



UPDATE
Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, March 28, 2022
5:00 PM

Location: Hybrid

We invite you to view the meeting in person in the lobby area of City Hall, 701 N. 7th Street, Kansas City, Kansas, or virtually via a Zoom webinar.

You are invited to a Zoom webinar.

When: Mar 28, 2022 05:00 PM Central Time (US and Canada)

Topic: Standing Committee March 28, 2022

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86146154785?pwd=Q3dQQ1Y0VDFTNHRBbEgzWFNGREpoUT09>

Passcode: 779272

Or One tap mobile :

US: +16699009128,,86146154785# or +12532158782,,86146154785#

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US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799 or 888 475 4499 (Toll Free) or 877 853 5257 (Toll Free)

Webinar ID: 861 4615 4785

International numbers available: <https://us02web.zoom.us/j/86146154785>

Name

Absent

Commissioner Melissa Bynum, Chair

☐

Commissioner Christian Ramirez

☐

Commissioner Harold Johnson

☐

Commissioner Angela Markley

☐

Commissioner Mike Kane

☐

Tom Groneman, BPU Board Member

☐

I. Call to Order/Roll Call

II. Revisions to March 28, 2022 Agenda

Revised Item No. 2 – 211423... APPROVAL: PROJECT PRIORITIZATION FOR GRANT SUBMISSIONS - RAISE, SAFE STREETS AND ROADS FOR ALL, MEGAPROJECTS, ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT AND INFRA GRANTS

- Revised RFA
- Removed 18th Street Cost Estimate Attachment

Revised Item No. 6 – 211422...GRANT: BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR

- Revised RFA
- Removed Program Overview Attachment

III. Approval of standing committee minutes from December 6, 2021

IV. Committee Agenda

Item No. 1 - APPROVAL: INTERSECTION SAFETY GRANT

Synopsis: A request for approval to apply for federal aid safety funding from the Kansas Department of Transportation for federal fiscal years 2025-2026 with a 10% match from the existing budget, submitted by Jeff Fisher, Director of Public Works.

Tracking #: 211421

Item No. 2 - APPROVAL: PROJECT PRIORITIZATION FOR GRANT SUBMISSIONS - RAISE, SAFE STREETS AND ROADS FOR ALL, MEGAPROJECTS, ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT AND INFRA GRANTS (REVISED PER BLUE SHEET)

Synopsis: Approval of project prioritization for grant submissions - Raise, Safe Streets and Roads for all, Megaprojects, Energy Efficiency and Conservation Block grant and Infra Grants, submitted by Jeff Fisher, Director of Public Works.

Tracking #: 211423

Item No. 3 - ORDINANCE: AMENDING SPEED REGULATIONS SECTION 35-285 RACING ON THE HIGHWAY

Synopsis: An ordinance amending Chapter 35 - Traffic Article V Speeding Regulations, Section 35-285 Racing on Highways including violations for spectators at any race or event, submitted by Casey Meyer, Senior Assistant Counsel, and Karl Oakman, Kansas City Kansas Police Chief.

Tracking #: 211424

Item No. 4 - AMENDMENTS: OPEN BURN UPDATES

Synopsis: A request for approval on amendments to the Unified Government Code provisions relating to open burning, submitted by Jon Khalil, Senior Assistant Counsel.

Tracking #: 211428

Item No. 5 - RESOLUTION: STATE OF EMERGENCY EXTENSION

Synopsis: A resolution extending the state of Local Health Emergency for the COVID-19 Pandemic for the County of Wyandotte, Kansas, through July 1, 2022, submitted by Matt May, Director of Emergency Management.

Tracking #: 211434

Item No. 6 - GRANT: BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR (REVISED PER BLUE SHEET)

Synopsis: A request for approval of local matching of funds to move forward with the Bi-State Sustainable Reinvestment Corridor grant application, submitted by Justus Welker, Director of Transportation.

For information only.

Tracking #: 211422

V. Public Agenda

VI. Adjourn

**AGENDA UPDATE
PUBLIC WORKS & SAFETY
STANDING COMMITTEE MEETING
MONDAY, MARCH 28, 2022**

IV. COMMITTEE AGENDA

REVISED ITEM

ITEM NO. 2 – 211423...APPROVAL: PROJECT PRIORITIZATION FOR GRANT SUBMISSIONS - RAISE, SAFE STREETS AND ROADS FOR ALL, MEGAPROJECTS, ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT AND INFRA GRANTS

Synopsis: Approval of project prioritization for grant submissions - Raise, Safe Streets and Roads for all, Megaprojects, Energy Efficiency and Conservation Block grant and Infra Grants, submitted by Jeff Fisher, Director of Public Works.

- **Revised RFA Attached**
- **Removed 18th Street Cost Estimate Attachment**

REVISED ITEM

ITEM NO. 6 – 211422...GRANT: BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR

Synopsis: A request for approval of local matching of funds to move forward with the Bi-State Sustainable Reinvestment Corridor grant application, submitted by Justus Welker, Director of Transportation.

- **Revised RFA Attached**
- **Removed Program Overview Attachment**
- **New Bi-State Sustainable Reinvestment Corridor Presentation Attached**

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, December 6, 2021**

The meeting of the Public Works and Safety Standing Committee was held on Monday, December 6, 2021, at 5:00 p.m., via Zoom or on-site. The following members were present: Commissioner Bynum, Chairman; Commissioners Markley, Kane, and Philbrook, and Tom Groneman, BPU Board Member. Commissioner Ramirez was absent. Commissioner Johnson on behalf of Ramirez. The following officials were also in attendance: Emerick Cross and Alan Howze, Assistant County Administrators; Susan Alig, Senior Counsel; Ashley Hand, Director of Strategic Communication; Michael Callahan, Fire Chief; Monica Sparks and Allie Facio, UG Clerk's Office.

Chairman Bynum said before I call the meeting to order, I want to announce that due to COVID-19, some committee members, staff, and public are attending remotely by Zoom, and some on-site. All participants joining by phone should mute your phones when not speaking to avoid background noise.

During the meeting, please make sure you announce yourself by name and title when you speak so the public that's observing knows who's speaking. This is critical given our number of remote participants and it's also current guidance from our Kansas Attorney General.

The public is allowed to participate by Zoom or submit comments by email prior to our meeting and those comments are included in the record. The public can also indicate their intent to provide remote public comment by contacting the Clerk's Office by 5 p.m., the Thursday prior to the meeting. The public also has an opportunity to provide brief comments tonight, either by phone or Zoom or from the lobby of the Municipal Office Building.

Chairman Bynum called the meeting to order.

Roll call was taken, and all members were present as shown above.

Chairman Bynum said, there's a revision to the agenda tonight. We removed Item 1, which would've been a resolution to enter into a lease-purchase agreement with Zoll Medical for

defibrillators, reusable sensors, and case review subscriptions. So, that item has been removed and we have no minutes to approve this month.

Committee Agenda:

Item No. 1 – 211207... RESOLUTION: APPROVING PURCHASE OF MANUAL DEFIBRILLATORS

Synopsis: A resolution to enter into a lease-purchase agreement with Zoll Medical Corporation for defibrillators, reusable sensors, and case review subscriptions, submitted by Michael Callahan, Fire Chief.

Action: **Removed from agenda per blue sheet.**

Item No. 2 – 211209...PRESENTATION: FIRE DEPARTMENT QUARTERLY UPDATE

Synopsis: A presentation and quarterly update regarding the Fire Department, submitted by Michael Callahan, Fire Chief. For information only.

Michael Callahan, Fire Chief, said, I won't take up too much of your time. I just wanted to touch on and highlight a few topics. So, as you know, the Local 64 and the UG have agreed to a paramedic incentivization, which will add 9% to the base pay rate for current firefighter paramedics. We also agreed to move the starting pay to Step 2, it's currently Step 3. So, that will be a starting pay raise for incoming paramedics and those paramedics who are currently employed who haven't yet reached Step 2. They'll be moved up to Step 2.

Also, current firefighter EMTs—those who are not paramedics—who are accepted into a certified accredited paramedic program will immediately receive the 9% differential pay while they take their courses at the college. KCKFD will pay for classes, books, labs, and fees as necessary and after the paramedic student passes the course and has licensure as a firefighter paramedic, they'll receive a \$10,000 stipend. Those were all agreed to, and signed off on, and ratified.

Further into that, negotiations have restarted with Local 64, and cautiously optimistic relative to progress. The Turner Fire Station groundbreaking is scheduled for the second quarter of 2022.

We have a new recruit class that begins on the 17th of January. COEs are currently being offered. I'm told this is the most diverse recruit class in KCKFD history; 56% of the recruits are

from historically underrepresented groups, that includes 31% female recruit COEs. The remainder of the 44% is obviously not from underrepresented groups, but this is a significant improvement. It's a lightyear improvement over some of our past recruiting efforts, so we're pretty proud of the efforts that our people put in on that.

The final thing is the training campus. Many of you have heard about the new training campus. Phase 1 of that is to be awarded December 8th. That is a \$500,000 grant. If you get into Phase 1, there's about 60 entities that will be accepted into Phase 1. Each of them will receive \$500,000 in furtherance of their initiatives that they proposed and that will be paired down to between 20 and 40 entities for Phase 2 of the project, which could be up to \$100M. That is all I have. I will answer any questions I can from anybody that'd like to ask.

Chairman Bynum asked, are there any questions for the Chief?

Commissioner Kane said, I would personally like to be kept in the loop on how that's going, because that won't just affect our guys. That will affect a whole vast number of other unions and I think this project is just short of fantastic. Matter of fact, it's fantastic.

Chief Callahan said, gone from just short of to actually fantastic, that's great.

Commissioner Kane said, absolutely. Anytime we can have something like this to promote our kids and bring into our community, it's exactly what we need.

Chairman Bynum said, the grant is exciting. I don't want to get ahead of myself, but I didn't realize that we would know something so quickly. So, that's really exciting. Who else has a comment or question for Chief Callahan?

Commissioner Philbrook said, although this is probably the last meeting I'm going to see you at, Chief—in this official capacity—I would like to as a citizen still be informed as to what's going on with this project if you don't mind. That can go to janephilbrook@gmail.com, Chief.

Chairman Bynum asked, anything else from anyone?

Chairman Bynum said, this was our only agenda item. Commissioner Markley, I think I'm getting the easier side of our agenda tonight. That does conclude Public Works and Safety.

Adjourn:

Chairman Bynum adjourned the meeting at 5:09 p.m.

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Staff Request for Commission Action

Tracking No. 211421

Full Commission Meeting Date: 4/7/2022

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/2022
(If none, please explain):

Publication Required: No

<u>Date:</u> 03/03/2022	<u>Contact Name:</u> Jeff Fisher	<u>Contact Phone:</u> x5415	<u>Contact Email:</u> jfisher@wycokck.org	<u>Department/Division:</u> Public Works
<u>Item Description:</u> The Kansas Department of Transportation has begun developing a priority ranking of intersections that may qualify for federal-aid safety funding for federal fiscal years 2025 & 2026. The Public Works Department is requesting approval to submit for the intersections that provide the largest safety benefit to the community based on the engineering analysis and amount of local funding needed. The deadline for submitting the information is May 1, 2022.				
<u>Action Requested:</u> Approval				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Intersection Safety Letter from KDOT				

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Julie L. Lorenz, Secretary
Brian D. Gower, P.E., Chief



Phone: 785-296-3618
Fax: 785-291-3010
kdot#publicinfo@ks.gov
<http://www.ksdot.org>
Laura Kelly, Governor

December 27, 2021

Mr. Jeff Fisher
Public Works Director
Unified Government of Wyandotte County & Kansas City
701 N. 7th St., Suite 712
Kansas City, KS 66101

Re: Federal-Aid Safety Program
Fiscal Years 2025 and 2026

Dear Mr. Fisher:

The Kansas Department of Transportation has begun developing a priority ranking of intersections that may qualify for federal-aid safety funding for the federal fiscal years 2025 and 2026 (90% Federal/10% Local). Our objective is to identify and initiate viable projects with a cost-effective scope aimed at reducing existing crashes. In order for your city to be included in this priority listing, we request the following information be submitted to the Bureau of Traffic Engineering.

- I. Up to four (4) high crash intersections may be submitted
 - Intersections may be on any state system or off system within the city where an intersection improvement recommendation can impact a reduction in fatal and severe crashes.
 - **To be considered, the intersection should have crash rates that are over the statewide average of 0.4 crashes per MEV and approach the critical crash rate for a three (3) year period.** The number of crashes will vary based on Average Daily Traffic (ADT). See the examples below:

Example #1: An intersection with an estimated ADT of 4,000 entering vehicles with four (4) crashes over a three (3) year period would have a crash rate above statewide average and approaching the critical crash rate, would be a location for consideration.

Example #2: An intersection with an estimated ADT of 6,000 entering vehicles with five (5) crashes over a three (3) year period would have a crash rate above the statewide average and approaching the critical crash rate, would be a location for consideration.
- II. Crash Reports and Collision Diagrams
 - Official crash reports **MUST** be submitted for the most recent full three (3) year period available (i.e., 1/1/2017 to 12/31/2019 or 1/1/2018 to 12/31/2020).
 - The crashes should involve property damage exceeding \$1,000 or be an injury/fatality crash.
 - Collision diagrams **MUST** also be submitted along with the crash reports.
- III. Traffic Volume Data to be provided by the City
 - 24-hour volume count broken into one (1) hour intervals. The data will need to be broken into one (1) hour intervals particularly if traffic signals are to be considered.
 - 2-hour turning movement count broken into 15 minute intervals.
 - All raw data will need to be electronically emailed to Ryan.Rindt@ks.gov.

IV. Proposed Recommendations

- Provide a recommended improvement or countermeasure that you believe will effectively reduce the existing crash experience and a tentative construction cost estimate.
- Recommend resource: Highway Safety Manual (HSM) Chapter 14 – Intersections. This publication will provide you with Crash Modification Factor's (CMF's) based on proposed treatments. Please reference any CMF's you may have considered when recommending an improvement of countermeasure. Additional CMF's from the National CMF Clearinghouse are acceptable.

Upon receipt of the requested information, all candidate intersections will be evaluated to determine relative needs with respect to safety and the State Strategic Highway Safety Plan (SHSP). Projects are prioritized based on the crash severity, frequency, and rate. Projects are selected based on cost effectiveness which includes a benefit to cost analysis for the proposed improvements for each intersection.

The deadline for submitting this information is May 1, 2022. If we have not received the information by May 1st, we will assume the city is not interested in this program. This office will not guarantee that submitted intersection(s) will qualify for safety funding. Once an analysis is completed by this office, the city will receive an offer letter for the qualifying intersection project(s). Federal-aid funds under this program are prorated on a 90/10 federal/local split with a cap on federal participation (federal participation being for construction and construction engineering). The projects will need to be let between October 2024 through September 2026. If your city has an MPO (Metropolitan Planning Organization), *please inform them of those intersections submitted for funding.*

It is extremely important that we receive the requested information as soon as possible, so we may add them to our current project priority ranking. We have been informed that **federal funds must be obligated in the federal fiscal year for the approved letting date**; otherwise, the funds will be in jeopardy of being lost. We will not have the flexibility to be rescheduling lettings from one federal fiscal year to the next so we must stay on schedule with these projects.

- Federal Fiscal Year 2025: October 2024 through September 2025
- Federal Fiscal Year 2026: October 2025 through September 2026

If there are any questions, please contact me at (785) 296-0731 or Ryan.Rindt@ks.gov. Your cooperation and interest in this program are greatly appreciated.

Sincerely,



Ryan Rindt, P.E.
Senior Traffic Engineer
Bureau of Traffic Engineering



Staff Request for Commission Action

Tracking No. 211423

Full Commission Meeting Date: April 7, 2022

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/2022
(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>
03/04/2022	Jeff Fisher, Gunnar Hand, Melissa Sieben, Justus Welker	x5415, 5751, x5017, x6798	jfisher@wycokck.org, ghand@wycokck.org, msieben@wycokck.org, jwelker@wycokck.org	Administrator's Office

Item Description:

There are existing federal funding opportunities and additional opportunities anticipated to be candidates to fund or help fund three asset categories for the City- streetlights, streets (including multimodal), stormwater, and bridges. Due to the significance and urgency of the projects, it is likely that there will be multiple applications in the same grant programs. UG Staff is recommending that the Commission support submitting grants for RAISE, Safe Streets and Roads for All, Energy Efficiency and Conservation Block Grant, Megaprojects and INFRA.

Public Works, Transit, and Planning and Urban Design Departments are in need of authorization from the Commission to pursue these funding programs for up to \$50M for a streetlight project; up to \$70M for bridge replacement.

Additionally, staff would like to **seek up to \$25M** for a **RAISE planning and design grant** based on the results of the **goDotte study**, which requires no match:

The request for this wide scale RAISE planning and design grant will be tied to the UG's historical distressed census track and will seek community input on design elements for multimodal connectivity, and set prioritization for future infrastructure grant submissions. It is possible that there will be a reduction in scope that will focus more closely on the top corridors from the goDotte study. At this time, staff is still scoping and trying to understand the most compelling story to get the award.

Staff is also requesting to submit Quindaro Boulevard reconstruction as a complete street project in for a RAISE construction grant for \$23,000,000.

These are all high level or concept level estimates. The street light project can be scaled through this process to match with available funds, as can the area (i.e. east of I-635). The bridge project budget will change based on the chosen design solution and bridge replacement(s) that are chosen.

For all but the RAISE grants, there will likely be a local match. Currently, staff does not have a clear understanding of funding implications and project scope for the other grants.

Since there may be multiple applications for these projects in the same funding programs, staff will need to be able to pivot quickly. Tonight, staff is looking for feedback on the above concepts that could be used for RAISE, INFRA, Safe Streets and Roads for All, Energy Efficiency and Conservation Block Grant and MEGA grants.

Action Requested:

Approval of the concepts presented for the RAISE, INFRA, Safe Streets and Roads for All, Energy Efficiency and Conservation Block Grant, and MEGA federal grants submissions.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

Central Ave Bridge Study, Streetlight - Project Overview - March 2022

TO: Troy Shaw, PE (Unified Government)

FROM: Jim Jussel, PE, PTOE (Benesch)

CC: Martin Ntonjira, PE (Unified Government)
Chris Harker, PE (Benesch)

SUBJECT: Central Avenue Bridge Traffic Study
Kansas City, KS

DATE: October 11, 2021

1.0 | Introduction

Alfred Benesch & Company (Benesch) completed a traffic study to evaluate the traffic volumes for the Central Avenue bridge over Kansas River. The purpose of the study was to evaluate the existing road network in the West Bottoms area and determine the impacts Central Avenue Bridge has on the adjacent street network. The Central Avenue Bridge has recently been closed due to deterioration of the lower bridge structure, based on KDOT inspection report. The study area includes Central Avenue beginning at 6th Street at the west end, to James Street on the east end. The James Street Corridor was also included in the study area from I-70 to the north to Genessee Street. The project area is shown in **Exhibit 1**.

Exhibit 1



- Central Avenue is a 4-lane roadway that is undivided urban roadway until the Kansas River Bridge with a posted speed limit of 30 mph. The Kansas River Bridge is a 4-lane divided bridge until James Street. Central Avenue intersects James Street as a two-way stop sign control. Central Avenue continues east from James Street approximately 600 feet north of the Central Avenue viaduct intersection.

- James Street is primarily a 4-lane undivided urban roadway, except from the James Street viaduct intersection through the Central Avenue east intersection. James Street currently has a posted speed limit of 30 mph.
- North of Central Avenue, 6th Street is a two-lane urban roadway with a 20-mph posted speed limit, with on-street parking for approximately 250 feet. The westbound I-70 off-ramp intersects 6th Street approximately 440 feet north of Central Avenue and is currently a two-way stop-controlled intersection.

2.0 | Existing Conditions

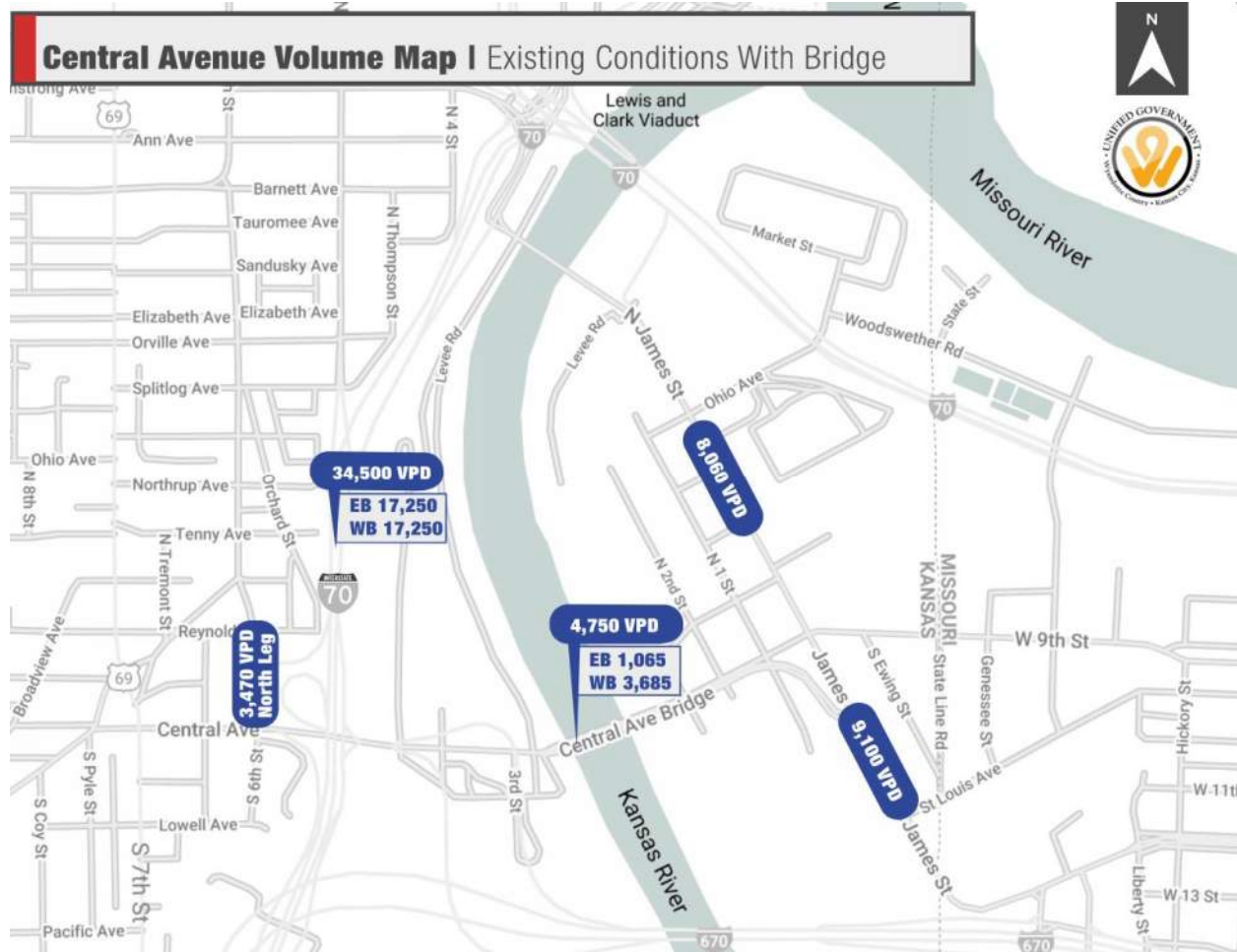
With the existing Central Avenue Bridge closed to traffic, traffic data collection was not completed. Benesch worked with Public Works staff to obtain traffic volumes using Streetlight Data. Streetlight Data is a traffic data collection platform that utilizes local based services from applications on cells phone to identify routes vehicles are moving along. This platform was used to obtain daily traffic volumes prior to the closure of the westbound I-70 Missouri River Bridge.

Based on the Streetlight Data traffic volumes, the Central Avenue average daily traffic volume (ADT) using the existing Kansas River Bridge is about 4,750 vehicles per day (vpd), as shown in Table 1 and Exhibit 2. James Street has an ADT of 8,000 to 9,100 vpd.

Table 1 – 2017 Daily Traffic Volumes

Roadway Segment	Roadway Section Type	Ex ADT (2017)
Central Ave Bridge	4-Lane	4,750
Central Ave (West of 6th)	4-Lane	10,330
6th Street (North Leg)	4-Lane	3,470
N James St (North Leg)	4-Lane	8,060
S James St (South Leg)	4-Lane	9,110
EB I-70	3-Lane Freeway	17,250
WB I-70	2-Lane Freeway	17,250

Exhibit 2



To gain a better understanding the traffic volumes, Origin and Destination (O&D) data was obtained from Streetlight Data. Both the eastbound and westbound directions were evaluated. Table 2 provides a summary of the origin and destination data for Central Avenue, west of I-70, 3rd Street, and eastbound (EB) I-70 off-ramp. The amount of eastbound Central Avenue thru traffic that arrived at James Street intersection is about 13%. For 3rd Street, 44% of the northbound traffic arrives at the James Street intersection. For EB I-70 off-ramp, about 43% of the ramp traffic uses the Central Avenue Bridge to access James Street.

Table 2 – Eastbound Central Avenue Bridge Origin and Destination

		Destination						
		3rd Street	James St - Southbound	James St - Northbound	EB I-670	EB I-70	WB I-70	Total
Origin	3rd Street	NA	36%	8%	6%	31%	19%	100%
	EB Central Ave	1%	11%	2%	22%	29%	36%	100%
	EB I-70	3%	30%	13%	52%	0%	0%	100%

The same methods were used to determine the destinations of the Kansas Avenue Bridge westbound traffic from James Street. The two origins used for the westbound traffic analysis were the north and south legs of James Street. The data indicated that 78% of the northbound left-turn traffic at the Central Avenue intersection with James Street arrive on Central Avenue west of I-70. Similarly, 87% of the southbound right-turn movement would arrive at the west end of Central Avenue.

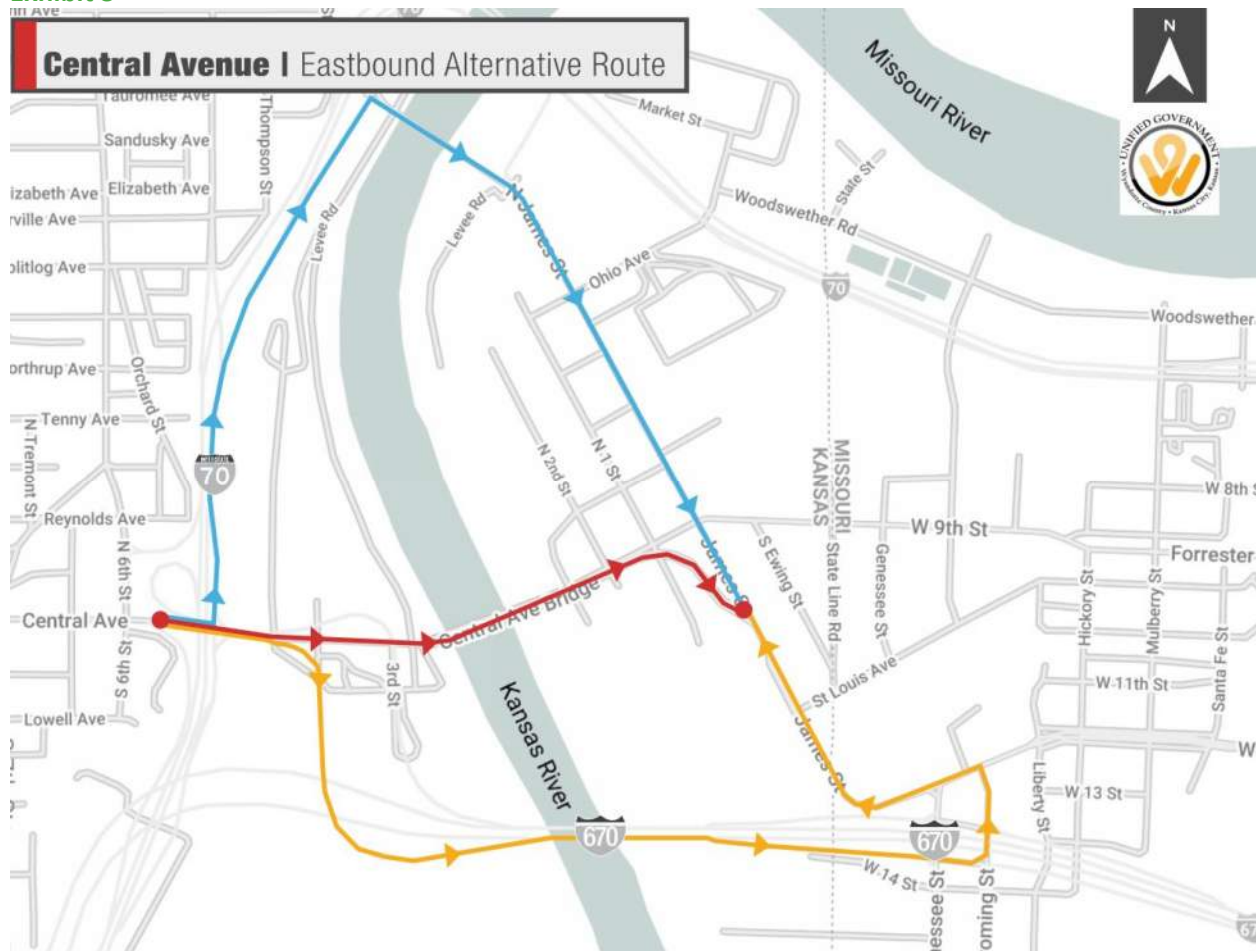
Table 3 – Westbound Central Avenue Bridge Origin and Destination

		Destination				
		Central Ave West of I-70	EB I-70	WB I-70	3rd Street	Total
Origin	James St- South	78.2%	5.1%	16.1%	0.6%	100%
	James St- North	87.3%	4.9%	6.6%	1.2%	100%

3.0 | Traffic Conditions with Bridge Closure

The ADT and origin destination traffic were used to help identify alternative routes for the Central Avenue traffic to arrive at their intended destinations. As shown in Exhibit 3, two possible routes for the eastbound Central Avenue traffic to access James Street include using EB I-70 and EB I-670. (See Exhibit 3)

Exhibit 3



Using Success National as a business located near the intersection of Central Avenue and James Street, travel times were estimated to identify the increase in travel time without the Central Avenue Bridge. Using the 30 mph posted speed limit, the time to travel from 6th Street to James Street via the Kansas Avenue Bridge, is about 2 minutes. The estimated travel time from 6th Street to James Street intersection, using Google Maps, is about 4 minutes if I-670 is the alternate route and about 3 minutes for EB I-70 alternate route. Table 4 summarizes the estimated travel times for the alternate routes.

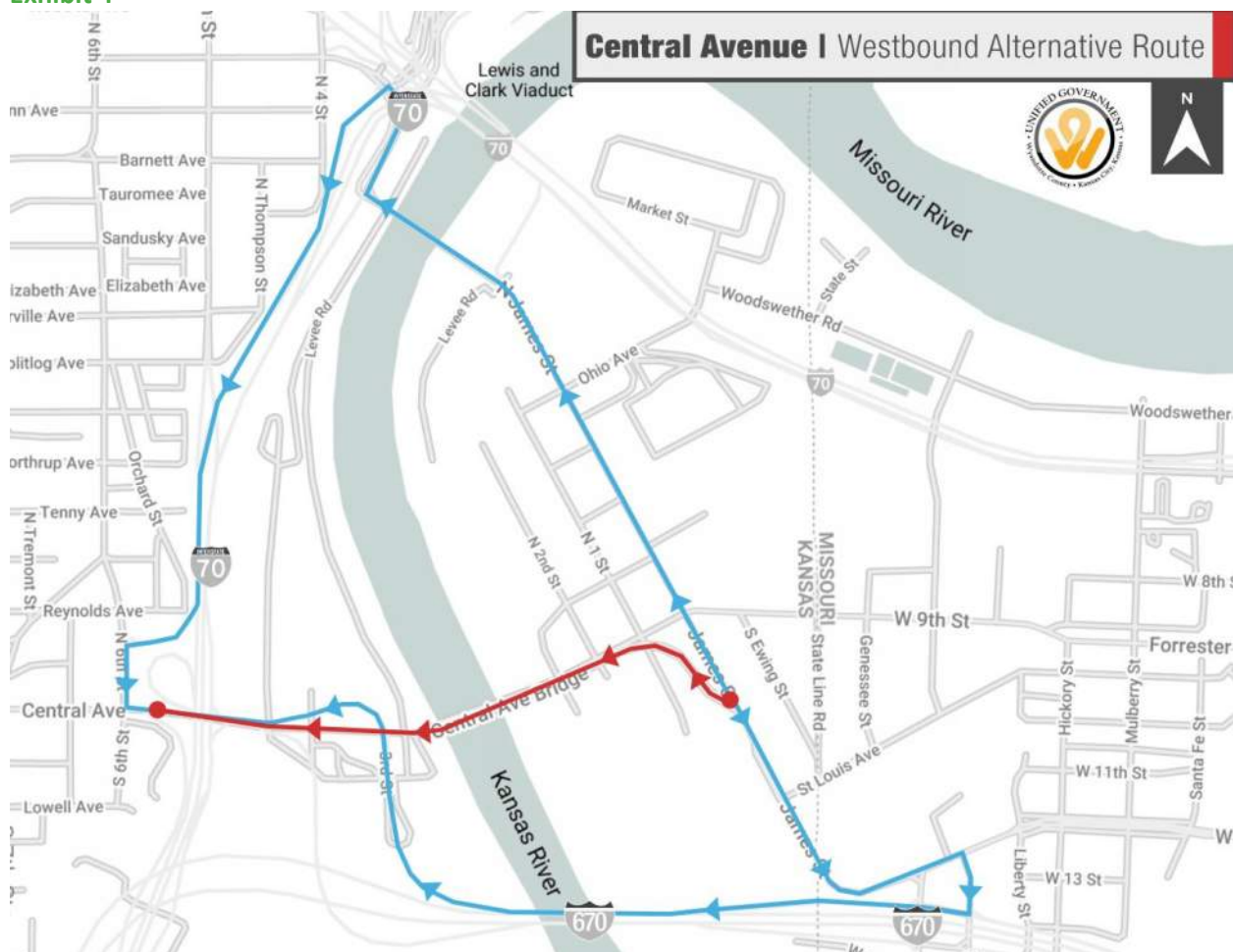
Table 4 Alternate Route Estimated Travel Times

	Existing		Via I-670 *		Via I-70 *	
Central Ave Direction	Distance (miles)	Est Time (min)	Distance (miles)	Est Time (min)	Distance (miles)	Est Time (min)
Eastbound	0.8	2	1.8	4	1.6	3
Westbound	0.8	2	1.6	3	1.9	4

* Travel times derived from Google Maps

The westbound alternate routes are illustrated in Exhibit 3. Similar to the eastbound alternate routes the existing Central Avenue Bridge route would take about 2 minutes. The I-670 westbound alternate route would take approximately 3 minutes and westbound I-70 route take about 4 minutes, detailed in Table 4.

Exhibit 4



3.1 | Roadway Segment Capacity

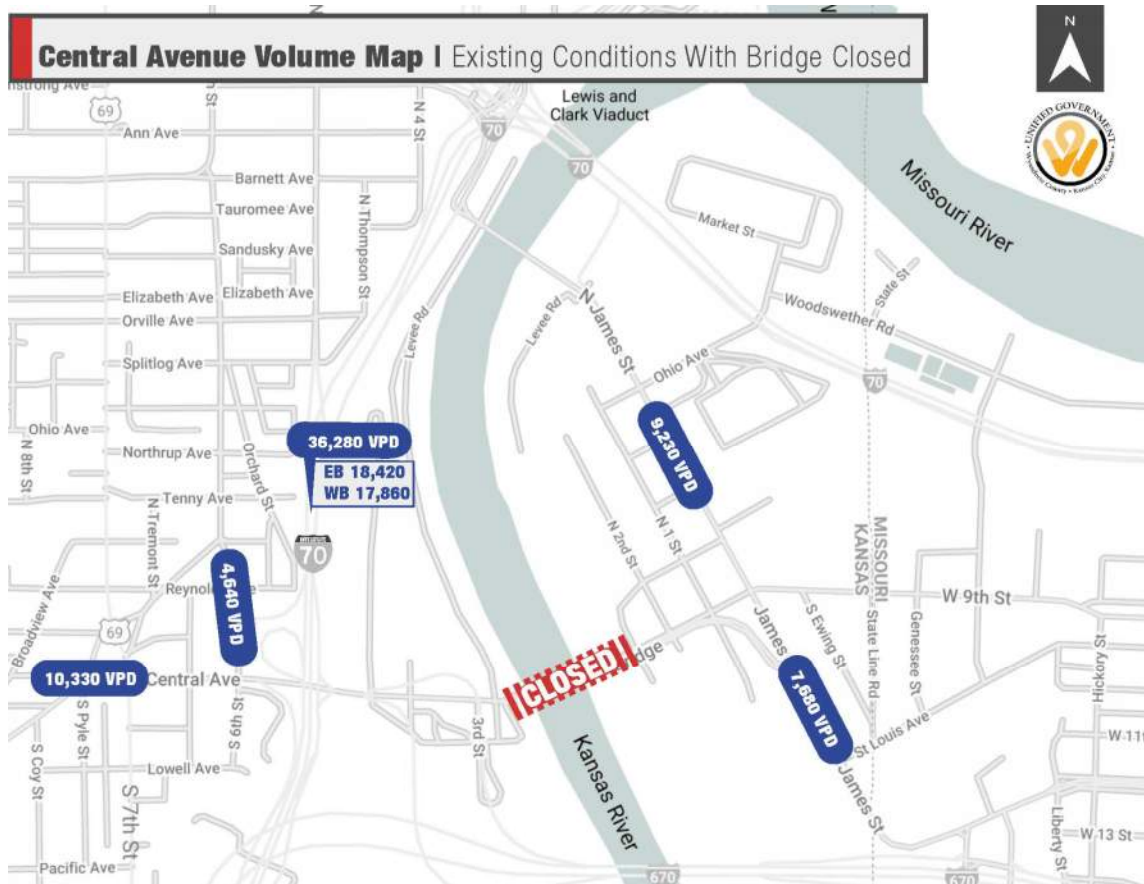
Each of the study roadways were evaluated using roadway segment capacity levels using the planning technique defined in National Cooperative Highway Research Program (NCHRP) Report 365; “Travel Estimation Techniques for Urban Planning”. Based on NCHRP 365, Central Avenue Bridge section currently is operating with a LOS A based on the daily traffic volumes. Similarly, James Street and 6th Street both are operating with LOS B and A, respectively, as shown in Table 5.

Table 5 Roadway Segment LOS

Roadway Segment	Roadway Section Type	Ex ADT (2017)	NCHRP LOS	Reassigned ADT (No Bridge)	Projected NCHRP LOS
Central Ave Bridge	4-Lane	4,750	A	0	NA
Central Ave (West of 6th)	4-Lane	10,330	C	10,330	C
6th Street (North Leg)	4-Lane	3,470	A	4,640	A
N James St (North Leg)	4-Lane	8,060	B	9,230	B
S James St (South Leg)	4-Lane	9,110	B	7,680	B
EB I-70	3-Lane Freeway	17,250	B	17,860	B
WB I-70	2-Lane Freeway	17,250	C	18,420	C

The Central Avenue traffic volumes were reassigned to the alternate route shown in Exhibits 3 and 4. All of the traffic volumes were reassigned, however these volumes more than likely dispersed throughout the street network.

Exhibit 5



The study roadway segments, with the reassigned traffic volumes, would be expected to operate with C or better, as shown in Table 5.

3.2 | Projected 20-year Traffic Conditions

Based on the available historic traffic volume maps for KDOT, the traffic volumes in the project have experience very little or no growth. The growth rates for 7th Street and I-70 varied from negative 1.7% to 1.4%. Table 6 summarizes the available traffic volume information for the area corridors. The average growth rate for these corridors was -0.4%. Therefore, no future traffic volume scenarios were developed.

Table 6 Roadway Segment LOS

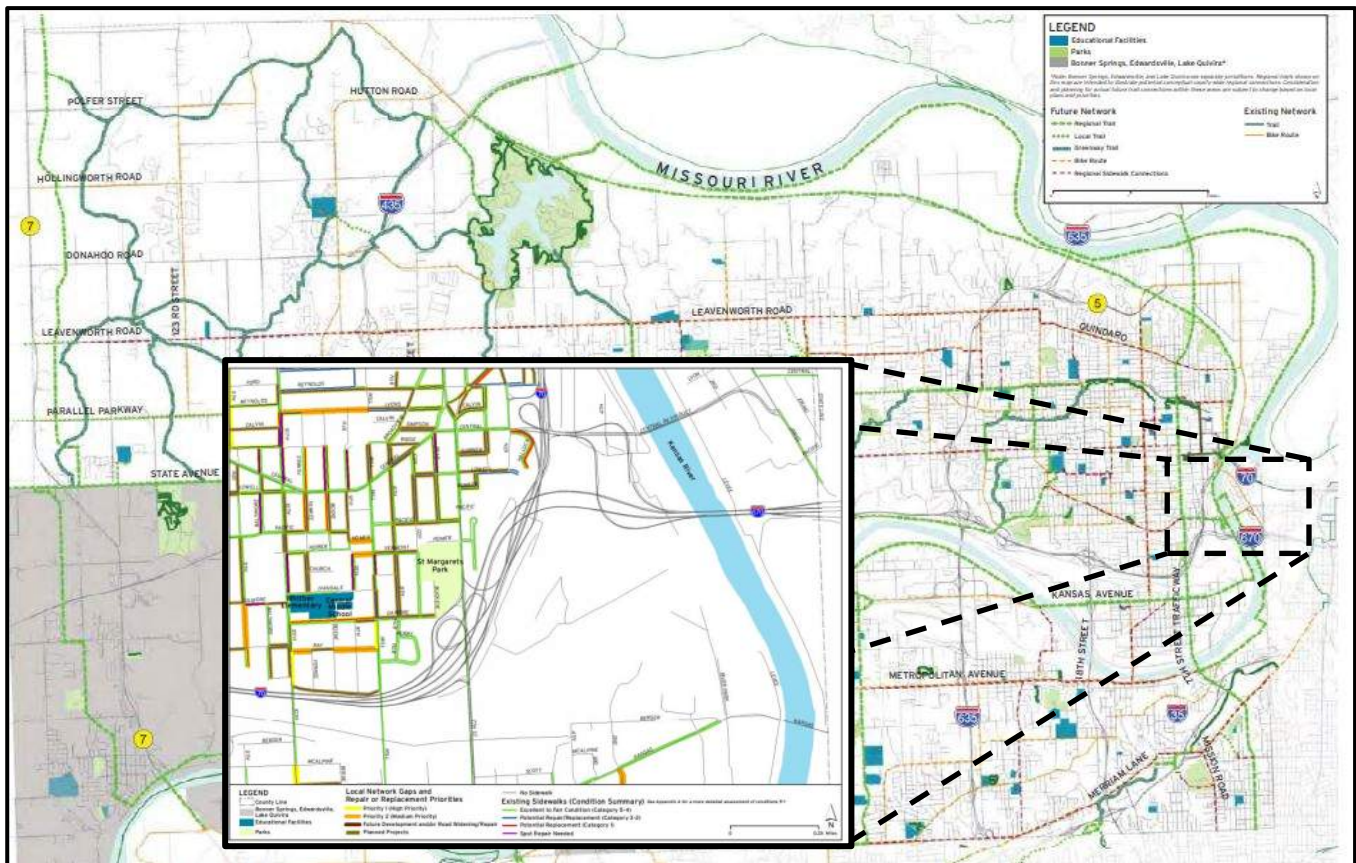
Segment	2000	2009	2019	Growth Rate
I-70	29,105	37,600	21,000	-1.7%
7th Street (B/W I-70 & State Ave)	12,020	10,000	10,900	-0.5%
7th Street (North of Quindaro Blvd)	13,630	11,700	13,900	0.1%
7th Street (South of MO. River)	13,630	11,700	13,900	0.1%
K-5 (B/W I-635 to 7th Street)	8,230	5,490	6,030	-1.6%
I-670	50,340	48,700	65,800	1.4%
Ave Growth Rate =				-0.4%

4.0 | Summary and Recommendations

The purpose of this study was to evaluate the closure of the Central Ave Bridge over the Kansas River has on the surrounding street network. The reassignment of 4,750 vehicles per day, that currently use the Central Avenue Bridge, to the surrounding street network will not adversely impact the traffic operation. To replace the existing bridge, it is estimated that a new bridge would cost approximately \$60 million. The results of this traffic study indicate that little to no change will be experienced by motorists if access across the Kansas River is no longer provided by the existing Central Avenue Bridge.

5.0 | Potential Re-Purposing of Central Avenue Bridge

As part of the larger evaluation of the existing and potential function of the Central Avenue Bridge, a cursory assessment of the feasibility of converting the existing steel deck truss to a pedestrian/multi-modal structure was completed. Considering the Kansas River serves as a significant impediment to existing and future sidewalk/trail connections, identifying practical opportunities to connection or improve connections between neighboring jurisdictions is fundamental. The information subsequently provided is intended to provide high-level planning information for decision makers to begin to understand the challenges, opportunities, and approximate range of investment necessary to provide pedestrian/multi-modal accommodations along the existing Central Avenue Bridge footprint.



County-Wide Map Showing Existing/Planned Sidewalk/Trail Network (Source: UG 2012 Sidewalk & Trails Master Plan)

The existing Central Avenue Bridge does not provide any pedestrian or multi-modal accommodations, primarily due to its age and design type. Due to the nature of its superstructure and substructure design, which is designated as “fracture critical” pertaining to load paths and redundancy, the existing bridge is not easily “retrofitted” to add supplementary pedestrian/multi-modal features. The Central Avenue Corridor near the Kansas River is an area of Wyandotte County that does not currently have an abundance of non-vehicular connections across the river. The existing bridge is also located along the river levee network which has been identified within the current UG Sidewalk and Trails Master Plan as a location of future network expansion.

The focus of this assessment was limited to considerations within the existing Central Avenue Bridge over the Kansas River footprint. Several options were identified, and planning level costs are summarized below. Each of the alternatives assume the new re-purposed bridge would stay on the current alignment and make use of the

existing substructure elements. The existing superstructure and deck would be either repaired or replaced. Repairs and scour countermeasures would likely be necessary at the piers and abutments based on the most current inspection reports. Associated costs were included in the summary below but would need to be refined following compilation of more detailed substructure information.

Reuse of the substructure elements will avoid major construction costs of removal and reconstruction in the river, expedite permitting and associated H&H work, and avoid right-of-way complications associated with offset construction. The substructure elements could be replaced, but additional costs would be necessary and are not included in this cursory assessment. Other considerations outside the bridge footprint are identified but costs and schedule implications are not included in the summary below.

1. Alternative 1 – Utilize Existing Bridge Superstructure (Requiring Strengthening)

- a. Will require a similar approach to the repairs and strengthening outlined in Central Avenue Bridge Handout previously prepared. See Appendix A of this document.
- b. Estimated Cost = **\$8-12 Million**
- c. Estimate Functional Life = **5-10 Years** (Still controlled by older superstructure elements)
- d. Estimated Schedule = 1-3 Years (Primarily controlled by funding)

2. Alternative 2 – New Truss Superstructure (12-Foot-Wide Pedestrian Walkway)

- a. Will remove and replace the existing superstructure. A new prefabricated truss superstructure, such as a Continental Connector Bridge (or equivalent) would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 2, the bridge width would be 12 feet accommodating a pedestrian only service.
- b. Estimated Cost = **\$6-7 Million** (Includes removal of existing superstructure)
- c. Estimated Functional Life = **50+ Years**
- d. Estimated Schedule = 1-3 Years (Primarily controlled by funding)

3. Alternative 3 – New Truss Superstructure (25-Foot-Wide Multi-Modal Path)

- a. Will remove and replace the existing superstructure. A new prefabricated truss superstructure, such as a Contech's Steadfast Gateway Bridge (or equivalent) would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 3, the bridge width would be 25 feet accommodating pedestrian and other multi-modal services.
- b. Estimated Cost = **\$8-9 Million** (Includes removal of existing superstructure)
- c. Estimated Functional Life = **50+ Years**
- d. Estimated Schedule = 1-3 Years (primarily controlled by funding)

4. Alternative 4 – New Plate Girder Superstructure (16-Foot-Wide Pedestrian/Bike Path)

- a. Will remove and replace the existing superstructure. A new steel plate girder design would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 4, the bridge width would be 16 feet accommodating pedestrian and other multi-modal services.
- b. Estimated Cost = **\$6.5-7.5 Million** (Includes removal of existing superstructure)
- c. Estimated Functional Life = **50+ Years**
- d. Estimated Schedule = 1-3 Years (primarily controlled by funding)

5. Alternative 5 – New Plate Girder Superstructure (25-Foot-Wide Multi-Modal Path)

- a. Will remove and replace the existing superstructure. A new steel plate girder design would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 5, the bridge width would be 25 feet accommodating pedestrian and other multi-modal services.
- b. Estimated Cost = \$7.5-8.5 Million (Includes removal of existing superstructure)
- c. Estimated Functional Life = 50+ Years
- d. Estimated Schedule = 1-3 Years (primarily controlled by funding)

Potential project considerations outside the bridge footprint area that would require consideration when refining project scope and budget include the following items:

- Sidewalk and/or trail connections at both bridge ends
- ADA compliant accommodations onto/off the bridge
- Construction of sidewalk/trail segments up to the bridge
- Levee accommodations
- Staging and mobilization areas
- Phasing and scheduling of construction (particularly during removal of existing superstructure)
- Coordination with stakeholders (KCMO, Business Chambers, Drainage Districts, Corp of Engineers)
- Accommodations for removed vehicular access

Appendix A

Previously Developed Central Avenue Bridge Concept Summary

STEP ONE: TRAFFIC IMPACT STUDY

DURATION: 3-5 MONTHS ESTIMATED COST: \$50,000 - \$100,000

A Traffic Impact Study will be the first step. Following the study, information will be provided to UG Decision Makers as they consider options for rehabilitation, replacement or removal.

TASKS:

- 1 | Compile Baseline Traffic Data for Study Area

Traffic Data will leverage information soon to be available to UG from asset management initiatives and Streetlight Data. ADT, peak hour, 13 hour, and origin destination data to be obtained using Streetlight Data.
- 2 | Project Future Traffic Demand

Utilize regionally-specific traffic volume data and strategies to project traffic demand on applicable infrastructure or review historic traffic growth patterns for surrounding corridors.
- 3 | Perform High-Level Traffic Analysis of Central Avenue Bridge Closure/Removal on Surrounding Infrastructure

Distribute traffic volumes for bridge closure onto surrounding network using origin/destination data from Task 1 to understand impacts on operations and infrastructure.
- 4 | Evaluate Need for Signals at James Street & 3rd Street (Review if Temporary Signals Should be Permanent)

Conduct signal warrant analysis for intersection to justify permanent traffic signals at locations currently served by temporary signals or other impacted intersections. Develop costs for installation of permanent infrastructure. Evaluate impacts to traffic patterns/operations.
- 5 | Quantify User Impact Costs Resulting From Central Avenue Bridge Closure/Removal
- 6 | Develop Conceptual Alternative Network Modifications to Offset Central Avenue Bridge Closure/Removal
- 7 | Prepare Value Planning (VP) Document Comparing Alternative Concepts (Includes Cost & ROI)

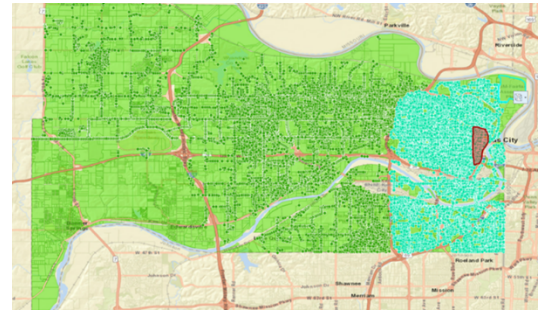
Consolidate and streamline all information developed in step one and present to decision makers for review.
- 8 | Obtain Public Input with regard to “Need” of Central Avenue Bridge (Optional)

STEP TWO: DETERMINE PLAN OF ACTION FOR BEST SHORT AND/OR LONG-TERM SOLUTION

STRENGTHEN EXISTING BRIDGE		ESTIMATED 1-3 YEARS \$8-12 MILLION
TASKS:		
1 Develop Plans for Sandblasting Followed By Field Measurement	6 Inform Public on Repair/Strengthening Plans through Engagement Process	
<i>Field measurements will require removal of pack rust and debris. This requires environmental accommodations to avoid material falling into the River and phasing contractor access and equipment use.</i>	7 Develop Repair and Strengthening Plans (Including Specifications for Access and Schedule)	
2 Bridge Sandblasting and Measurements	<i>Prepare design plans to reestablish structural integrity and allow bridge to be reopened to traffic.</i>	
3 Updated Load Rating Analysis of Bridge	8 Inform Public on Schedule through Engagement Process	
<i>Utilize Load Rating Model available and update with more accurate data.</i>	9 Secure Funding for Construction	
4 Evaluate Ability to Reopen the Bridge to Limited Traffic	<i>Prepare documentation to secure necessary funding.</i>	
<i>It's unlikely the bridge can be opened to even light traffic without repairs.</i>	10 Execute Contract for Bridge Repairs and Strengthening	
5 Prepare Conceptual Cost Estimate to Allow Funding to Be Acquired	11 Open Bridge to Traffic (Possibly with Load Restrictions)	
<i>Prepare a cost estimate with contractor.</i>	12 Future Replacement Still Needed	
 PROs	 CONS	
Allows UG to reopen bridge to limited traffic, reducing impacts.		Not a long-term solution - the bridge will still be facing replacement needs in 5-10 years. Short-term repairs will may achieve desired load capacity.
REPLACE WITH NEW BRIDGE		ESTIMATED 2-5 YEARS \$50-60 MILLION
TASKS:		
1 Feasibility and Conceptual Study for Structural Replacement Alternatives	5 Integrate VP, Feasibility, Conceptual Study and Public Involvement in Alternative Analysis Report	
<i>Concept-level replacement options will include different design types, bridge widths and accessibility options.</i>	6 Acquire Approval from NEPA, USACE and Coast Guard	
2 Compile Funding Mechanisms	<i>Based on recent experience, the approvals will be streamlined. However, this is a necessary step for bridge replacement.</i>	
<i>Decision Makers will be presented options for securing state and federal funding and applicable grant documentation.</i>	7 Develop Design Plans for Preferred Replacement Option	
3 Coordinate with KCMO, KDOT, MoDOT and MARC for Joint Funding Opportunities	8 Secure Funding for Construction	
<i>Plan of action developed with adjacent communities and DOTs. A multi-agency approach to funding will improve selection chances.</i>	9 Complete Value Engineering (VE) Process (If Federally Funded)	
4 Determine Community Needs/Desires Through Public Involvement Process	<i>Based on initial estimates, if federal funds are utilized then a VE study will be required in the release of funding.</i>	
10 Execute Contract for Replacement	11 Open Bridge to Traffic	
 PROs	 CONS	
If warranted by the traffic impact study, a replacement will fully address bridge issues immediately with a long-term solution		A replacement is a large financial investment and may not be warranted with many other river crossings nearby
PERMANENTLY REMOVE BRIDGE		ESTIMATED 1-2 YEARS \$4-5 MILLION
TASKS:		
1 Review the VP Document and Identify Needed Upgrades to Surrounding Infrastructure	5 Develop Potential Design Plans for Surrounding Infrastructure (If Warranted –See Task 1)	
<i>Impacts and plan-of-actions will be reviewed for surrounding bridges and roadways if traffic is permanently required to use alternative routes.</i>	<i>If UG determines enhancements or preventative care is necessary to accommodate new demand on surrounding infrastructure, then design plans will be developed accordingly.</i>	
2 Complete Public Involvement Process to Determine Community Needs/Desires if Bridge is Removed	6 Secure Funding for Removal (May Include Plans From Task 5 If Warranted)	
3 Develop Bridge Removal Plans	7 Execute Contract for Removal and Adjacent Route Improvements	
<i>Design plans to complete a controlled removal of the existing bridge will be required, including specifications to meet environmental, levee and FHWA objectives.</i>		
4 Acquire Approval from NEPA, USACE and Coast Guard		
<i>Based on recent experience the approvals will be streamlined. However, this is a necessary step for bridge removal.</i>		
 PROs	 CONS	
Eliminates future maintenance costs. Removal of the bridge may spur new development.		Potential for public push back. Connectivity changes may not provide ROI.

Streetlight Infrastructure Improvements

The Unified Government of Kansas City, Kansas and Wyandotte County (UG) looks to improve the current streetlighting and electrical infrastructure to reduce energy use, improve system efficiency, improve overall light levels, and create a safer area for both pedestrians and vehicles. The conversion of 20,628 lights, currently owned by the City and operated by BPU, to light emitting diode (LED) technology reduces energy consumption due to wattage reduction of LEDs being between 40%-75% compared to current technology.



In addition to LED conversion, additional streetlights would be installed to increase overall light levels within the downtown corridor. Currently multiple dark and unlit areas of the downtown are cause for concern with the safety from a driver and pedestrian perspective.

To better control the converted lights and new lighting installed, the UG is looking to install a new controls platform to drive greater operational efficiencies. The system would be the foundation for leveraging new technologies to create a smarter city in how infrastructure is managed. Future opportunities within the controls system would be to expand out to additional smart cities technologies like small cell 5G, localized Wi-Fi for parks and other critical areas within the community, cameras, security features, and other applications.

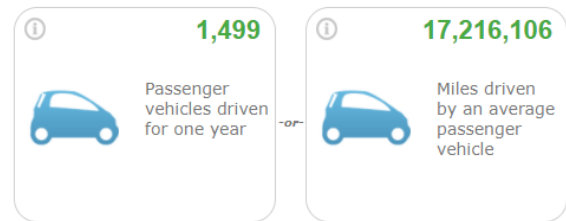
Community Benefit

The value of improving the streetlight infrastructure is not limited to just energy reduction, operational savings, and lower cost of ownership for the UG and BPU. It encompasses an equitable investment across the entire UG to support a more reliable system, create local economic benefit using local electricians, improve assessed valuation through safer and brighter streets, the foundation for a smarter community, and a significant step with regards to environmental stewardship and sustainability.

While the UG does not pay directly for the operations of the streetlight system (BPU handles all associated costs with regards to energy, operations, and maintenance), the benefit to the community is significant. The partnership with Schneider Electric identified nearly \$2,000,000 in annual savings through the conversion of the current lighting system to LED and potential to expand the net impact to the community with added controls. This type of savings over a 20-year term (useful life of installed equipment) justifies the investment and greatly reduces the future operational expense incurred by the BPU, which is passed to citizens as part of their utility bill.

Year	Savings		
	Energy Savings	Operations & Maintenance	Total Savings (A+B)
	A	B	C
Construction			
1	\$ 1,558,220	\$ 400,000	\$ 1,958,220
2	\$ 1,604,967	\$ 412,000	\$ 2,016,967
3	\$ 1,653,116	\$ 424,360	\$ 2,077,476
4	\$ 1,702,709	\$ 437,091	\$ 2,139,800
5	\$ 1,753,790	\$ 450,204	\$ 2,203,994
6	\$ 1,806,404	\$ 463,710	\$ 2,270,114
7	\$ 1,860,596	\$ 477,621	\$ 2,338,217
8	\$ 1,916,414	\$ 491,950	\$ 2,408,364
9	\$ 1,973,906	\$ 506,708	\$ 2,480,615
10	\$ 2,033,124	\$ 521,909	\$ 2,555,033
11	\$ 2,094,117	\$ 537,567	\$ 2,631,684
12	\$ 2,156,941	\$ 553,694	\$ 2,710,634
13	\$ 2,221,649	\$ 570,304	\$ 2,791,953
14	\$ 2,288,299	\$ 587,413	\$ 2,875,712
15	\$ 2,356,948	\$ 605,036	\$ 2,961,983
16	\$ 2,427,656	\$ 623,187	\$ 3,050,843
17	\$ 2,500,486	\$ 641,883	\$ 3,142,368
18	\$ 2,575,500	\$ 661,139	\$ 3,236,639
19	\$ 2,652,765	\$ 680,973	\$ 3,333,738
20	\$ 2,732,348	\$ 701,402	\$ 3,433,751
Total	\$41,869,955	\$ 10,748,150	\$ 52,618,105

The environmental impact of this project will be significant, similar to the energy cost reduction of up to 75% reduction in wattage by going to LEDs. An initial estimate of the greenhouse gas emission reduction is approximately 6,938 metric tons. This reduction in greenhouse gasses is the equivalent reduction nearly 1,500 cars off the road for a year or over 17 million miles driven by an average passenger vehicle.



Grant Opportunities

Federal funding opportunities are expanding into large scale infrastructure projects, similar to this initiative, thanks to the passage of the Infrastructure Investment and Jobs Act. This bill covers all type of infrastructure, from bridges to broadband to wastewater, and includes provisions and special grant opportunities for unique transit and roadway projects.

The scope of this project has potential to be awarded grants based on multiple programs being run by the Department of Transportation and Department of Energy. Several are highlighted below, with the goal of staff to be to pursue several grants in support of securing partial or complete funding needed to upgrade current streetlight infrastructure.

- Rebuilding American Infrastructure Sustainably & Equitably (RAISE)
- Safe Streets & Roads for All
- National Infrastructure Project Assistance "Megaprojects"
- Energy Efficiency & Conservation Block Grants
- Charging & Fueling Infrastructure Grant
- Bus & Bus Facilities Competitive Grant

Cost Estimate

The project needs further refinement of scope to identify specific needs associated with the current state of the streetlight's electrical infrastructure, need for added pole lighting across the downtown corridor, and how to best control the lights through the integration of smart nodes atop each of the newly installed LEDs. The estimated cost therefore is a moving target and cost pressures continue to mount with the looming inflationary pressures seen across the industry.

Initial estimates of the conversion to LED of approximately 20,000 streetlights, additional LED pole lights installed, new control system, associated electrical upgrades and replacement, and other system enhancements to be between \$40M to \$50M. Until design begins it will be difficult to determine the total number of added streetlights and poles needed to ensure a safer and more pedestrian friendly downtown. The engineering and analysis of the entire UG will help determine if current lighting meets current standards.

The goal of this program is to fix the current way streetlights provide illumination to both the UG's roadways and pedestrian areas. This project touches all areas of the community and ensures an equitable investment to ensure all areas provide efficient, safe, and reliable streetlights to all members of the UG.



Staff Request for Commission Action

Tracking No. 211424

Full Commission Meeting Date: 4/7/22

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/22
(If none, please explain):

Publication Required: No

<u>Date:</u> 03/08/2022	<u>Contact Name:</u> Karl Oakman	<u>Contact Phone:</u> x6009	<u>Contact Email:</u> koakman@kckpd.org	<u>Department/Division:</u> Police Department
<u>Item Description:</u> Section 35-285 is to be amended to include slideshows and a violation for spectators at any race, speed completion or contest, drag race or acceleration contest, test of physical endurance, exhibition, or slideshow, including when spectators are present for preparations for such events, submitted by Casey Meyer Senior Assistant Counsel and Chief Oakman, Police Department. Spectator includes any individual knowingly present at to observe and purposely demonstrates through active encouragement, assistance, facilitation, urging, promotion or request that any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition or sideshow commence or continue. Unintentional witnesses or passersby to such events are not considered spectators as a spectator is one who attends an event for the purpose of viewing it.				
<u>Action Requested:</u>				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Sec. 35.285 Amended Racing on highways redline2				

Published _____

ORDINANCE NO. _____

An ordinance relating to Chapter 35 - Traffic, Article V - Speed Regulations, amending Section 35-285 – Racing on Highways, of the Code of Ordinances for the Unified Government of Wyandotte County/Kansas City, Kansas.

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

Section 1. That Chapter 35 - Traffic, Article V - Speed Regulations, amending Section 35-285 – Racing on Highways, of the Code of Ordinances for the Unified Government of Wyandotte County/Kansas City, Kansas, to read as follows:

Sec. 35-285. – Racing on Highways; Sideshows; Spectators.

~~(a)~~ (a) — No person shall drive any vehicle in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition of speed or acceleration, or for the purpose of making a record, and no person shall in any manner participate in any such race, competition, contest, test, ~~or~~ exhibition, or sideshow.

(b) No person shall knowingly be present as a spectator at any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition, or sideshow.

(c) No person shall knowingly be present as a spectator where preparations are being made for any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition, or sideshow.

~~(b)~~ (d) The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Drag race means the operation of two or more vehicles from a point side by side at accelerating speeds in a competitive attempt to out-distance each other or the operation of one or more vehicles over a common selected course from the same point to the same point for the purpose of comparing the relative speeds or power of acceleration of such vehicle or vehicles within a certain distance or time limit.

Racing means the use of one or more vehicles in an attempt to out gain, outdistance or prevent another vehicle from passing, to arrive at a given destination ahead of another vehicle or vehicles, or to test the physical stamina or endurance of drivers over long-distance driving routes.

Sideshow means an informal demonstration of automotive stunts. Common activities at sideshows include doughnuts and ghost riding.

Spectator includes any individual knowingly present at to observe and purposely demonstrates through active encouragement, assistance, facilitation, urging, promotion or request that any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition, or sideshow commence or continue. Unintentional witnesses or passersby to such events are not considered spectators, as a spectator is one who attends an event for the purpose of viewing it.

(e) Exceptions.

(1) Nothing in this section prohibits law enforcement officers or their agents from being spectators at events described herein, when in the course of their official duties.

(2) This section shall not apply to races or sideshows that occur on public or private racetracks intentionally built and utilized for such activities.

(f) Penalty.

(1) A violation of subsection (a) is a class C, misdemeanor.

(2) A violation of subsections (b) or (c) are infractions punishable by a fine up to \$500.00.

(Code 1964, § 36-71; Code 1988, § 35-266; Ord. No. 53410, § 1, 1-7-1975)

Cross reference(s)—Definitions generally, § 1-2.

State law reference(s)—Similar provisions, K.S.A. 8-1565.

Section 2. That said original Section 35-285; Racing on Highways of the Code of Ordinances for the Unified Government of Wyandotte County/Kansas City, Kansas is hereby repealed.

Section 3. This ordinance shall take effect and be in full force from and after the passage, approval, and publication in the official Unified Government newspaper.

PASSED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS,

THIS _____ DAY OF _____, 2022.

Tyrone Garner/Mayor CEO

Attest:

Unified Government Clerk

Approved As To Form:

Unified Government Counsel



Staff Request for Commission Action

Tracking No. 211428

Full Commission Meeting Date: 4/7/2022

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/2022
(If none, please explain):

Publication Required: Yes 4/14/2022

<u>Date:</u> 03/16/2022	<u>Contact Name:</u> Jon Khalil	<u>Contact Phone:</u> x5085	<u>Contact Email:</u> mjkhil@wycokck.org	<u>Department/Division:</u> Legal
<u>Item Description:</u> These amendments update and clarify the Unified Government Code provisions relating to open burning.				
<u>Action Requested:</u> Approve				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Open Burn Ordinance Amendments				

**AN ORDINANCE AMENDING CODE PROVISION RELATED TO OPENING
BURNING**

WHEREAS, during the Public Works and Safety Standing Committee meeting on November 15, 2021 discussed potential changes to the Unified Government of Wyandotte County/Kansas City, KS Code of Ordinances relating to Open Burning, and determine that the changes discussed were necessary to improve the code to better serve the citizens of Wyandotte County/ Kansas City, KS.

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

Section 1. Section 3-3 of the 1988 Code of Ordinances, City of Kansas City, Kansas is amended to read as follows:

Sec. 3-3 Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Air pollution means the presence in the outdoor atmosphere of one or more air contaminants in such quantities and duration as is or tends significantly to be injurious to human health or welfare, animal or plant life, or property, or would unreasonably interfere with the enjoyment of life or property.

Alter means to make or effect any physical change in, or change in the method of operation of, any machine, equipment, device, or other article, or combination thereof which constitutes a source of pollutant emissions subject to the provisions of this chapter, and which increases the amount of such emissions.

Approvable air curtain open pit destructor means a device specifically approved by the director as being consistent with engineering and design requirements established by the director and used to accomplish the controlled high-temperature, minimum-emission burning of land clearing debris (trees, brush and vegetation only) or other nonresidential waste or extraordinary organic yard waste. Such device shall consist of a large blower or fan designed to deliver at least 800 standard cubic feet per minute of air for each foot of length of the pit in which the burning is accomplished and a nozzle-equipped plenum chamber designed to deliver air at a minimum air velocity of 150 feet per second in a flat sheet or curtain of air blowing diagonally downward across the pit. The pit used to accomplish the burning with the air curtain destructor must be the exact length of the manifold plenum chamber, eight feet or less across in the direction of airflow perpendicular to the manifold plenum chamber, 12 feet or deeper (consistent with local soil conditions) and have all four sides vertical. New pits conforming to these requirements shall be excavated as necessary to replace pits in which the high temperature operation has resulted in crumbling or erosion of the burning pit such that the pit no longer has the required four smooth vertical walls and/or is no longer consistent with the dimension requirements provided herein.

The director may also require any additional design and/or operating conditions for the air curtain open pit destructor as are necessary to accomplish minimum-emission, smoke-free burning of the land clearing debris or other nonresidential waste or extraordinary organic yard waste.

Contaminant means dust, fumes, smoke or other particulate, vapor, gas, odorous substance or any combination thereof, but not including uncombined water vapor or steam condensate.

Control device means any equipment, device or other article designed and/or installed for the purpose of reducing or preventing the discharge of contaminant emissions to the air.

Direct heating equipment means any device where fuel is burned in direct contact with, and for purpose of heating, air that comes in direct contact with the material being processed.

Director means the director of the Air Quality Division of the Wyandotte County/Kansas City, Kansas Public Health Department or his authorized representative.

Emission source means any machine, equipment, device or other article or operation that directly or indirectly releases contaminants into the outdoor atmosphere.

Existing means equipment, machines, devices, articles, contrivances or installations which are in being at a stated time, except that any such existing equipment, machine, device, article, contrivance or installation which is altered shall be reclassified as "new," as defined in this section. Any existing equipment, machines, devices, articles or installations that are moved to a new physical location shall also be classified as "new," as defined in this section.

Extraordinary Organic Yard Waste means organic yard waste that cannot be burned within the hours of 7:00am and 6:00pm over three consecutive days while being contained to a 10ft x 10ft areas as determined by the chief of the fire prevention division or their designee.

Incinerator means any device or structure used for the destruction or volume reduction of garbage, rubbish, or other liquid or solid waste materials by combustion pursuant to disposal or salvaging operations.

Indirect heating equipment means any device where fuel is burned to produce usable heat by transfer through a heat conducting materials barrier or by a heat storage medium to a material to be heated so that the material being heated is not contacted by, and adds no substance to, the products of combustion.

Malfunction means any sudden and unavoidable failure of air pollution control equipment or process equipment or of a process to operate in a normal or usual manner. Failures that are caused entirely or in part by poor maintenance, careless operation, or any other preventable upset condition or preventable equipment breakdown shall not be considered malfunctions.

Multiple-chamber incinerator means any article, machine, equipment, contrivance, structure or part of a structure used to dispose of combustible refuse by burning, consisting of three or more refractory lined combustion furnaces in series, physically separated by refractory walls, interconnected by gas passage ports or ducts and employing adequate design parameters

necessary for maximum combustion of the material to be burned. The refractories shall have a pyrometric cone equivalent of 31, tested according to the method described in the American Society for Testing Materials, Method C-24, or any superseding method.

New means equipment, machines, devices, articles, contrivances or installations built or installed or altered or moved to a new physical location outside the original premises on or after a stated time.

Nonresidential waste means solid, liquid, or gaseous material or a combination thereof resulting from the construction or the prosecution of any business, industry, trade or agricultural operation, from the conduct of a salvage operation, refuse collection and/or refuse disposal operation, or from any demolition operation. The term "nonresidential waste" includes, but is not limited to, plastics, wood, cartons, rubber, grease, oils, asphaltic materials, chemicals, land clearing debris, weeds, trees, grass, brush, logs, limbs, other vegetation, tires, and cinders. The term "nonresidential waste" includes all refuse and waste excepting exclusively household waste generated and disposed of at the residential site were generated during the normal habitation of exclusively residential premises containing five or fewer dwelling units. Waste generated from residential premises containing more than five dwelling units shall be classified as nonresidential waste. Waste generated from residential premises and disposed of at a location other than at the site where generated shall also be classified as nonresidential waste.

Official observer means a designated representative of the director who has been certified by the director as qualified on the basis of actual testing to determine the degree of opacity of visible plumes by direct visual observation. The director shall develop and make public necessary requirements for official observers based upon actual testing of the ability of the official observer to accurately determine the opacity of visible plumes. Official observers shall be required to be retested at least once every six months in order to maintain their certification.

Opacity means the degree to which an observer's view of transmitted light is obscured by passing through a contaminant emission, with zero percent opacity being equivalent to perfect transparency and 100 percent opacity being perfectly opaque.

Open burning means the burning of any materials wherein contaminants resulting from such combustion are emitted directly into the ambient air without passing through a stack or chimney from an enclosed chamber. For the purposes of this definition, a chamber shall be considered enclosed when, during the combustion process, only such apertures, ducts, stacks, flues or chimneys as are required to supply combustion air to permit the escape of exhaust gases are open. Burning in a barrel, drum or similar container shall be considered open burning.

Particulate matter means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

Potential contaminant emission factor means an average value of the amount of contaminants that have been found to be associated with a specific type of processing or burning operation as compared to a given quantity of material processed or some other meaningful parameter. Such factors shall be those that have been recognized by the director on the basis of information

published by the Federal Environmental Protection Agency or otherwise recognized by official air pollution control agencies.

Potential contaminant emission rate means the total weight of a contaminant that is or, in the absence of control equipment, would be emitted from an air contaminant source when that source is operating at its maximum capacity. The potential contaminant emission rate shall be determined by:

- (1) Sampling in a flue or duct prior to the inlet of any control device serving the flue or duct;
- (2) Estimating such emissions by performing a "material balance" calculation that indicates the difference between processing input weight and output weight of materials;
- (3) Using potential contaminant emission factors as recognized by the department; or
- (4) Using any other estimating technique mutually agreeable to the department and the person responsible for operation of the source.

Premises means any parcel of land under one ownership including any structures or equipment thereon.

Process weight means the total weight of all materials introduced into a source operation, including solid fuels but excluding liquids and gases used solely as fuels, and excluding air introduced for purposes of combustion.

Processing means any operation related to the handling, storage, treatment and/or conversion of input materials to produce a salable or usable end product.

Refuse means any combustible solid or liquid waste material resulting from industrial, residential, commercial and/or agricultural operations or processes.

Residential waste or refuse means household waste generated and disposed of at the residential site during the normal habitation of residential premises containing five or fewer dwelling units and including wastes generated from the land surrounding such units.

Salvage operation means any business, trade, industry or other activity conducted in whole or in part for the purpose of salvaging or reclaiming any product or material such as metals or chemicals.

Smoke means small gas-borne particles resulting from combustion, consisting of carbon, ash, and other material.

Source operation means the last operation preceding the emission of an air contaminant which:

- (1) Results in the separation of the air contaminant from the process materials or in the conversion of the process materials into air contaminants, as in the case of combustion fuel; and
- (2) Is not an air pollution abatement operation.

Standard conditions means a gas temperature of 25 degrees centigrade and a gas pressure of 760 millimeters of mercury absolute.

Vehicle means any self-propelled, nonstationary device moving over public or private property on wheels, tracks, rollers, rails or air, whether or not licensed as a motor vehicle. Motorized construction equipment and railroad engines are specifically included within this definition.

SECTION 2. Section 3-17(h)(1)(a) of the 1988 Code of Ordinances, City of Kansas City, Kansas is amended to read as follows:

Section 3-17 Open Burning Prohibition

- (a) Except as provided herein, no person shall dispose of residential waste or refuse by open burning or cause, or permit open burning of residential waste or refuse
- (b) No person shall conduct, cause or permit the conducting of a salvage operation by open burning.
- (c) No person shall cause or permit the disposal of nonresidential wastes or refuse by open burning.
- (d) Except as provided herein, no person shall otherwise cause, allow or permit open burning upon any property.
- (e) No person shall cause or allow to be initiated or maintained any open burning which creates a private or public nuisance or hazard to public safety.
- (f) It shall be prima facie evidence that the person who owns or controls property on which open burning occurs has caused or permitted such open burning.
- (g) Exceptions to open burning prohibition are as follows:
 - 1. Fires used for the preparation of food such as barbecuing.
 - 2. Recreational or ceremonial bonfires and other recreational fires exclusive of those included in subsection (g)(1) of this section, provided prior written approval is obtained from the director and from the fire prevention division.
 - 3. Fires set in connection with agricultural operation related to the growing or harvesting of crops, provided that prior written approval is obtained from the director and from the chief of the fire prevention division.
 - 4. The use of safety flares for disposal of flammable gases for which there is no other practical means of disposal.
 - 5. Fires set for demonstration purposes related to the training of governmental or industrial personnel in firefighting procedures, provided prior written approval is obtained from the director and from the chief of the fire prevention division.
- (h) *Opening Burning Shall be permitted as follows:*

(1) Open burning permits may be granted for the following types of waste:

a. Nonresidential waste, and extraordinary organic yard waste. Fire set for the disposal of nonresidential waste or extraordinary yard waste may be permitted only when it can be shown by a person that such open burning is absolutely necessary and in the public interest. *The Director may determine whether the*

burning of nonresidential waste or extraordinary organic yard waste such as trees that are felled by severe storm damage is considered necessary and in the public interest. On a case-by-case basis the Director, or their designee, may determine what, if any, precautions are needed to ensure air quality standard are maintained. The burning of land clearing debris, including trees, brush, and vegetation only, *as well as trees and limbs felled by severe weather*, shall normally be considered as being necessary and in the public interest.

(i) if an air curtain pit destructor is required by the director, it shall be of suitable design and capacity to be used to accomplish the burning and such device shall also be installed maintained and operated at maximum efficiency at all time.

(ii) An additional permit shall be obtained from the director prior to use of an air curtain open pit destructor. A fee in the amount established by the county administrator or their designee shall be paid for such permit.

b) *Organic Yard Waste*

1. Fires set for the disposal of organic yard waste generated on property for which the permit is sought may be permitted during the month of April and from October 16 through November 15 between the hours of 7:00 a.m. and 6:00 p.m. or as extended pursuant to subsection 2(i) below.

2. Organic yard waste includes leaves, brush, dead wood, tree cuttings, and weeds. *Organic yard waste also includes treed felled by storm damage on properties zoned either residential or agricultural.* Burning of wire insulation, tires, and other rubber products, automobile parts, paper, cardboard, treated, painted or finished wood, plastics, garbage, trash, petroleum products, asphalt materials, building materials, demolition debris, paints, agricultural chemicals, household chemicals, or any other material which normally emits dense smoke, noxious odors, or hazardous air contaminants is prohibited.

3. Only one permit (for a maximum of three days) per property per burn month will be issued, unless the chief of the fire prevention division determines that it is in the interest of public health or safety to issue more than one permit or to extend it beyond three days.

(2) Application and issuance of permits shall be as follows:

a. Any person intending to engage in open burning of nonresidential wastes or extraordinary organic yard waste under this section shall file a request to do so with the director and the chief of the fire prevention division.

b. Any person wishing to burn organic yard waste under this section during the month of April or during the period from October 16 through November 15, or as

extended pursuant to paragraph i below, shall file an application at any fire station within 15 days and at least 24 hours before burning.

c. The application shall state the following:

1. The name, address, and telephone number of the person submitted the application.
2. The schedule of burning operations.
3. The type, quantity, and composition of waste to be burned.
4. The exact location where open burning will be used to dispose of such waste.
5. For nonresidential waste, extraordinary residential waste, or extraordinary organic yard waste, in addition to the information required by this subsection:

- i. The type of business or activity involved.
- ii. A description of the proposed equipment and operating practices, and the expected composition and amount of air contaminants to be released to the atmosphere.
- iii. Reasons why no method other than burning can be used for disposal of such waste.
- iv. Evidence that the proposed open burning has been approved by any fire department that may have jurisdiction.

(d) Upon approval of the application by the director and the chief of the fire prevention division in the case of nonresidential waste, and by the chief of the fire prevention division, in the case of residential waste, the person may proceed with the operation without being in violation of this section; provided that the person conducting the burning fully complies with all conditions and operating restriction imposed as a part of such permit.

(e) The director or the chief of the fire prevention division may revoke such permit at any time for cause.

(f) The director or the chief of the fire prevention division may revoke any permit at any time or may ban all open burning if one or both of them determine burning would constitute a danger to public health or safety.

(g) Each such application shall be considered individually upon merits and the director, or the chief of the fire prevention division may decide that other factors require that such permit application be denied.

(h) The director or the chief of the fire prevention division or both may establish such conditions for burning or operational requirements in permitted the open burning authorized under subsection (h)(2)f. of this section as are necessary, in the judgment of the director or the chief of the fire prevention division, to minimize the air pollution emitted by such burning or to protect the health and safety of the public.

(i) The county administrator is hereby granted the discretion, after consultation with the director and chief of the fire prevention division, to extend the April or the October 16 to November 15 burn periods as deemed necessary due to inclement weather or other conditions which prohibit or prevent burning during those established periods *or when severe weather causes a substantial number of felled trees and limbs during periods outside of the April or October 16 to November 15 burn periods.*

(3) Under no circumstances shall open burning occur within 15 feet of any building or within 15 feet of the property line.

(4) All open burning must be constantly attended until extinguished.

(5) All persons conducting open burning shall have available the means for controlling or extinguishing the fire, such as water supply or a fire extinguisher.

(6) It shall be unlawful for any person to conduct open burning other than in accordance with the requirements set out in this section or in violation of any conditions or operating restrictions imposed by the director or the chief of the fire prevention division.

i) The director, the director's designee, or the chief of the fire prevention division or his or her designee, shall have the ability to enforce any provision of this section.

j) After denial of a burn permit under this section an applicant may appeal their decision to a panel consisting of the Director, the chief of the fire prevention division, and the County Administrator or their designee by filing a written notice of appeal with the Unified Government's Clerk's Office within thirty (30) days of such decision. The panel shall conduct a hearing on the appeal within thirty (30) days of receipt of such appeal

**PASSED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS THIS _____ DAY OF
_____, 2021**

Mayor/CEO

Attest:

Unified Government Clerk

Approved as to Form:

Assistant Counsel



Staff Request for Commission Action

Tracking No. 211434

Full Commission Meeting Date:

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/22
(If none, please explain):

Publication Required: No

<u>Date:</u> 03/17/2022	<u>Contact Name:</u> Matt May	<u>Contact Phone:</u> x6337	<u>Contact Email:</u> mmay@wycokck.org	<u>Department/Division:</u> Emergency Management
<u>Item Description:</u> A resolution extending the state of Local Health Emergency for the COVID-19 Pandemic for the County of Wyandotte, Kansas, through July 1, 2022, submitted by Matt May, Director of Emergency Management.				
<u>Action Requested:</u> Approved and forward to full commission				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Mayor's Declar 60-day w Commiss.ext to 7-1-22				

(Published _____)

RESOLUTION NO. _____

**A RESOLUTION EXTENDING THE STATE OF LOCAL HEALTH
EMERGENCY FOR THE COVID-19 PANDEMIC FOR THE COUNTY OF
WYANDOTTE, KANSAS, THROUGH JULY 1, 2022.**

WHEREAS, on the 13th day of March, 2020, the Mayor/CEO of the Unified Government of Wyandotte County/Kansas City, Kansas declared there was a state of local public disaster emergency in Wyandotte County, Kansas, resulting in potential or occurring pandemic known as COVID-19, in Wyandotte County, Kansas;

WHEREAS, on the 19th day of March, the Unified Government Commission adopted Resolution R-18-20 extending the state of local public health emergency through May 18, 2020;

WHEREAS, on the 14th day of May, 2020, the Unified Government Commission adopted Resolution R-30-20, extending the state of local public health emergency through July 17, 2020;

WHEREAS, on the 9th day of July, 2020, the Unified Government Commission adopted Resolution R-37-20, extending the state of local public health emergency through September 15, 2020;

WHEREAS, on the 3rd day of September, 2020, the Unified Government Commission adopted Resolution R-66-20, extending the state of local public health emergency through December 14, 2020;

WHEREAS, on the 3rd day of December, 2020, the Unified Government Commission adopted Resolution R-83-20, later corrected as Resolution R-83a-20 and published on February 4, 2021, extending the state of local public health emergency through March 15, 2021;

WHEREAS, on the 11th day of March, 2021, the Unified Government Commission adopted Resolution R-16-21 and published on March 18, 2021, extending the state of local public health emergency through June 15, 2021;

WHEREAS, on the 10th day of June, 2021, the Unified Government Commission adopted Resolution R-40-21 and published on June 17, 2021, extending the state of local public health emergency through September 15, 2021;

WHEREAS, on the 9th day of September, 2021, the Unified Government Commission adopted Resolution R-61-21 and published on September 16, 2021, extending the state of local public health emergency through December 16, 2021;

WHEREAS, on the 2nd day of December, 2021, the Unified Government Commission adopted Resolution R-86-21 and published on December 9, 2021, extending the state of local public health emergency through April 1, 2022;

WHEREAS, the threat to the public health from the COVID-19 pandemic continues, as evidenced by the national count of 79,346,678 cases and 965,336 deaths as of March 14, 2022; in Kansas, there have been 768,820 cases and 8,028 deaths; and in Wyandotte County there have been 46,694 cases and 484 deaths;

WHEREAS, the Centers for Disease Control and Prevention reports that Wyandotte County remains one of the small minority of counties in the country that has a COVID-19 Community Level of High;

WHEREAS, in Kansas, while 73.8% of the total population has received at least one dose of the vaccine, only 60.6% of the population has been fully vaccinated, and only 41.7% of the population has been fully vaccinated with a booster;

WHEREAS, the Unified Government Board of Commissioners recognizes that a prolonged public health crisis requires the timely commitment of federal resources that flow to local units of government under an uninterrupted declared emergency;

WHEREAS, on March 1, 2022, President Biden issued his “Memorandum on Maximizing Assistance to Respond to COVID-19” to the Administrator of the Federal Emergency Management Agency, in which the 100 percent federal cost share for all work eligible for assistance under applicable federal law was extended through July 1, 2022;

WHEREAS, the Unified Government Board of Commissioners has the authority to further extend the declaration beyond April 1, 2022, as such conditions continue to endanger the public health, safety and welfare of persons within the borders of Wyandotte County, Kansas.

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

1. That the state of local public health emergency in Wyandotte County, Kansas, initially declared on the 13th day of March 2020, shall continue and remain in effect through July 1, 2022, unless terminated earlier.
2. That the response and recovery aspects of all local disaster plans which are applicable to Wyandotte County, Kansas, shall initiate the rendering of aid and assistance thereunder.

3. That any rights or powers lawfully exercised or any actions taken pursuant to local disaster emergency plans shall continue and have full force and effect as authorized by law through July 1, 2022, unless modified or terminated in the manner prescribed by law.

**ADOPTED BY THE BOARD OF COMMISSIONERS OF THE
UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS
CITY, KANSAS, THIS _____ DAY OF _____, 2022.**

Approved:

Tyrone A. Garner, Mayor/CEO

Attest:

Unified Government Clerk



Staff Request for Commission Action

Tracking No. 211422

Full Commission Meeting Date: 4/7/22

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/22
(If none, please explain):

Publication Required: No

<u>Date:</u> 03/04/2022	<u>Contact Name:</u> Justus Welker, Gunnar Hand	<u>Contact Phone:</u> x6798, 5751	<u>Contact Email:</u> jwelker@wycokck.org, ghand@wycokck.org	<u>Department/Division:</u> Transportation
<u>Item Description:</u> The Bi-State Sustainable Reinvestment Corridor is a cooperative effort to create and implement a transformational strategy to enhance mobility, transform communities and reduce carbon emissions by focusing a wide range of federal and local investments on a key regional transit corridor that connects three major cities in two states and two counties. It is a planning grant to position corridor for future FTA Small Starts, MEGA or RAISE capital grants, further define related elements, develop workforce program, transit operations plans and environmental clearance with robust community engagement.				
<u>Action Requested:</u> Seeking local match to move forward with a federal planning grant application.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Bi-State Sustainable Reinvestment Corridor - UG Work Session				



BISTATE SUSTAINABLE REINVESTMENT CORRIDOR

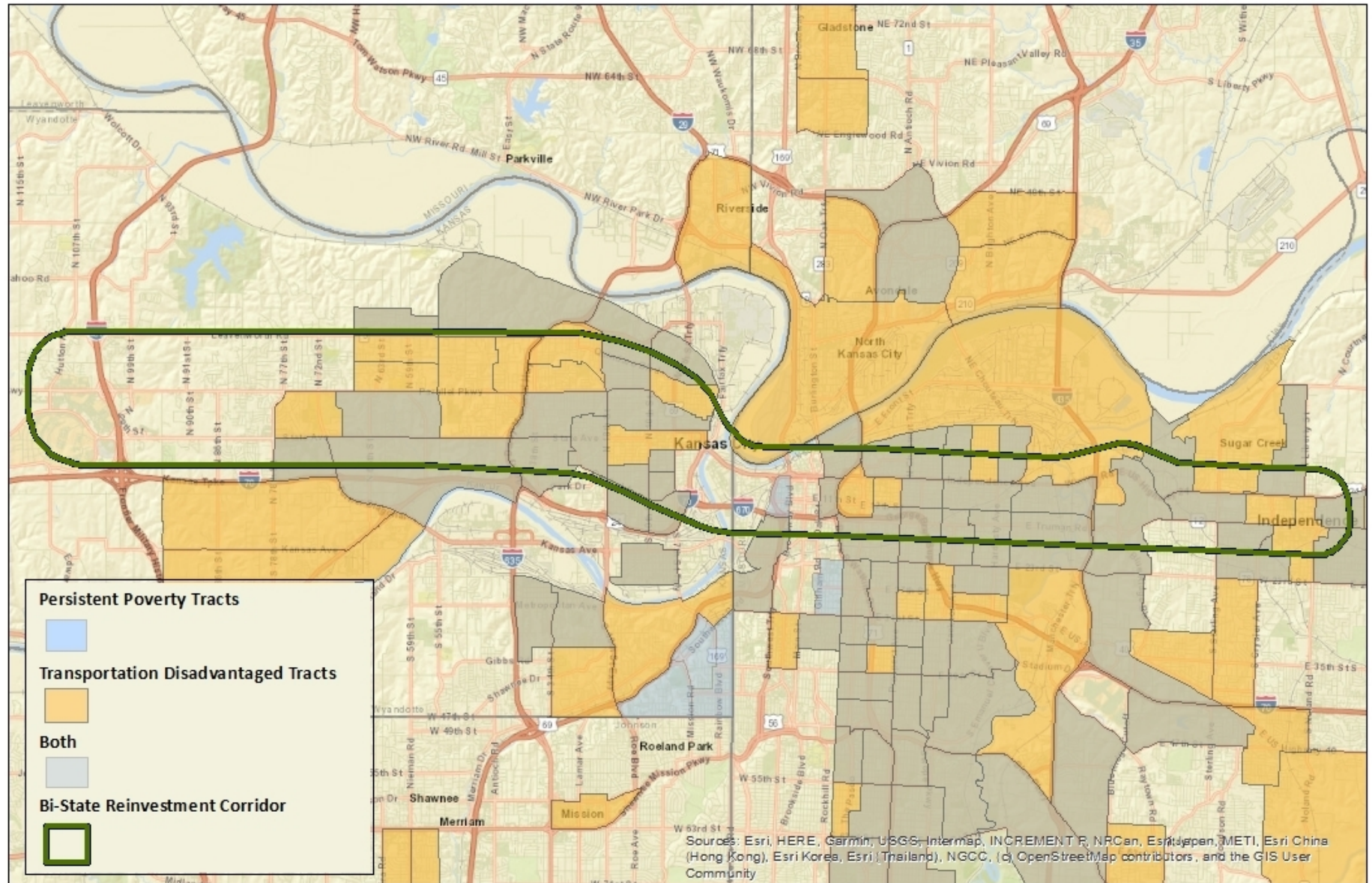
Creating opportunity through sustainability and mobility.

Vision:

Creating opportunity through sustainability and mobility

*Independence Ave, State Ave and adjacent neighborhoods form a **corridor of opportunity** that builds on the strengths and capacities of current and future residents, businesses and communities by connecting them through **comprehensive, sustainable infrastructure, community services and mobility options** to open access to the greater Kansas City region.*

The Corridor



0 1 2 4 6 8 Miles

Theory of Change

- ***New Federal infrastructure funding provides a generational opportunity to invest in **coordinated, comprehensive** transportation, housing, workforce, broadband, green infrastructure, public safety and economic development strategies to support **equitable growth and redevelopment** of promising but disadvantaged neighborhoods along a significant regional East-West corridor.***
- ***New resources will **accelerate implementation of extensive community-based plans** that have already been conducted throughout the corridor.***
- ***Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City metropolitan area using **sustainable strategies**.***

Partners

Partners include civic and business organizations along with:



Key considerations

- Corridor concept will continue to evolve
- We are enlisting community voices to help shape the strategy
- The plan will serve as a magnet for attracting federal/state funds to be pursued through multiple grant applications over time
- A coordinated, comprehensive investment plan will be more competitive at the federal level and generate greater sustainability, mobility and opportunity outcomes
- Many grants will benefit areas of the cities and the region well beyond the corridor
- This corridor will serve as a pilot for similar strategies in other parts of the community

Funding opportunities and near-term priorities

Transportation, Housing, Green Infrastructure, Broadband Access, Workforce, Safety

Zero Emission Transportation

Components

- Electric Buses
- Depot Electric Bus Charging
- On-Route Electric Bus Charging
- New & Upgraded Transit Centers
- Traffic Signal Upgrades
- Sidewalks & ADA Ramps
- Bicycle & Trail Facilities

Funding Opportunities

- RAISE Grants
- Bus & Bus Facilities Grants
- MEGA Grants
- Small Starts Capital Improvement Grants
- Safe Streets and Roads for All Grants
- Charging & Fueling Infrastructure Grants

Affordable Housing

Components

- Regional Housing Partnership
- Infill Housing
- Expanded home ownership for low & moderate income households
- Weatherization & Minor Home Repair
- Transit Oriented Development

Funding Opportunities

- Pending federal legislation
- Existing State programs
- Private investment

Broadband Access

Components

- Infrastructure
 - Trunklines & connections
- Digital inclusion
 - Subsidized services
 - Subsidized devices
 - Digital Literacy

Funding Opportunities

- Middle Mile Grants Program
- State Administered Funds (ARPA)
- Pending Federal Infrastructure?

Green Infrastructure

Components

- Stormwater BMPs
- Renewable Power Generation
- EV Charging
- Enhanced tree canopy

Funding Opportunities

- Charging & Fueling Infrastructure Grants
- Smart Grid Investment Program
- Grants for Energy Efficiency and Renewable Energy Improvements in Schools
- Embed components in broader proposals (where eligible)

Workforce Development

Components

- Green jobs training
- KCATA workforce development facility
- Partnerships with educational institutions and workforce agencies

Funding Opportunities

- Target outreach for pending federal grants
- Potential Federal Legislation
- Embed components in broader proposals (where eligible)

Safety & Security

Components

- License Plate Readers
- CCTV
- Shot Spotter
- LED Streetlighting
- Pedestrian lighting
- Traffic signal upgrades

Funding Opportunities

- Embed components in broader proposals (where eligible)

Near-Term Funding Opportunities

MARC Suballocated Transportation
Programs pre-applications due April 1

RAISE Grants due April 14 –
Transportation elements \$5-25M

FTA “NoLo” Grants (TBD) – Zero Emission
Buses and Charging Infrastructure

State Broadband Funding (MO)