle detection loops--\$10,000/year
 - Upgrade from two quad gate system to four quad gate system--\$400,000



Some of the cost considerations in implementing the quiet zone. Each crossing has to have the flashing lights and gates with constant warning times, train detection circuitry and if we're upgrading from passive signing which is just cross bicks out there, we're talking about \$290,000 for the signal system per crossing. Wayside Horn System and installation at a two-lane route crossing is \$120,000. There is some fees to inner-connect with the Union Pacific signal system because that's what operates it and the liability insurance that the railroads require and an annual maintenance for the Wayside Horn. The Wayside Horn is owned and the responsibility of the jurisdiction that has the route. It's not owned by or maintained by the railroad, it's owned by the city or the county and so the maintenance fees add up to about \$20,000 a year. Four Quad Gates cost to maintain those. Like I said about \$10,000 a year for the second set of gates and to upgrade from a Two Quad Gate System like presently at 88th Street to a Four Quad is about \$400,000.

Estimate of Costs to Implement QZ for Entire Corridor Using Most Probable Safety Measures

Ad-Trend private crossing (will require conversion to public)	WHS	\$533,000
Swingster Rd. public crossing	Medians	\$532,000
Holliday Sand private crossing (suggested conversion to public)	Medians	\$513,000
4 th St. public crossing	Medians	\$825,000
9 th St. public crossing	Medians	\$680,000
98 th St. public crossing	Medians	\$213,000
88 th St. public crossing	4 Quad Gates	\$606,000
Anchor private crossing	Medians	\$513,000
Swartz private crossing	WHS	\$533,000
Kansas Ave. public crossing	4 Quad Gates	\$606,000
65 th St.	Medians	\$213,000
Total Engineer's Opinion of Costs		\$5,767,000



Mr. Heatherman said and so based on that summary of considerations Olsson has gone through and provided initial recommendation if we were going to implement some kind of Quiet Zone or Quiet Reduction per intersection, what the most probable method would be and this slide here presents an initial preliminary estimate of costs. You don't have to necessarily have to do all in order to see some benefit. You did need to put these into logical groupings if you're going to pursue them. As you can tell somewhere around or a little more than \$500,000 seems to be the most common number up there and then some particular locations such as 4th Street Public Crossing because of the way the entrances and other things work are more expensive. In round numbers, about \$6M to fully implement the Quiet Zone System through the entire corridor 65th to the Ad-Trend Private Crossing and with that comes a caveat that the railroad themselves are usually not real willing to accept the conversion of a private crossing to a public crossing unless there is some maybe trade or other consideration that goes into that. We have not approached the railroad yet with that discussion, part of this process is building up to toward the consultation with the railroads, but we have no idea if there might some aspects of those private to public considerations that might come to bare. We have and I'll leave it to the question and answer

session to elaborate more, Al and I have discussed some ways that you might phase a project or begin some scenarios and we can talk about that, but I'll leave that to the question and answer session.

Chairman Bynum said Commissioner Walters is here with the 7th District. I wondered if you would like to come up to the table. A lot of this is in your district and it might be easier for you to see and participate if you come on up here and join us. Is more that you have for us before you—**Mr. Heatherman** said no, I think we can open it up for any questions that you may have.

Commissioner Markley said you talked a little bit about the grouping and then about potentially phasing. I think that's where this sort of secondary part of this study might come in. We're talking about business opportunities along that corridor and what that looks like. To me, if we're going to look at grouping or phasing, that needs to sort of link up with that report that tells us these are the best places for development in this area and we need to do our groupings around those areas that are right for development. To me that's just a logical way to proceed if we find an area that's right for development, we have businesses willing to come there, that's the grouping we need to do first.

Commissioner Walters said if I could ask a question. I'm seeing this for the first time, but just a couple of immediate questions came to mind. Do you see a wide variety of costs in this estimate that are all related to median? Clearly, if a median is 98th St. is \$200,000, but a median at some other street is \$500,000 or \$600,000 it appears to me that the cost is in something other than an improvement that is specifically related to the quiet zone. It's curbs, gutters, sidewalks, street widening, things like that. Some of those, I guess, are judgement calls as to how much work you chose to do. You could limit it strictly to what is required for the quiet zone or you could expand it into a bigger Public Works project. It sounds like or it looks like there might be some further discussion that might be appropriate for those specific crossings.

Mr. Cathcart said that's a good point. Our goal was to provide pedestrian access across each one of these crossings. Some of them contain more improvements to the sidewalks than other ones. Some of them because of the width and locations of the signals, the signals had to be relocated and that's a major cost. It's not just the placing of the medians or widening it. Like we

mentioned there at 4th St., the medians have to be 100 ft. in length, they can be reduced to 60 ft. There can't be any access in that 60 ft. and so the bank is—their access is with inside that 60 ft. so we had to make some modifications there.

Commissioner Walters asked is there a planned time when this will be presented to the Steering Committee for this K-32 corridor study. **Mr. Heatherman** said I haven't discussed, again, recently with Rob what the next status of Steering Committee meetings is, but basically this information is now to a point we feel comfortable sharing with the Commission, the city of Edwardsville and Bonner Springs and with the Steering Committee for whatever additional guidance we may get.

Chairman Bynum said I guess my question is of the \$5.7M price tag, but you've got recommendations on what you would do first and taking Commissioner Markley's notion of kind of grouping them as we move through this study process into places where we could have economic development. I don't want to misspeak, but I think that's what you said. Is that where we're headed? Are we ultimately going to have to do all of this or is it just a suggestion for if we would like to have quiet zones or are we required to have them. **Mr. Heatherman** said first off, there is absolutely no requirement in federal or state regulations to insist upon quiet zones. The entire system around quiet zones has more to do with when we are permitted to implement them. Under the federal rules the railroads are not entitled to deny us implementation of a quiet zone as long as we implement it in accordance with the federal rules. Al, is that the correct way of saying that. **Mr. Cathcart** said that's correct. As long as you have the appropriate safety measures in place the quiet zone will be in effect. The quiet zone has to be a minimum of a half mile in length along the railroad corridor. Essentially, a quarter-mile in advance of every crossing so you don't have overlap. This corridor is lengthy enough that you could have it spaced in several different phases. It could be implemented in several different phases. **Mr. Heatherman** said I think there is another point that Al has made to me and to the Steering Committee. The engineer on board that train has the responsibility for safety and they are not prohibited from sounding their horn, if in their judgment the situation warrants it. There's not a penalty or a prohibition against the train engineer observing the situation and acting with safety, but they aren't required to sound and I believe our general experience is that the railroads to honor quiet zones and don't just kind of continue to sound for the sake of sounding it. With that being said, when you have

closely spaced crossings then there becomes certain groupings that have to be done together in order to make sure you have that effectiveness because of that quarter-mile lead time that the trains begin sounding their horn. There's also simply the question of where are we trying to achieve the benefit. The Holliday Sands Crossing is directly opposite of Lake of the Forest. That is a residential area position to hear the horns. Other portions have maybe more business, less residential. There's a lot of tradeoffs to be made there and that's not really the engineering question, that ends up becoming the policy question and the project management question of how we want to package these depending on what values and what outcomes the Commission directs. I also emphasize many of these locations are actually in the city of Edwardsville as well as at the boarder of Bonner Springs. While we're doing this as three cities together and we're presenting it to you tonight both in your capacity as city and county, the actual Public Works management responsibility for several of these would lie with the cities involved and so those communities would need to really drive the train if you will.

Commissioner Kane said and I was going right where you just finished with. I think this needs to go back to Steering Committee because they are part of it, the Edwardsville group is part of it. I am extremely disappointed at the price tag that this has although I worked in safety for 21 years so I get that part of it too. I think the Steering Committee needs to come back to us and say here's what we have and then based on the information that they have as a group then there would be a decision made because there's no way that we could speak for Edwardsville at all because they have their own council. I wouldn't want to touch this until they met.

Chairman Bynum said I would agree with you and thank you for that.

Commissioner Johnson said just to tie in with both Commissioner Markley and Commissioner Kane particularly as it relates to the groupings. As we look at doing this potentially in a phased approach. My question is if we decided to phase it out, how does that effect the price tag over time? We're looking at \$5.8M now, if we phase it out over time, does that cost increase as well. **Mr. Heatherman** said I'm going to take a stab at that and then I'll have Al correct me. Obviously, there's inflation to be considered, but if you just we're kind of thinking of it in today dollars, if you will, as long as the groupings that we're talking about are relatively logical and you say to begin with an initial zone and then the next grouping expands it by a certain distance,

I don't know that there's a lot of lost cost, if you will, by breaking that up. I'm looking to AI to see. **Mr. Cathcart** said I think it makes senses physically and financially to do it in a phase. You're not losing anything other than inflation that's going to happen in the interim. **Commissioner Johnson** said it could very well be a situation where it comes back in a year, two years, I don't how long these things take and we get the line, oops, well you know it was and now it is this. That's what I'm trying to have some dialogue about right now. **Mr. Cathcart** said the Quiet Zone Feasibility Study that is being produced it's applicable until conditions change around these crossings. **Mr. Heatherman** said, Commissioner, I'd like to make one clarification as well. This item is presented tonight merely for discussion. No one is asking the Commission tonight to make a particular decision and the Public Works Department brings no recommendation as to what to pursue. What we're presenting to you is the result of the feasibility study that will allow you to understand if the quiet zone is pursued what the technical facts and costs might look like. **Chairman Bynum** said I appreciate the presentation.

Commissioner Philbrook said knowing that we have a bunch of different entities involved in this, Bonner Springs and Edwardsville, the Muncie area and Kansas City, Kansas, it would be interesting to see where exactly we think this money is going to come from and who's going to be responsible for how much that's broken down. **Mr. Heatherman** said so noted. I think really that is the question that actually comes back to the Commission. The purpose of this study was to define what could be and it really falls back then to those entities. I will say the intent to bringing this tonight was to solicit feedback. The original work plan for this study and vision that this information would be brought to the Public Works Standing Committee in order to solicit feedback so that when we do meet as a Steering Committee all the representatives can get a feel as to what the first reaction was. Chairman Bynum, if the committee members would like to simply share with us what their thoughts and reaction to, we'll be able to take that information back to the Steering Committee. **Chairman Bynum** said that would be great. I'm sure that beyond tonight I think I've heard some comments that I think you can take into consideration and there may be things that come up as we think more about this. It's just the large price tag kind of knocked me off my feet for a minute. As you're out and about and especially around K-32 and as I was just today things do catch your eye, catch your attention and cause you to think more about what might be possible here so I appreciate that. I would encourage our members of the standing

committee to be in touch with you, Mr. Heatherman if we have thoughts further than what we've shared tonight. I appreciate that.

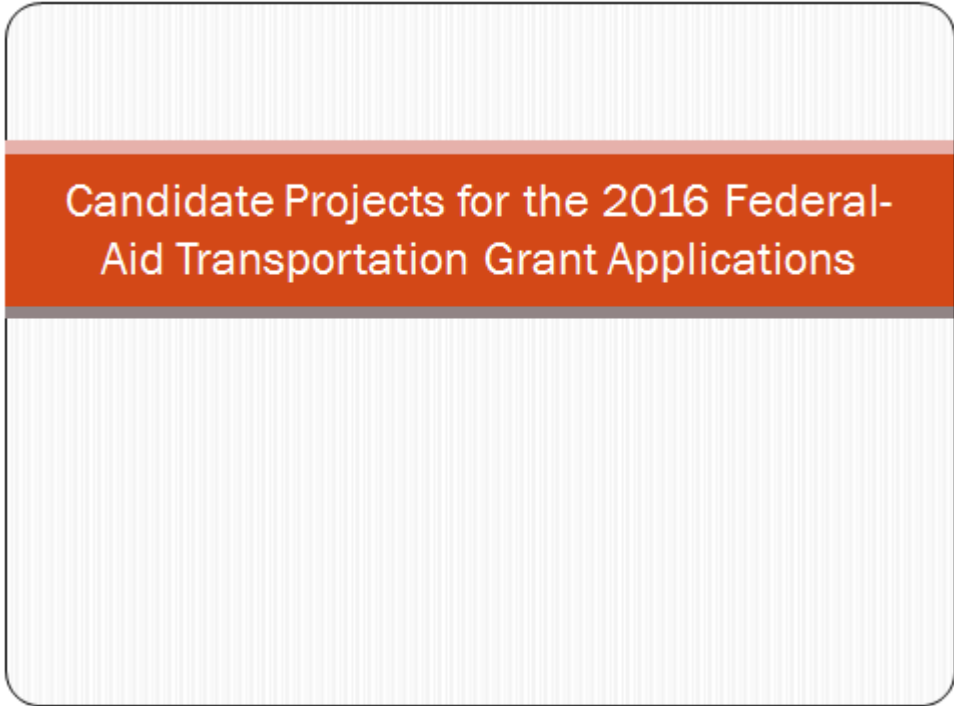
Chairman Bynum said in the interest of time we still have several more items on the agenda just for Public Works. I thank you for this presentation. Mr. Heatherman, I think you have two more items here with us tonight. I believe that both of them require that we take a vote and make an approval if I'm not mistaken. The first one being grant applications for the Federal Transportation Grants that we looked at I think once before with you. If you don't mind, we can move into that item. I think second are the CMIP Projects Survey if I'm correct. **Mr. Heatherman** said yes ma'am.

Item No. 4 – 16432...RESOLUTIONS: 2016 FEDERAL AID TRANSPORTATION GRANTS

Synopsis: Seven resolutions declaring the support of the following projects and granting authority to submit 2016 Federal Aid Transportation Grant application, through MARC, for said projects, submitted by Bill Heatherman, County Engineer. There is a total of \$34.8M in federal funds estimated available for the Kansas part of the metro. We are targeting \$7.0M in federal shares for UG projects, and we would need \$7.0M or more in local match, which has already been anticipated in the CMIP.

- Leavenworth Road., 63rd to 78th St., continuation of Complete Street Improvements
- 7th St. and Central Ave., intersection improvements and signal upgrades
- Safe Routes to School for William Allen White, West Middle School and Francis Willard Elementary, sidewalk and traffic
- Metropolitan Ave. Area Bikeway Improvements, including connections to Merriam Ln. and 12th St.
- Roe Blvd. Improvements, County Ln. to I-35, in coordination with the city of Roeland Park
- Ride KC Regional Transit System Upgrades
- Transit Accessibility Improvements

On November 30, 2015, and January 19, 2016, the grant process and candidate projects were presented to the Public Works and Safety Standing Committee, chaired by Commissioner Bynum, for discussion.



Candidate Projects for the 2016 Federal-Aid Transportation Grant Applications

Mr. Heatherman said the first item that we're requesting action on is related to the Candidate Projects for the 2016 Federal-Aid Transportation Grants. These are the projects that we submit to the Mid-America Regional Council and are considered by the region. I have with me Lideana Laboy, our City Traffic Engineer. She and her team are working very hard putting these grant applications together. As a reminder, tonight is the third time we've talked with you in the last four months about this process. We are largely here tonight with the list of projects that we presented for discussion a month ago and that we first brought toward you as the potential candidates about three months ago. I'm going to walk through those and remind you again of the projects that we've been talking about.



We have a continuation of the improvements along Leavenworth Road from 63rd to 78th St. This would be the large project competing in the main pot of money. Given the way that the scoring worked in favor of the previous project two years ago we would have every reason to believe this would be towards the top of the list.

7th Street and Central Avenue Intersection Improvements



7th Street and Central Avenue Intersection Improvements falls nicely in line with other work we've done on Central Avenue and would compete very well in a very targeted small pool of funds called the CMAC Program and that's really our reason for keeping a project like that in the list. That would largely replace the traffic signals and do some modest improvements to the intersection particularly to let it operate better during periods of detour when I-70 traffic is being routed around.

Safe Routes to School

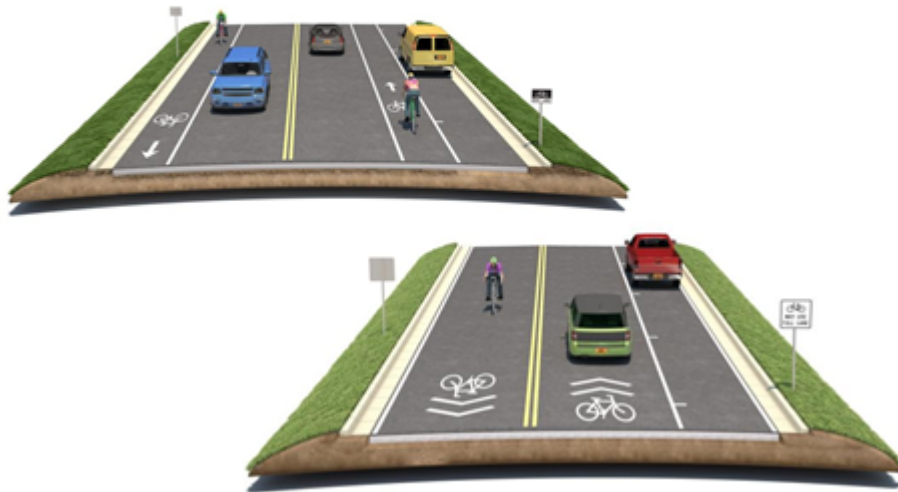
- Proposed project locations of William Allen White/ West Middle School and Francis Willard Elementary School.



We have Safe Routes to School. This has become very signature with the Unified Government. We've done quite well with this program. I think we've developed some expertise. I will tell you that Lideana in particular has put a tremendous amount of really extra special energy into building the relationships with our school districts. I think we are talking more and working more collaborative than I think we probably ever have. The two projects that we would propose in this next round for specific construction funding are William Allen White/ West Middle School and Francis Willard Elementary. Both of those schools are ones that have already gone through preparatory activities, have been subject to pre-planning. William Allen White is already in the previous Safe Routes Project, but the amounts are so small and the need there is so great that we would actually like to continue building on that project.

Bikeway Improvements along One Route

- Proposed route along Metropolitan/Strong Avenues between 7th Street and 42nd Street.



Bikeway Improvements. We have settled on the Metropolitan/Strong Avenue route along with the north/south connection back to Merriam Lane. There is still cost versus length versus best connection. We're still fine-tuning kind of what's going to fit the budget proposal to do the best job at connecting those current routes, but that is the proposal we have. That was endorsed by the infrastructure action team. It has been part of many different dialogues and it does really kind of build upon the work we did on both Metropolitan and on 10th & 12th St. Bikeway.

Roe Boulevard Improvements – County Line to I-35 in conjunction with Roeland Park



As you know, the city of Roeland Park approached us about co-sponsoring with them Roe Blvd. Improvements. Our portion of course is County Line to I-35. Their portion south of County Line is the majority of that project, but it will enhance the gateway future to our community, 18th St. whether you go north or south is part of our community and part of the signature that we send. This is a good opportunity to also do some long deferred maintenance and have the benefit of federal funds to help us with. Joint projects score well. That is part of the regional cooperation initiative.

RideKC Regional Transit System Upgrades

- Possible Upgrades:
 - Fare Collection Systems
 - Clean Vehicle Replacements
 - Technology Enhancements



Pedestrian Accessibility at Transit Routes

- Submitted in collaboration with Regional Initiative of KCATA and KCMO



Scoring Criteria

Scoring Matrix	All Projects	Additional by Type		
		Bicycle /Pedestrian	Transit	Operations
VIBRANT				
Economic Vitality	0	15	15	15
Place Making	10	10	0	0
Equity	10	0	0	0
CONNECTED				
Transportation Choices	0	10	10	10
Safety and Security	0	20	20	20
System Condition	0	0	15	10
System Performance	0	20	15	20
GREEN				
Public Health	0	10	10	10
Environment	0	15	15	15
Climate Change & Energy Use	5	0	0	0
OTHER	5	0	0	0
TOTAL	30	100	100	100

Justus Welker is here tonight but KCATA is going to take the lead on Regional Transit System Upgrades including fare collection, clean vehicle replacements, technology. We intend to be a co-sponsor and be able to see a portion of the funds that could come and support the transit routes in our community. Then building on that transit theme, we actually have a Public Works lead project where we would propose to improve sidewalks and ADA ramps and walking routes along zones that are served by transit and that would allow people to get easier from bus to home. We're working on some high priority locations. This is similar to the CDBG Grant Application that we made, similar type of concept. There are more than enough of these locations to go around for any number of funding thoughts. Just as a reminder, we get scored based on a variety of elements of the project. Cities like ours that have a lot of older infrastructure have a diverse population and a diverse set of needs. We fit the profile for where these planning concepts suggest investments should be made. We have every reason to believe that we will score very competitively in these grant applications that we've proposed. I walked you through seven projects in your packet. We have actual resolutions of support. That is a new thing this round. It's in response to the guidance that we've been given that the Commission would like to know more about the projects at the beginning and be given more of an opportunity to weigh in. It's quite frankly helpful to us to know that as we do the many hours' worth of work of putting these

applications together that we have your support and backing on that. We are requesting an action item tonight after your discussion of endorsement of those resolutions to go to the full commission.

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

Item No. 5 – 16441...RESOLUTIONS: AUTHORIZE VARIOUS CMIP PROJECTS

Synopsis: Ten resolutions finding the following to be necessary and valid improvements and authorizing the survey of land to be acquired for said projects, submitted by Bill Heatherman, County Engineer.

- FID Force Main Improvements – CMIP #6042
- 2013 Priority Bridge Repairs – CMIP #2305
- Riverview Avenue Bridge Replacement – CMIP #9246
- Center City Traffic Signal & 7th Street Improvements – CMIP #3320
- Priority Traffic Signal Replacement – CMIP #3109
- Wyandotte County Lake Waterline Study & Repair – CMIP #4425
- TA Edison/Friendship Heights – CMIP #1226
- Hutton Road, Georgia to Leavenworth Road – CMIP #1215
- Turkey Creek Improvements – CMIP #5005
- Stonehaven Storm Sewer – CMIP #5034

Mr. Heatherman said for those of you that have been on the Commission for a while you know this is a very standard part of our process for major CMIP Projects and based on past work with law department we think it’s better to bring these to you in one batch at the beginning of the year. This allows us to move these forward through the property acquisition process.

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

Commissioner Philbrook said thank you, Mr. Heatherman, and we’re going to miss you.

Chairman Bynum adjourned the meeting at 7:00 p.m.

Adjourn

tk



Staff Request for Commission Action

Tracking No. 16542

Full Commission Meeting Date: 5/5/16

Committee: Public Works & Safety

Date of Standing Committee Action: 4/25/16

(If none, please explain):

Publication Required: No 04/25/2016

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
04/13/2016	Brent Thompson, County Surveyor	x5771, x5710	llaboy@wycokck.org, bthompson@wycokck.org	Public Works

Item Description:

A request from KMDI Inc. located at 400 Funston Rd, KCK in Fairfax to give honorariums to two company owners; Will Kester and Alan Morton. They request to have two signs; one reading Richard Kester Blvd or R. Kester Blvd to be placed at the NW corner of Fiberglass & Funston. The other to read Charlie Morton Ave or C. Morton Ave to be placed at the SW corner of Fiberglass & Sunshine.

Traffic Engineering has viewed the necessary requirements for this request and ask for your approval.

Action Requested:

Approval by the Commission

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

KMDI Inc. Honorary Street Sign Petition



Unified Government WYCO/KCK
701 North 7th Street
7th Floor Room 712
Kansas City, KS 66101

June 10, 2015

PREAMBLE:

Will Kester and Alan Morton are the owners of KMDI Inc. located at 400 Funston Rd, Kansas City, KS 66115. (In Fairfax on the NW corner of Fiberglass and Funston)

KMDI is a 100% local company that specializes in fabricating custom interior elements, fixtures and signs that are green, self-extinguishing, and one of a kind. The versatility of the product and exceptional craftsmanship allows KMDI to cater to a diverse clientele around the world, including well-known names on the Fortune 500 company list such as Helzberg Diamonds and Chase Bank.

KMDI employs 40 people but Will and Alan look at this as not having 40 employees, but having 40 families that they are responsible to feed, support and take care of. Through this highly ethical outlook on life they are continuously supportive of the people who work for them and the communities they are a part of, helping many of them in "out of the ordinary" ways. The example they set in taking steps to aid and support their employees and those in the community at large is exemplary.

They support the community through giving to numerous well known charities such as City Union Mission in KC, MO, and the Bethel Neighborhood Center Adopt a Family Program in KC, KS. Will and Alan in the name of KMDI maintain vigilance to find causes that are not as well known, or farther off the beaten path, but are just as worthy as recipients. They make it a point to give not only money but their time to these organizations as well.

They recently purchased the long abandoned HB Fuller Plant (located at 3150 Fiberglass on the SW corner of Fiberglass and Sunshine). In keeping with their selfless attitude, the intent with this purchase is to do their part to revitalize the Fairfax district and create jobs in the local community that they are a part of.

These men hold themselves to a higher standard; making it a point to imbue their daily lives and actions with a strong sense of ethical responsibility, communal values, and moral integrity. That is undeniably on display in their business practices and community efforts.

Their outlook on life, business, and charity are a direct result of the example set by their fathers, Richard Kester and Charlie Morton. Richard Kester and Charlie Morton were proud members of the KC community that pioneered the processes KMDI uses to this very day. In addition, Richard Kester was the first individual to arrange the import of some of the raw materials into the United States for commercial use that manufacturers now use nationwide. The history of Kansas City shows that this community and the people who comprise it have come from humble beginnings but still have an unparalleled capacity for reinvention, for creating something with impact that is truly meaningful.

We at KMDI would like to honor Will and Alan as well as the legacy they represent and continue to build in the community. We are circulating this petition requesting two (2) honorary street signs be erected in the names of KMDI's principals' fathers Richard Kester and Charlie Morton.

PETITION

We the undersigned come to you in unison on behalf of Nancy Wolf with KMDI inc having accumulated the 51% required signatures of property owners/renters that are adjacent to the proposed "honorary street sign" areas.

We bring to you this petition to erect two honorary street signs in the Fairfax area of Kansas City KS.

One street sign reading Richard Kester Blvd or R. Kester Blvd (which ever the Department of Public Works deems most appropriate) to be placed at the NW corner of Fiberglass and Funston in the usual manner that honorary street signs are placed.

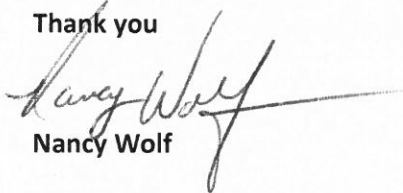
One street sign reading Charlie Morton Ave. or C. Morton Ave (which ever the Department of Public Works deems most appropriate) to be placed at the SW corner of Fiberglass and Sunshine in the usual manner that honorary street signs are placed.

Will Kester and Alan Morton are not only lifelong residents of the Kansas City area but they ethically and with high moral standards continuously and without fanfare run their business and personal lives in a manner that Kansas City KS Fairfax can and should be proud of.

They quietly but effectively with an ever positive outlook touch the personal lives of many and the community on a daily basis and we believe them to be a perfect example of what the Fairfax Community and Kansas City KS as a whole seeks in quality role models as community members, business owners and taxpayers.

Saying all of this we the undersigned bring together our voices in unison to have these two (2) honorary street signs erected as requested

Thank you

A handwritten signature in dark ink, appearing to read 'Nancy Wolf', with a long horizontal flourish extending to the right.

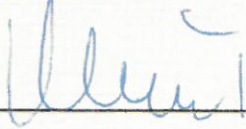
Nancy Wolf

Certain Teed Insulation

103 Funston Rd, Kansas City KS 66115

913.208.1989/913.342.6624

signature



date

8/7/2015

Title PLANT MANAGER

Initials



date 1/15/14

PRINTED NAME THOMAS WEIGERT

FLM LLC

3150 Fiberglass Rd, Kansas City KS 66115

913.281.4200

signature



date

7/11/15

TITLE PROPERTY MANAGER

INITIALS

CDB

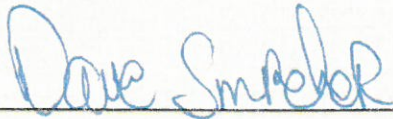
date 1/14/14

PRINTED NAME CHRISTOPHER D. BAGGETT

American Refrigerator Engineers & Contractors/Preston Refrigeration

3200 Fiberglass Rd, Kansas City KS 66115

signature



date

8-6-15

Title CEO

Initials DS

date 1-15-16

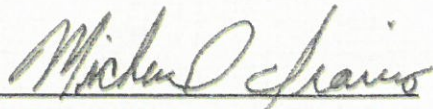
PRINTED NAME Dave Smreker

Precision Coring & Cutting LLC

3155 Fiberglass RD, Kansas City KS 66115

913.681.9050

signature



date

8-6-15

Title President

Initials



date 1/20/14

PRINTED NAME MIKE TEAMS



January 18, 2016

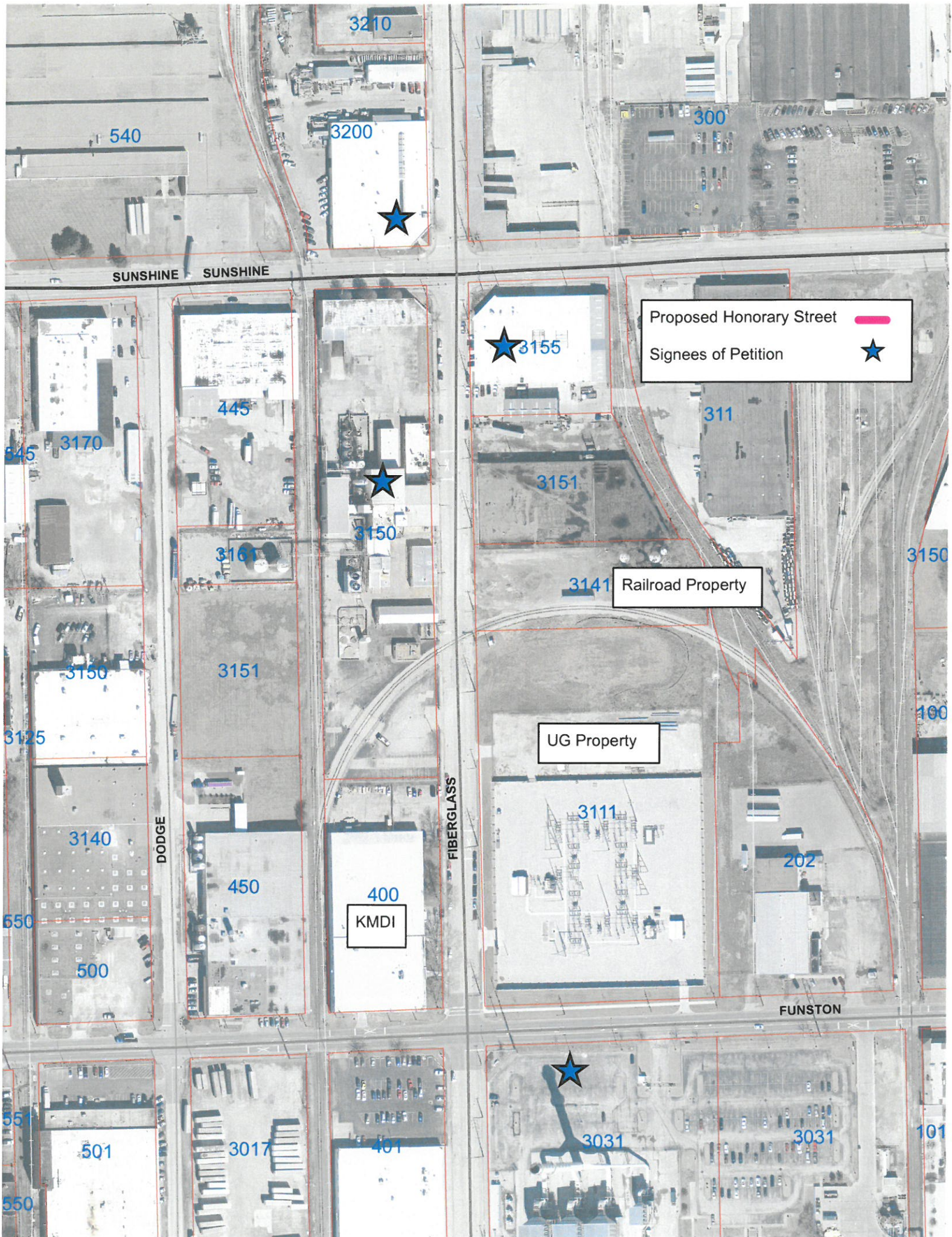
Dear Sirs;

The Fairfax Industrial Association supports KMDI's request to have two honorary street signs at the corner of Funston and Fiberglass (honorary sign Richard Kester Blvd or R. Kester Blvd) and corner of Sunshine and Fiberglass (honorary sign Charlie Morton Ave or C. Morton Ave).

If any further information is required, I can be reached at execdir@fiakck.org or 913-915-2327.

Sincerely,

Melissa Clark
Executive Director - FIA



SUNSHINE SUNSHINE

Proposed Honorary Street

Signees of Petition

UG Property

Railroad Property

400
KMDI



Staff Request for Commission Action

Tracking No. 16532

Full Commission Meeting Date: 5/5/16

Committee: Public Works & Safety

Date of Standing Committee Action: 4/25/16

(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
04/07/2016	Lideana Laboy, Engineer Supervisor	x5771	llaboy@wycokck.org	Public Works

Item Description:

Project Names: Leavenworth Road 38th - 63rd Street Project (CMIP 1224)
18th & Central Intersection Project (CMIP 1223)

These Resolutions declares that these projects are necessary and valid improvement projects. These Resolutions directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the properties to be acquired for these projects, and to submit an Ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcels.

Action Requested:

To adopt the Resolution.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

Leavenworth Rd 38th - 63rd St., 18th & Central Intersection

(Published _____)

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the reconstruction of Leavenworth Road from 38th Street to 63rd Street, including construction of new through lanes and turning lanes, curbs, gutters, sidewalks, storm sewers, street lighting, and traffic signals (KDOT Project No. 105 N-0640-01), all in Kansas City, Wyandotte County, Kansas.

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

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land and easements necessary for reconstruction, maintenance, operation, use and repair of Leavenworth Road from 38th Street to 63rd Street, including construction of new through lanes and turning lanes, curbs, gutters, sidewalks, storm sewers, street lighting, and traffic signals (KDOT Project No. 105 N-0640-01), all in Kansas City, Wyandotte County, Kansas.

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

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

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

THIS _____ DAY OF _____, 2016.

UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

KENNETH J. MOORE
Deputy Chief Counsel

(Published _____)

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the reconstruction of the intersection at Central Avenue, 18th Street and Park Drive, including construction of new through lanes and turning lanes, curbs, gutters, sidewalks, storm sewers, all in Kansas City, Wyandotte County, Kansas.

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

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land and easements necessary for re-construction, maintenance, operation, use and repair of the intersection at Central Avenue, 18th Street and Park Drive, including construction of new through lanes and turning lanes, curbs, gutters, sidewalks, storm sewers, all in Kansas City, Wyandotte County, Kansas.

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

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

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

THIS _____ DAY OF _____, 2016.

UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

KENNETH J. MOORE
Deputy Chief Counsel



Staff Request for Commission Action

Tracking No. 16543

Full Commission Meeting Date: 5/5/16

Committee: Public Works & Safety

Date of Standing Committee Action: 4/25/16

(If none, please explain):

Publication Required: No

<u>Date:</u> 04/13/2016	<u>Contact Name:</u> Ryan Haga, Attorney	<u>Contact Phone:</u> x5075	<u>Contact Email:</u> rhaga@wycokck.org	<u>Department/Division:</u> Legal
<u>Item Description:</u> The resolution will authorize the Fire Department and the County Administrator's Office to donate twenty-two Automatic External Defibrillators (AEDs) to local not-for-profit, 501(c)(3) organizations as the donated AEDs are outdated for Fire Department purposes, but are still otherwise operable and usable.				
<u>Action Requested:</u> To adopt the resolution.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Zoll AED Fair Market Document, RESOLUTION: OBSOLETE FIRE DEPT. AEDS				



269 Mill Road
Chelmsford, Massachusetts 01824-4105
978-421-9655 (main)
978-421-0025 (fax)
www.zoll.com

September 24, 2015

To whom it may concern:

The market value of the following AED Plus units have a fair market resale value of \$150 to \$200 U.S Dollars:

X02F001428	X02G002563
X02F001637	X02G002564
X02F001904	X02G002566
X02G002385	X02G002568
X02G002416	X02G002575
X02G002445	X02G002576
X02G002453	X02G002579
X02G002503	X02G002586
X02G002556	X02G002595
X02G002557	X02G002597
X02G002558	X02G002598

RESOLUTION NO. _____

WHEREAS, the Unified Government of Wyandotte County/Kansas City, Kansas is the present owner of twenty-two Zoll AED Plus Automatic External Defibrillators with software updated to the 2010 American Heart Association standards for defibrillation; and

WHEREAS, the Zoll AEDs have become outdated for the purposes of the Kansas City, Kansas Fire Department; and

WHEREAS, the Zoll AEDs are usable, and local not-for-profit, 501(c)(3) organizations that have need for AEDs; and

WHEREAS, the Zoll AEDs have a combined value of \$3,300; and

WHEREAS, the Unified Government wishes to donate the Zoll AEDs to local not-for-profit, 501(c)(3) organizations, in accordance with K.S.A. 12-101, and in recognition of the public purpose such donation will serve;

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

That the Unified Government does hereby authorize the Chief of the Kansas City, Kansas, Fire Department and County Administrator's Office to establish a procedure for the distribution and transfer of the Zoll AEDs to any local not-for-profit, 501(c)(3) organization in need of AEDs on behalf of the Unified Government, and the County Administrator is hereby authorized to take any action required and necessary to implement and satisfy the intent of this resolution.

**ADOPTED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS,
THIS ____ DAY OF _____, 2016.**

ATTEST:

Unified Government Clerk