

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, February 28, 2022**

The meeting of the Public Works and Safety Standing Committee was held on Monday, February 28, 2022, at 5:00 p.m., remotely via Zoom. The following members were present: Commissioner Bynum, Chairman; Commissioners Ramirez, Johnson, Markley, Kane; and BPU Board Member, Tom Groneman. The following officials were also in attendance: Jonathan Gutierrez, Public Works, Solid Waste Division; Melissa Sieben and Alan Howze, Assistant County Administrators; Susan Alig, Senior Counsel; Jeff Fisher, Executive Director of Public Works; Troy Shaw, County Engineer; Robert Anderson, Asset Manager Public Works; Karl Oakman, Chief of Police; Kathleen VonAchen, Chief Financial Officer; Wesley McKain, Health Department; Misty Brown, Chief Counsel; Jon Khalil and James Bain, Assistant Counsel; Gunnar Hand, Director of Planning & Urban Design; Chief Mark Heath, EMS; LaVert Murray, Economic Development Advisor & Business Liaison; Monica L. Sparks, Deputy UG Clerk; and Terri Kimble, 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 the public are attending remotely via Zoom as well as on-site.

All participants joining by phone should mute their phones when they're 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 is observing knows who is speaking. This is critical given the 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 the meeting, and those comments will be included in the record of the meeting. The public can also indicate their intent to provide remote public comment by contacting our Clerk's Office by 5:00 p.m. on the Thursday prior to the meeting. The public will also have an opportunity to provide brief comments tonight either by telephone 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 show above.

Chairman Bynum said we have one revision on tonight’s agenda. It’s the addition of Item No. 5, a request for approval to submit MARC grants for the 2025-26 federal fiscal year.

Approval of standing committee minutes from November 15, 2021. **Commissioner Markley made a motion, seconded by Commissioner Johnson, to approve the minutes.** Roll call was taken and there were six “Ayes,” Groneman, Kane, Markley, Johnson, Ramirez, Bynum.

COMMITTEE AGENDA

Item No. 1 – 211349...APPROVAL: NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION GRANT APPLICATION

Synopsis: The Public Works Department is seeking approval for the submittal of an application for a National Oceanic & Atmospheric Administration (NOAA) grant for environmental literacy and climate resiliency, submitted by Jeff Fisher, Executive Director of Public Works. No matching funds are required.



Jonathon Gutierrez, Public Works, Solid Waste Division, said tonight, I will be presenting a short presentation on a grant opportunity that our department is looking at. It will be requiring

approval and a vote to move on to full commission later this week. The grant is the 2022 National Oceanic and Atmospheric Administration Environmental Literacy Grant.

GRANT HIGHLIGHTS

- **Title:** Harnessing the Power of Students to Build a Culture of Climate Resilience in an Underserved Community
- **Funding amount:** Up to \$500,000 (*no match requirements*)
- **Preapplication submitted to NOAA approved January 2022**
 - 135 preapplications received, 57 selected to move on, anticipate to fund 7-12 projects
- **Full application due March 17, 2022**
- **All recipients are eligible to reapply in 2024**
- **Partners:**
 - USD 500 (Pilot)
 - EcoRise
 - Burns & McDonnell
 - Climate Action KC

Some of the grant highlights and requirements. The official title for this grant is Harnessing the Power of Students to Build a Culture of Climate Resilience in an Underserved Community. The funding amount is from \$250K to \$500K. We will be requesting the full \$500K. As noted on this PowerPoint presentation, there are no matching requirements for this grant. There was a pre-application requirement that was submitted to NOAA back at the end of 2021. We were approved late January 2022. Of the 135 pre-applications received, of those, 57 were selected to move on. They anticipate to fund 7 to 12 of the projects. So, again, this is a very competitive grant. The full application is due March 17th of 2022. One benefit of this grant is all recipients are eligible to reapply in 2024 for any that receive funding in 2022.

Listed here are some of the current partners that we were looking at for this grant. That is not the full list of all partners, but these are a few. USD 500 would be a school district that we've talked to about the PILOT opportunity to this grant. EcoRise, which I'll talk later, is an entity that actually applied and was approved for this grant in the past. Burns & McDonnell, who have assisted us in putting this grant opportunity together, and Climate Action KC, which is a coalition of elected officials looking at the climate action plan here in the Kansas City metro.

GRANT COMPONENTS

- Funding for UG staff person – two years
 - Grant management
 - Education and outreach utilizing Ecorise curriculum – schools, HOAs, churches, etc.
- Stakeholder Engagement
 - Advisory committee with UG staff, students, school staff, parents
 - School-wide surveys
- Sustainability Plan Development
 - Greenhouse Gas Inventory of existing facilities
 - Goal setting
 - Evaluations of options for implementation to meet goals
- EcoRise
 - Sustainability curriculum, programming, teacher training, mentorship, and student project grant opportunities
 - Pilot through environmental science program

So, the grant components that we will be including in this application would include a component for funding of a UG staff person for the two years. Their main responsibilities would be the management of this grant, but then also the idea of educating and outreach utilizing some of the curriculum that would be purchased through this grant opportunity to schools, HOAs and even potentially churches. There would be a stakeholder engagement component and it would require an advisory committee with UG staff, students, and school district staff and include parents as well. There is a component for school-wide surveys as well for that stakeholder engagement. There will be a sustainable plan development. This component will be through our Burns & McDonnell contractor. There will be an inventory of existing facilities requesting or recommending some goal settings, and then evaluation of some options for implementation to meet those goals. Then finally EcoRise, which I kind of alluded to earlier. They're an entity that actually, again, did apply and was awarded this grant in the past. They've created a sustainable curriculum that provides programming, teacher training, mentorship, and also student project grant opportunities. Again, we're looking at a PILOT program through their Environmental Science Program at some of our local school districts.

DESIRED GRANT OUTCOMES

- Recommendations to design, construct, and operate high-performance educational facilities to reduce energy usage, water usage, pollution and waste
- Encourage and support efforts of students, teachers, and staff to implement environmental stewardship behaviors
- Prepare students for upcoming career opportunities in environmental science and climate resilience
- Empower UG staff to support and create partnerships with local schools, and community groups to enable sustainable consciousness

These are then some of the grant outcomes that we are hoping to get from this grant opportunity, again, through the inventory of some of our potential school districts' facilities. Some recommendations to design, construct, and the operation of those facilities to potentially reduce energy usage, water usage, pollution, and waste. Also, encourage and support efforts of students, teachers, and staff to implement environmental stewardship behaviors. We look at, hopefully, preparing students for upcoming career opportunities, environmental science, and climate resilience. Then, finally, we hope that this will empower our own UG staff to support and create some lasting partnerships with our local schools and community groups to enable a sustainable consciousness.

Questions?

With that, I'll open it up to questions. Once, again, this is one of an action that we are looking for a vote and approval this evening.

Chairman Bynum asked, do any members of our committee have questions or comments to make on this item?

Action: **Commissioner Kane made a motion to approve.**

Melissa Sieben, Assistant County Administrator, said I just had a clarification that I wanted to make. So, we have submitted this once already to NOAA with your approval if I remember correctly. Jonathan, last fall, correct? **Mr. Gutierrez** said correct. So, again, that was a pre-application. That pre-application was basically to submit what we would propose for the grant and then NOAA had to approve any kind of pre-application.

Ms. Sieben said right, so this next phase here, there is no match. I guess what I need clarification from our Legal team that's on tonight is if this should need to be fast-tracked because we do not have it on the agenda for this Thursday and we don't meet again until after the application is due.

Susan Alig, Senior Counsel, said I think that to get a clear answer from the commission this Thursday and that would be best under our policy. So going ahead and fast-tracking would be good.

Ms. Sieben said so with the recommendation, Commissioner Bynum, we need a recommendation to fast-track and have this blue sheeted to Thursday night.

Chairman Bynum said correct. So, Commissioner Kane, would you amend your motion to include a fast-track to March 3rd meeting? **Commissioner Kane** said, yes, I would, but Christian's got his hand up.

Commissioner Ramirez said I just think this is a good, a good grant to do. Many of our sister cities around us are very big in wanting to be environmental and climate action. I think we do a lot here in our community. We don't really talk about it. I think we should continue to talk about it and advertise those wins that we do make in our climate action and environmental. So, I am very much in support of this grant application.

This is more of a comment I believe I have made in the past. I know timelines on grants move fast, but I ask that in the future that when grant applications like this are presented, I know

this was already presented to us before, but if it could be included like FAQ or a printout of the website of the page of what the grant is. Just so, because we don't get this information, the PowerPoints until just an hour or so before our meetings and so just so that when I'm going through our agenda packets I have more information to know what the grant is. We get a lot of grants that go through the committee and through the commission, so it's just being able to, if we can add a little more information just so that I have a more rounded knowledge of what the grant is.

Chairman Bynum asked, is there a second for the motion?

Commissioner Ramirez seconded the motion to approve.

Action: **Commissioner Ramirez seconded the motion to approve.**

Chairman Bynum said I'll ask the Clerk did we have any comments received from the public on the item? **Ms. Kimble** said we have no communications from the public.

Chairman Bynum asked, any hands raised in the public or the lobby? **Ms. Kimble** said I don't see any hands raised.

Chairman Bynum asked, would you take roll, please, on the motion?

Roll call was taken and there were six "Ayes," Groneman, Kane, Markley, Johnson, Ramirez, Bynum.

Item No. 2 – 211350...DISCUSSION: CAPITAL MAINTENANCE IMPROVEMENT PROJECT SYSTEM

Synopsis: The Public Works Department is seeking input from the Standing Committee on the capital criteria weights. Two years ago, the Unified Government Board of Commissioners and the Planning & Zoning Commission set the weights for the Capital Maintenance Improvement Projects (CMIP) scoring system, submitted by Jeff Fisher, Executive Director of Public Works.

Jeff Fisher, Executive Director of Public Works, said we built this system two or three years and we said every couple of years we would revisit it and give the Commission an opportunity to weigh-in on the criteria and the weights to make sure it still applies. Robbie Anderson is the person most responsible for this system and he's going to highlight that for us.

Capital Maintenance & Improvement Program (CMIP)

<http://maps.wycokck.org/CMIP.html>

Capital Criteria Weights

<http://maps.wycokck.org/CMIPweights.html>

Robert Anderson, Asset Manager, Public Works, said I first want to call out that all the information that I present tonight is available via a hyperlink. So, feel free to visit these websites on your own and I'll jump into it.

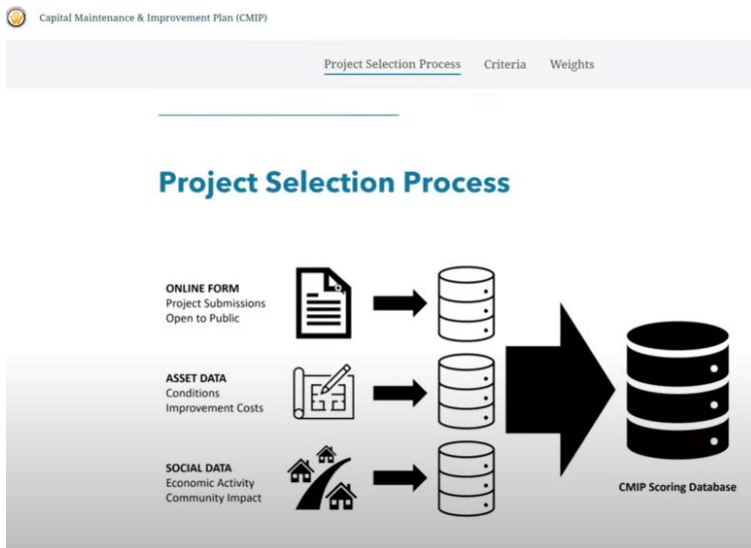


Basically, we want to review the weights as we set them that drive this system. It is a spatially driven system that takes in all the different data that the Unified Government has and computes a rank order score for different capital investment projects. This is intended for capital investment projects that exceed \$200K. So, this isn't carpet for a particular department. This is about road projects, major capital improvements to the community.

[Project Selection Process](#) [Criteria](#) [Weights](#)

"Capital assets and equipment have a major impact on the ability of the Unified Government to deliver services, economic vitality and overall quality of life for Wyandotte County and Kansas City, Kansas stakeholders. The purpose of this policy is to provide guidelines to complete a comprehensive process that allocates limited resources in capital investment and improved management decisions." - [UG's CMIP Policy, 11 Feb 2021](#)

We just want to make sure that the way we have those weights set makes sense to you, and we want to continue on how we set them two years ago.



So, a quick review of the project selection process. It is an open and transparent process. Anyone and everyone is welcome to submit a capital project to Public Works for review. It is then layered on top of asset condition data and social metric data to compute the output, which is a rank order composite score. You are tasked with setting the weights that drive that analysis.

Identify

Projects are identified by asset conditions, stakeholders, and community input. We have an open project submission process. Anyone can submit an infrastructure project here: [SUBMIT A PROJECT REQUEST](#). Public Works receives submissions, estimates the costs, and identifies the assets associated with the project description. Projects that fall within the scope of the CMIP's purpose will be added to the unfunded infrastructure needs database.

Map

Projects descriptions are mapped and stored in an online database. Information about each project can be found on the CMIP web map. This map resource contains historic, future, and unfunded infrastructure projects.

A little bit more about how that works. We identify projects.

Infrastructure Project

Welcome!

The Unified Government of Wyandotte County/Kansas City, Ks Public Works Department is asking for your help identifying infrastructure needs in our community. Please describe the need to the best of your ability. Public Works will evaluate and consider each submission carefully. We thank you for voicing your concerns in the form of a project and appreciate your time filling out this form.

Applications for CMIP projects close on December 31st for scoring and ranking the following year.

Contact Email Required

In order to proceed, please enter a valid email to be notified about your submission status and any follow-up questions from staff.

email@server.com

Project Name Required

Location and improvement descriptions help others identify and understand your project.

Enter a project name here...

Category of Project Required

☐ Streets

☐ Bridges

☐ Traffic

☐ Parks and Recreation

Again, you can go out and click on this link and submit your own projects here.

Map

Projects descriptions are mapped and stored in an online database. Information about each project can be found on the CMIP web map. This map resource contains historic, future, and unfunded infrastructure projects.

We map those projects in Public Works, and we estimate the cost of those projects based on recent projects we've done and inflation. That's part of the driving of the system is how much a project costs, where it is, and how many people are going to be affected by it.

Score

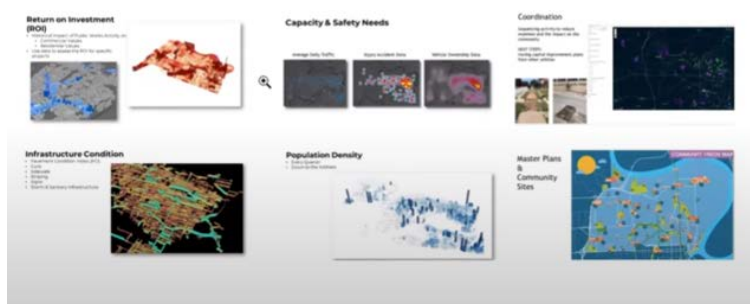
Local data related to the criteria outlined by the commissions is assembled into a map. The map of all projects is layered on the criteria map to compute scores for each project. The relative scores from that scoring process computes a ranked project list.

Assemble

Public Works, Finance, and Budget Offices work to assemble the results of the ranked project list into a schedule that fits the existing funding capacity of the five year CMIP. This project schedule in the budget is presented to the Planning Commission and then UG Board of Commissioners for approval.

So, we map the projects, we score the projects, and then we assemble that into a rank order score.

Criteria



Just a little background on the criteria. So, it's primarily a GIS spatially driven project system. This is the current CMIP policy that is outlined in a financial document that the Commission approved.

"An objective set of criteria will be used to assess and evaluate project proposals. Major road construction, buildings and parks projects will be evaluated using a weighted matrix of the following criteria. The weighting of these criteria will be set with guidance from the UG Board of Commissioners and Planning Commission. Although specific criteria may be updated from time to time, the following concepts are core principles to be considered in the development of such criteria:" - UG's CMIP Policy, 11 Feb 2021

1. **Long-Term Forecasts** - Long-term forecasts should be prepared to better understand resources available for capital spending and to assess operational impacts and eventual maintenance replacement costs.

2. **Revenue Generation or Economic Development Advantages** – Projects should be given priority that demonstrate the potential to have a positive return on investment, either through expected increases in assessed valuation or other economic values that could generate future additional revenues.

3. **Impact on Other Projects** - Projects should not be considered in isolation. One project's impact on others should be recognized and costs shared between projects where appropriate. Project coordination will be properly sequenced both internally and alongside external stakeholders operating in Wyandotte County/Kansas City, Ks.

4. **Allow for Funding of Preliminary Activities** - For some projects it may be wise to fund only preliminary engineering and planning before committing to funding the whole project. However, even these expenditures can be considerable. Therefore, these preliminary engineering/planning should also be evaluated, analyzed and prioritized appropriately.

5. **Full Lifecycle Costing** - Cost analysis of a proposed project should encompass the entire life of the asset, from planning and acquisition to disposal.

6. **Predictable Project Timing and Scope** - Schedule and scope estimates should be practical and achievable within the requested resources, including financial and human.

7. **Population Served** – An estimate of the population that would directly benefit from a project should be considered in the prioritization of project selection.

8. **Capacity Needs** – Using volumetric data, traffic counts, or daily visitors to value the current and future needs of systems to prioritize projects that improve the overall function of network assets.

9. **Community Sites** – The social impact of projects near community locations should be considered in project selection.

10. **Commerce** – Projects that enhance the economic viability of future and existing commercial corridors should be considered during project selection.

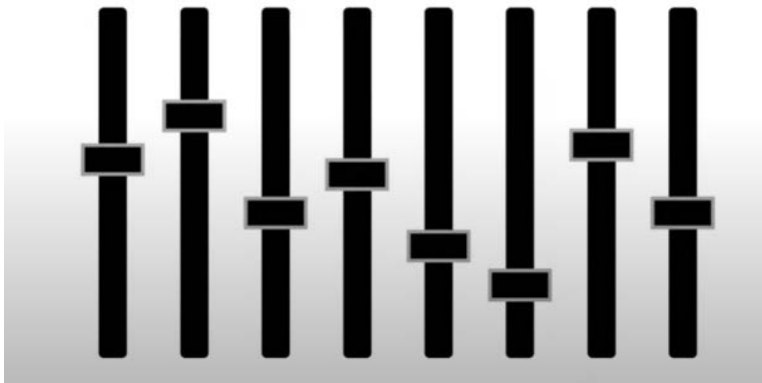
11. **Master Plans** – UG master plans for zoning, transportation, trails, parks, bus routes and bike lanes should be considered in project selection.

12. **Safety** – The safety of the public interacting with UG infrastructure should be considered in project selection.

13. **Infrastructure Condition** – A combination of condition ratings, consequence of failure analysis, and likelihood of failure estimates should be considered in project selection.

So, I'll just kind of breeze through these. Some of it's ROIs, some of it's population served, capacity needs, community sites, commerce, master plan, safety, and the conditions.

Weights



So, kind of think about it like mixing for it and you're saying I want to hear more of this or more of that. You, as commissioners, are sitting at the controls. You drive the system, you set the weights and the weights create the outcome and produce how we rank order the capital criteria needs. We don't have enough money to do all the projects that the community needs and deserves. With a limited budget, we have to be very strategic about where we spend our money. We want to have the largest amount of impact according to the priorities that you set forth in this weighting system.

Current Weights for CMIP Project Scoring

Capital Criteria	Weight %
Costs: Future O&M	14
ROI (Return-on-Investment)	13
Infrastructure Condition*	12
Population Served*	10
Safety*	9
Community Sites*	8
Capacity Needs*	8
Master Plans*	8
Coordination: Internal/External Stakeholders	6
Commerce*	6
Predictable Project Timing and Scope	6

So, right now, this is where the weights are set. I'll pause here for a little minute, but we can come back to this during discussion.

Engagement Process

Weights and Criteria - Initial Design

2019 Public Works Standing Committee

2019 Planning & Zoning Commission

2019 December - Special Session on Capital Criteria

2020 Public Works Standing Committee

2020 Planning and Zoning Commission

Communicating the CMIP Process - Peer Engagement

2021 Esri User Conference

A little bit about our engagement process. In the initial process, we engaged Public Works Standing Committee in 2019. We engaged the Planning and Zoning Commission in 2019. We held a special session with the full commission in 2019 December, and then we continued on in 2020 to this Public Works Standing Committee and Planning Commission.

2021 American Public Works Association PWX Conference

2021 Infrastructure Management Geographic Information Systems Conference

Biennial Update to Weights and Criteria

We also took this on a road show and we informed others outside of our organization to get input and feedback from them on the value they saw in this process. We got some quality feedback and approval from our peers nationally.

2022 Planning and Zoning Commission - Criteria & Weights (14 Feb 2022)

2022 Public Works Standing Committee - Criteria & Weights (28 Feb 2022)

2022 Planning and Zoning Commission - 5 Year CMIP

2022 UG Board of Commissioners - 5 Year CMIP

Right now, we're in the process of this meeting. We recently went to the Planning and Zoning Commission for the same criteria and weights conversation, and we're here tonight to hold that same conversation with the Public Works Standing Committee. We'll be returning back with however we set those weights. If we're okay with them, we'll just continue on and compute the projects that are in this queue. If we change them a little bit, then we'll come back, or we will be coming back regardless of either outcome. But, we'll be going to Planning and Zoning Commission with that CMIP 5-year outlook and then we'll bring it back to the commission here.

Survey Design - 2019-2020

WEIGHING CAPITAL CRITERIA

Capital Criteria is used to help the Unified Government assess and evaluate projects. Major road construction, buildings, and parks projects will be evaluated using the weighted matrix listed below.

With the definition of each criterion in mind, consider the Capital Criteria table below. How would you rate each criterion? Do you believe a particular criterion is more important than another? Are some of the criterion equal? Based on your understanding of the criteria, and their importance to you, assign a numerical value between 0 and 100 to criterion in the table below. Please keep in mind that the total combined weight must be equal to 100%.

Capital Criteria - EXAMPLE	Weight %
Costs: Design, O&M, Full Lifecycle	35
ROI (Return-on-Investment)	20
Infrastructure Condition*	20
Safety*	5
Capacity Needs*	5
Population Served*	30
Coordination: Internal/External Stakeholders	2
Connectivity*	2
Community Impact*	3
Master Plan*	30
Predictable Project Timing and Scope	3
Total (Must = 100%)	

Capital Criteria	Weight %
Costs: Design, O&M, Full Lifecycle	
ROI (Return-on-Investment)	
Infrastructure Condition*	
Safety*	
Capacity Needs*	
Population Served*	
Coordination: Internal/External Stakeholders	
Commerce*	
Community Sites*	
Master Plans*	
Predictable Project Timing and Scope	

So, just a little review of how we computed those criteria to begin with. We sent out a survey to you all, to the Public Works Standing Committee, and you helped design this system with us. You're responsible for setting those weights. So, I'll go back up to the weights and I would be happy to entertain a discussion about them.

Chairman Bynum said right now the work in front of us is to determine are we going to keep this basic weighting scale or is this committee and then further the Planning and Zoning Commission and full commission going to maybe have some different thoughts two years later on the way that we weight our CMIP project scoring. I will say that I still think cost has to sit at the top. I mean, I still like number one and two as one and two, although as our infrastructure continue to age, number three really, really plays a big role. I mean, you already know there are places where we have a road that's closed, for example. It would be really, really nice to get it repaired and reopened.

Commissioner Markley said the only thing that I feel like we have sort of had, and I think we've had this discussion before I think Public Works and I, is how are we incorporating future projects into the rating and does that fall into one of these categories? We specifically, I think, had the discussion about the Douglas Avenue situation because we're putting a fire station there. We know we're putting a fire station there. Does the scoring incorporate the fact that we know there's going to be a future traffic issue even though it's not there yet?

Mr. Anderson said that's a great question. The clearer our capital outlay picture becomes, the easier it is for us to stack projects.



I'll go ahead and jump out to something else that I wanted to share. Inside Public Works, we have the 5-year CMIP mapped out, and we have a little bit greater detail of that. This is really just stuff that's actually outlaid in the budget where we also have unfunded needs based on infrastructure conditions that informs a different process of capital coordination between ourselves, at the Unified Government, and with other actors that operate in the right-of-way such as BPU or any of the utilities.

That's kind of the real goal is to head toward this long-term vision. The closer we get to understanding what other projects are in the pipeline, especially if a major facility like a fire station or a school that's going to increase traffic demand, that's going to change how these projects would score because we would see an increase in average annual daily traffic so that would be how that process could potentially score higher. We could create a modeled scenario that is like a scoring data that's based off this. We anticipate we're going to see an increase of 10,000 cars daily on this road, so how does that change how a project scores?

Or if there's something like we've done this for other projects like bridges being out. What is the anticipated loss in traffic or how does it get diverted? So, it is something that we would

consider saying like the project that we've engaged with you, Troy and myself—Troy Shaw, the Public Works Engineer—we could include that in a B set of data to say this is how this project would score after this change, this delta in the daily traffic.

Commissioner Markley said I know that isn't necessarily a weighting question. I will say I'm fine with the weighting. I don't know that I have any concerns with how the weighting is set up. That's more of a scoring question. But I feel like not just in the Douglas situation, but in other situations that is one thing that we probably need to look at because we're always kind of behind the curve anyway because our conditions are not good to begin with. But, when we know we have a project coming up, it would be great to think about is there a way that makes it cheaper for us to do this all at one, or is there a way that it makes sense for us to do projects in conjunction when we know there's going to be a change in the traffic or a change in the road usage. I know you guys are working toward that. We're a lot closer to that sort of synthesis than we've ever been in the past, which I appreciate.

I appreciate just this entire process. It's a huge improvement over my early days in the Commission when there was not even a spreadsheet of the unfunded projects that we didn't even know what was out there. So, this is a huge improvement and I really appreciate it. I look forward to a time when we can get to a place where we can maybe be ahead of the eight ball on some of those projects where we know there's going to be a change rather than waiting for the traffic to get bad where we could jump in front of it. So, that's, like I said, the only recurring theme I think I see as we're looking at scores is well, what about this big thing that's coming.

Commissioner Ramirez said my comments kind of connect with Commissioner Markley's, but more so pertaining to our master plans. I'm of the opinion that master plans should be a little higher in the list. Not saying to the top because I agree with Commissioner Bynum that cost ROI and infrastructure conditions should be right where they are, but my comment goes in hand with Commissioner Markley's. We have our master plans and those take time to develop and to be creative. But then, once it's done, it also takes time to get those master plans in action and projects and stuff like that happen over years. When we create something out that's from the master plan, we need to have in mind the infrastructure and going forward from that the O&M of that certain infrastructure.

I'm trying to think of Armourdale, we just did the Armourdale Master Plan and they want to change the zoning here and create more here. Well, what effect is that going to have on our infrastructure in that area? It's just my opinion that I think master plans should be a little bit higher because it will have an effect in the future on our O&M. Other than that, I'm okay with the current weighting. I think it's good. It's worked so far. Our Public Works Department has to do a huge job with so little. So, I thank you for all that you do and everything that you try your hardest to do. I think the master plans, to me, is the only one that I'd like to see a little bit higher, but other than that, everything looks great.

Mr. Anderson said I appreciate the comment on master plans. I'll make a note of my favorite ops, well, it's not a favorite observation. The lowest average life expectancy census tract in our community is less than 60. At the rate that we currently fund Public Works projects, the average citizen in that district will see a project once in a lifetime.

Troy Shaw, County Engineer, said, Commissioner Ramirez, I just wanted to note thank you for bringing up that with the master plan and you'll see a little bit later and I'll reference what Robbie did here when I talk about the MARC Green application. The master plans are one factor and we worked with Gunnar Hand, Planning Director, to make sure that those are noted when we start looking at projects and for you guys to see when selecting what projects we want to submit for grant. So I appreciate that comment, thank you.

Mr. Fisher said I just wanted to suggest that if there's other commissioners that share that interest with Commissioner Ramirez in adjusting master plans up, then we can certainly do that.

Chairman Bynum said well, I was looking one, two, three, four, five. It's sitting tied, if you will, in sixth place. I do agree with its importance. I'm not sure what I would bump to move it upward. Moving it upward moves something else downward, so I don't know.

Commissioner Markley said, Commissioner Bynum, your head was right where mine was as I was looking at it and thought at first, I was like oh, I might flip it with community sites, but then I realized they have the same value. So, unless we're going to downgrade something above it, which

I don't necessarily think that I would be in favor of, I don't know where. I don't know what that change would look like. My only other thought was there's nothing that's a seven so, do we create a seven category? Do we create a seven weight and put two things at the seven and master plan at the eight so like capacity needs and community sites could become sevens or capacity needs could stay at eight too? It could be a master plan and capacity needs at eight and community site at seven and we'd create a different score there. Does that make sense? Am I making any sense?

Chairman Bynum said well, it makes sense to me but what I'm wondering is the scoring weight percentages, I think, were based on the surveying that was done in 2019 and 2020, if I'm not mistaken. I need staff to tell us that. **Mr. Anderson** said that's correct.

Chairman Bynum said but, I guess we can reiterate that we agree that the master plans certainly hold importance. I mean, we absolutely don't want to neglect them.

Commissioner Markley said I was going to say I don't know how hard it is to alter the system and then alter it back, but, I mean, one point of curiosity might be to try that and then see what difference it makes. You know what I'm saying? I don't know; just a thought.

Chairman Bynum said I have two questions. One question and one comment, I guess. My question is, for example, with Commissioner Markley's Douglas Avenue example and the new fire station. Do we, in Public Works, have the—and probably combined with maybe urban planning, I'm not sure—have the ability to measure what an impact on traffic or busyness of the road or impact of the road would be once the new fire station is in place? In other words, is it just a foregone conclusion that a new fire station brings more traffic, or do you all have a way to know that?

Mr. Anderson said we do have access to some vendors that produce traffic counts based on cell phone data and that information can be used to model scenarios. We might be able to take existing fire stations and ask the question, what's it like when one goes away? What is it like when a new one comes on? Troy might be able to speak more specifically to some of that.

Chairman Bynum said I'm assuming we know that a big heavy fire truck is going to drive on it maybe more often than it used to.

Mr. Shaw said one thing we do with every development, including fire stations, is they all go through the planning process. With any development, we require a traffic study. Some of those, if they're very simple or as much as a letter saying it doesn't impact traffic, but when you get the bigger ones, there's a multi-phase traffic study that has to be done. We'll get information from that saying what the increase of traffic will be and if it's for, let's say, a facility like Amazon or something, we're going to ask how many trucks that's going to generate and different things like that. So, with the developments, we do know. Part of the reason for that is to require the development to make improvements to our system to handle their development so we don't get stuck with it later in a position where we have to go and do something for a private development. So, short answer to your question is, yes, we do get that information and we could take that and add that data we get from that traffic study to our current data for an individual site. It would be—Robbie can correct me—but I'm guessing it would be a large workload to take that and do that for everything that comes across our desk traffic related just because you would have to rescore every single project every time something changed. But, for an individual question or project, yes, we could do that.

Chairman Bynum said we could get to it at least. Thank you very much. So, my second question/comment is I'm not sure how much it pertains to your specific topic now, but I'm going to put it in front of you. Again, for example, the CMIP map that Rob has created that anyone can look at on the website, there is a ton of data available to us and the public regarding Public Works and infrastructure. As the Commission moves toward our budgeting process and the CMIP and the 5-year document, is there currently now, and if not, is there a way to integrate the grant funding that's being either applied to a project or pursued? For example, we have these MARC grants coming up later in the agenda. So, as we weight a project, it seems to me that if we've got multi-millions of dollars of possible federal funding being applied, as it is on the Leavenworth Road reconstruction, that it would be helpful for us to access that information as well. So, whoever wants to speak to that.

Mr. Anderson said I was just going to say that Jeff Fisher was kind enough to incorporate this process. Troy, myself, and others have been working diligently to include some of these grant projects into the scoring system, and Troy will be speaking to it again later this evening. With all requested projects, regardless of their origin, they get mapped and they get put here. This is a transparent location. It is a catch-all for all requested projects. I invite anyone and everyone to submit their own project on the same website.

Mr. Shaw said I'll add to that, Robbie, and actually that—what Robbie's talking about there, the request a project, that's how I get projects into this system too. So, if I'm talking to someone, public, and someone asks about it and I'm like I say yeah, we can get that into our system. I'll come in and just enter it on the computer. So, this is the same thing that anybody from the public can use

And, to your point, yes, the projects we're trying to get them in here. It's a work in progress. It's the first time we've used this system for this so there'll be a learning curve. So, that's the hope. However, one thing you won't see is the federal dollars available I don't think on here because when these projects are scored, we don't know what federal dollars are available when we originally run the scoring. What you'll see we did for the MARC Project coming up is Robbie scored them, all again, with the UG's matching portion of whatever the MARC Grant would be, which is how we get our deal out. Sorry to steal Robbie's thunder and interrupt what I'm going to talk about later, but they really work together a lot so what we can look at that in a little bit too.

Commissioner Ramirez said I just have one quick question. I was just curious. How much, if any, community members actually request a project? I'm just curious about the number if there's any. **Mr. Anderson** said there have been some, but part of the reason I'm promoting it is because I'd love to see more.

Commissioner Ramirez said I think that's great because I know we, as commissioners, we get a lot of people wanting different things done to the infrastructure around the community. I think having a centralized place where you can go here, request it, staff will look into it, weight it, score it as best as we can, and then we'll see what can be done. I will definitely broadcast this and market and tell constituents who have issues. If there's a project you want, please go here and our

Public Works staff will take care of it. They'll not take care of it, they will look into it and see what can be done and, however. So, I think this is a great tool and I'm definitely going to let people know that it's there.

Chairman Bynum said I appreciate that, Commissioner Ramirez. At a minimum, we know that if a project is submitted, it gets put through the criteria and added. So, I think that's very fair. I like that process.

Mr. Fisher, do you believe you have the feedback you're looking for tonight, and will you be back to us or will you go next to the full commission?

Mr. Fisher said I believe we do have the feedback we need. It's been excellent feedback. This is exactly what we were hoping for. Robbie, we come back before the full commission later in the CMIP process.

Chairman Bynum said that's what I thought I saw.

Mr. Anderson said March 14th we will be presenting again once we get the weights set. We'll take that giant list of unfunded projects and we'll compute their rank order scores and present them to the Planning and Zoning Commission along with Gunnar Hand.

Chairman Bynum said excellent! Thank you all so very much. I know you're sticking around because we've got more items. This particular item was for information only. Before I move on, Madam Clerk, did we receive any comments from the public or do you see any desire from the public attending to speak?

Ms. Kimble said we have received no inquiries from the public and there is no one in the lobby.

Action: **For information only.**

Item No. 3 – 211351...RESOLUTION: PURCHASE OF ZOLL X SERIES MANUAL MONITOR/DEFIBRILLATORS

Synopsis: This is a resolution for the approval of the purchase of twenty-one (21) defibrillators, twenty-one (21) reusable sensors, and thirty-three (33) case review subscriptions over four years for a total of \$651,289.44, submitted by Jon Khalil, Assistant Counsel.

Chief Mark Heath, EMS, said we've spoken to you before on this. What we're looking to do is to replace 21 monitors, which are our main defibrillator monitors on both fire trucks and ambulances. The ones we're replacing are eight years old. We're actually about a year out from when they should have been done; trying to stretch our budget. We do half of these every four to five years. So, these 21 will replace 21 now. We'll have an additional group in another four years. So, try to gap things out. Mr. Khalil can get you the legal side of this, but it's a lease purchase. They're actually not charging us any interest on this. It just allows us to plan capital budget out, so we're not loaded out with all one year making a solid purchase.

Jon Khalil, Assistant Counsel, said like Chief Heath said this is a lease purchase agreement, which means that the statute requires there be Commission action on the lease purchase. The total price of the equipment is \$651,289.44 and that's spread out over five payments over the next four years.

Chairman Bynum said my only remaining question, is Chief Heath, are these on our rigs or where are they located?

Chief Heath said the cycle right now, most of them will end up on ambulances. One or two will end up in training and then a few will go into the fire trucks. Like I said, we own 41 total. This will get half of them replaced. The oldest one out there is actually from 2013, and we need to get that one off. The rest are from 2015, and we'll get all those traded out, so half of the fleet.

Chairman Bynum asked, any questions from the committee?

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

Chairman Bynum asked, Clerk, any comments from the public? **Ms. Kimble** said no comments from the public.

Chairman Bynum said we do have a motion and a second on this very important safety item. Roll call please.

Ms. Sparks said, Commission Bynum, we do have a hand raised online.

LaVert Murray, Economic Development Advisor & Business Liaison, said I had my hand up on the last agenda item, not this one.

Chairman Bynum said well, I'm so sorry. How about you let us vote and then we'll circle around to you before we move to the next item. I would like to hear from you.

Roll call was taken and there were six "Ayes," Groneman, Kane, Markley, Johnson, Ramirez, Bynum.

Chairman Bynum said I would like to, as a point of executive privilege as the Chair of the committee, circle back and hear from Mr. LaVert Murray on our CMIP item, because I think that it's important to hear what you might have to say, sir.

Mr. Murray said forgive me. I may have missed it. I did not see the Central Avenue Bridge as a project listed, number one, nor did I see—and I know that we were told as it relates to some federal funding coming down the pike that the Jack Reardon Convention Center wouldn't qualify for a particular pool, but there could be other federal funding that it may qualify for. If not, we need to review other funding sources to improve the Reardon Convention Center. So, those two items, the Reardon and the Central Avenue Bridge. And, of course, as you know, we've been talking with federal officials about obtaining funding to repair or replace the Central Avenue Bridge, and we're feeling fairly positive about it.

Chairman Bynum said thank you, sir. I will say that I believe what we learned in the last week or so was that its ARPA money that isn't going to be usable for Reardon. Jeff Fisher has his hand up probably to speak on the Central Avenue Bridge.

Jeff Fisher, Executive Director of Public Works, said if I'm hearing you right, Mr. Murray, we were speaking to the last presentation that Robbie Anderson made about the CMIP scoring process that didn't have a list of projects in there. It was just a discussion about the system that the UG is using to identify capital investments.

Mr. Murray said I thought I saw a listing of projects and that's why I developed a concern.

Chairman Bynum said I think you are a little ahead because there is a list and it's a big one. Then there's a list that we're going to see on the blue sheet item with the MARC grants and there is a lengthy list there. When I looked at it earlier, I didn't see Central Avenue there either. Just hang with us and we'll come back around to that.

Mr. Murray said, great, thank you.

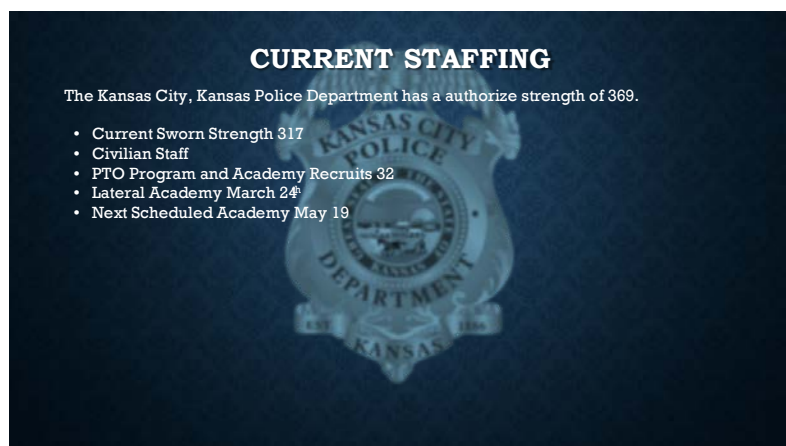
Chairman Bynum said okay, that takes us to Item 4.

Item No. 4 – 211360...UPDATE: POLICE DEPARTMENT

Synopsis: Departmental update on Police Department, submitted by Karl Oakman, Chief of Police.



Karl Oakman, Police Chief, said what I'm going to do is go through kind of the Police Department, a quick overview and then talk about a few initiatives I put in place and then what we're doing in 2022.

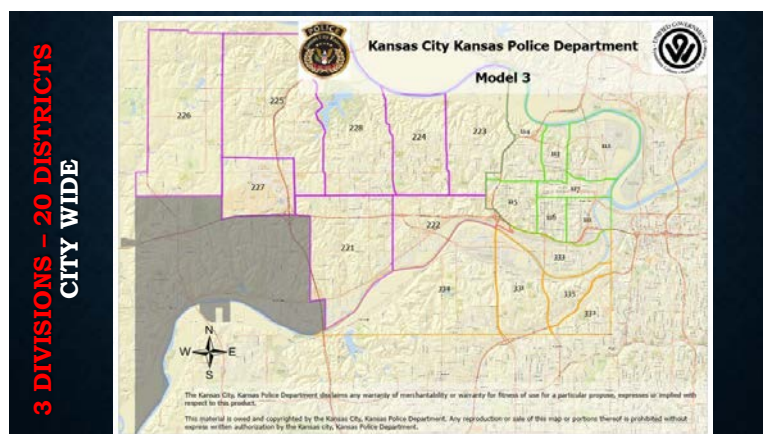


So, starting off on our current staffing. We have a strength of 369. Currently, our sworn strength is 317. Obviously, you can see that we're down several positions. Our civilian staff, we have 98, and then there is some good news on that. If you look, the PTO Program and Academy Recruits, the PTOs are those officers who had graduated the academy and are now in the field training process. We have 8 of those and then the other 24 is in the academy. So, we got help on the way which is good news. Then we're doing a lateral academy March 24th. We're looking at hiring three lateral officers there. The next scheduled academy is for May 19th. Hopefully, we can get our numbers where we need to be.

Back on staffing, real quick. One thing that we have to always pay attention to is the events that are going around the world with the Russian and Ukraine conflict, because we do have a significant number of members who are in the reserves, whether it's National Guard, Army, Air Force, Marines or Navy. We have 19 officers. So, we have to always plan for that in the unfortunate case that those 19 officers get called up.



This is an overview of the new organizational chart. As you can see under operations, we have our three patrol divisions: East Patrol and then West Patrol and South Patrol, so that change has been made as well as on Investigations. We've moved our Narcotics Unit, our TFOs, which are Task Force Officers who worked with several different federal agencies, over into Investigations which is where they should have been aligned because they work hand-in-hand with Investigations.



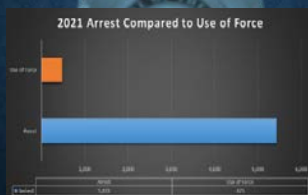
This is the new map with the three divisions. As you can see, we went from 19 individual patrol districts to 20, adding a patrol district in West Patrol because of the population growth and the demand on calls for service.



Calls for service. There was a total of 148,400 calls Kansas City, Kansas, handled in 2021. This is significant. And 3.7% of those calls resulted in arrests totaling 5,433 arrests. You can see that—I mean, this is something that I really want to stress to the public. The majority of our interactions do not result in arrests.

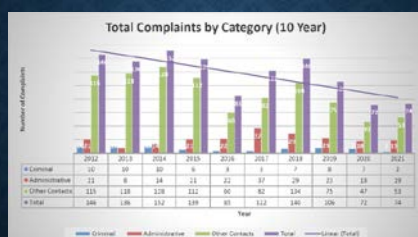
2021 ARREST COMPARED TO USE OF FORCE

- Of the 5,433 arrests, 473 required Use of Force. That is 0.32% of calls for service ending in a Use of Force
- 91.3 % of our department arrests did not require a Use of Force in 2021



This goes hand-in-hand with our use of force. Of the 5,433 arrests, 473 required use of force. That's 0.32% of calls for service resulted in a use of force, and 91.3% of our department arrests did not require any use of force in 2021.

TOTAL COMPLAINTS BY CATEGORY (10YEAR)



In 2021 there were 148,400 incidents (calls for service) involving KCKPD Personnel. Using that figure comparing it to the total number of complaints, there was (1) complaint made for every 2,005 incidents.

Total complaints by category. As you can see, and this is something that I'm working on changing because our other contact category is mainly your citizen complaint where either through contacting Internal Affairs or contacting the division stations or coming into headquarters and making a complaint based on their interaction with an officer. So, we're going to kind of clean that up to where you can understand because the other contacts are usually citizen complaints, but citizen complaints can go into a criminal complaint or administrative complaint just depending on the situation. So, administrative is more internal complaints. If an officer reported another officer who was involved in misconduct, that would be an administrative complaint. Depending on the nature of the conduct, it could rise to be a criminal investigation. We had two criminal investigations in 2021.

OTHER CONTACT DISPOSITIONS 2021

Disposition	Count	% of Total
Inactive/Open	2	4%
Exonerated	22	42%
Not Sustained	12	23%
Sustained	5	10%
Unfounded	11	21%

This is a breakdown of those complaints. Inactive are open inactive. We have two exonerated and sometimes the public gets confused between exonerated and not sustained. Exonerated means basically it didn't happen or it was within policy or within the law and the public just didn't understand that there wasn't a violation. And then not sustained doesn't necessarily mean they were exonerated; it was just hard to determine if, in fact, it happened.

One thing that I want to say to the public that oftentimes when you make a complaint, please tell the truth because so many times you may have a legitimate complaint and then add more to it and not tell the truth, which then taints the complaint as a whole. What I always say is just tell the truth what happened so that we can thoroughly investigate that complaint and there won't be issues around credibility with the surface. So just make sure you be honest and tell the truth exactly what happened. Oftentimes that kind of muddies the water with complaints.

Then sustained is, in fact, there was a violation of policy based on that interaction. And then unfounded oftentimes they may just not want to follow up or what we've found a lot of times is that on a lot of the unfounded complaints, they make the complaint and then we have them come down and watch the body cam and then you see it didn't happen on the body cam. So, it's either they didn't follow-up or our body cam showed something totally different.

Commissioner Markley asked, can I just confirm? When you say they didn't follow-up, you mean the person who made the complaint didn't follow up? Just to be clear.

Chief Oakman said yes. We would actually constantly try to contact them to get information and they just decided either they didn't want to follow through with it or they just refused to answer our calls. We get that quite often.



Violent crime. As you can see, the orange is 2020 and the blue is 2021. We are trending in the right direction. As you can see, we were down seven homicides from last year. This year, we had some uncharacteristic-type homicides that were quite unique. We had several where there were more than one victim, but, like I said, it looks like we're trending in the right direction, and I'll talk about later some things that we've done. This is what's important when you look at ag battery and shooting into dwellings and autos. As you could see they were down and that's when individuals are shooting, doing drive-bys on houses or vehicles.

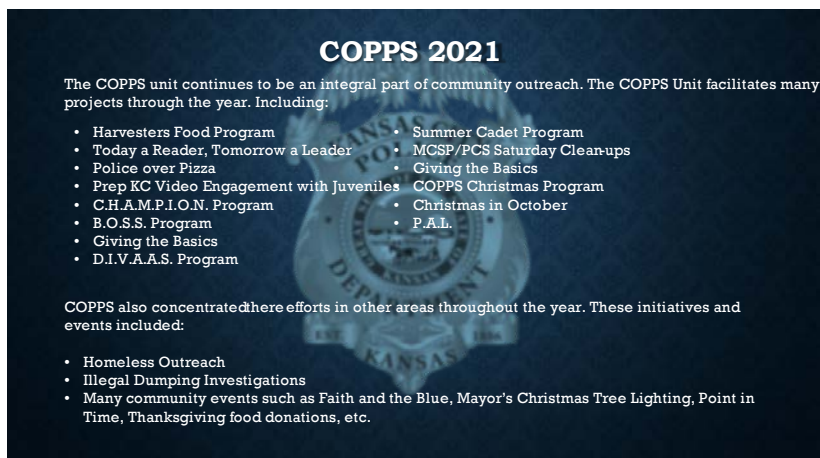
Now one of the changes with the ag assault, as you see, we had an increase, but we changed the way we reported in 2021 along the domestic violence. In the past, such as choking, would be considered—it wouldn't be considered an aggravated assault, but that has changed. So, most of the increases are due to the change in reporting, DV-related assaults. You can see our burglaries and thefts are down also.

2020 - 2021 Annual Comparison			2021 Compared to 2020	
Offense	2020	2021	(+/-)	% Diff
Homicide	58	51	-7	-12%
Rape	94	106	12	13%
Agg Battery	366	491	125	34%
Non-Fatal Shootings	122	99	-23	-19%
Agg Assault	572	689	117	20%
Shooting Into Dwelling/Auto	342	265	-77	-23%
Robbery	191	188	-3	-2%
TOTAL VIOLENT	1,623	1,790	167	10%
Burglary	1,910	1,959	49	3%
Theft	5,065	5,248	183	4%
TOTAL PROPERTY	6,975	7,207	232	3%
TOTAL TARGET CRIMES	8,598	8,997	399	5%
TOTAL OTHER PERSONS	2,925	3,229	304	10%
TOTAL OTHER PROPERTY	3,861	3,981	120	3%
TOTAL SOCIETY	1,119	1,221	102	9%
TOTAL NON TARGET CRIMES	9,503	10,123	620	7%
TOTAL CRIMES	18,101	19,120	1,019	6%

In 2021 we saw a decrease in Homicide, Non-Fatal Shooting, Shootings in Dwelling and Auto and Robberies.

Part of why our Agg Assault and Agg Battery increased in 2021, is due to changes in how we report our numbers.

Here's a comparison. As I mentioned about the ag battery and ag assaults, that's around the reporting in DV. As you can see, robberies are slightly down as well, as I mentioned, shooting in dwellings and homicides.



These are the programs that COPPS were involved in in 2021. Some not as much due to COVID, but we're starting to see a change and more engagement in those avenues and those different programs. COPPS, on average, attended about 10 community meetings a week on average in 2021. Then there's some other efforts that we concentrate on, that COPPS: homeless outreach, illegal dumping and then the big Faith and the Blue we had this year as well as the Mayor's Christmas tree lighting and Thanksgiving food donations. We also spent a day with secret Santa handing out gifts to members of our community. We went through the entire KCK and that was one of the best times of the year. We helped a lot of families that were really in need and were not expecting help.



This is just some of the events that I've mentioned with the trunk or treat, the illegal dumping, which I'll talk about it on the next slide.

ILLEGAL DUMPING

- The Kansas City Kansas Police Department was part of the 2021 SOAR Initiative regarding Illegal Dumping.
- In 2021 Community there have been fifty (50) arrests, thirty four (34) convictions in municipal court and twenty two (22) bench warrants issued. There are also sixty (60) active investigations.




As you can see with the illegal dumping, some of the results of their efforts where we had 50 arrests and 34 convictions in Municipal Court, 22 bench warrants. They're still active investigations. We're down five in Community Policing and, hopefully, as we get our numbers up, we can fill those spots so they can continue to help work on the blight and improve the quality of life in the community.

HOMELESS OUTREACH/CITY ID

- The homeless outreach team has identified 669 unhoused individuals residing in Wyandotte County.
- Officers will assist with finding housing and continue to partner with resources within the community to provide support.
- The City ID was created which assists individuals by providing a city identification card. Officers verify the identity of the applicant and issue the City ID. Once the City ID has been issued this then allows the person to obtain a State Kansas ID, open a bank account, receive medical services and other resources.
- 185 has received the City ID and 26 have been able to obtain their Kansas State ID.

Homeless outreach, which this is just more about the ID program that once I got here, I approved and implemented. This is separate from the Safe and Welcoming. This is a Kansas City, Kansas Police Department program that allows individuals to be on track to get a state ID. It's allowed them to, as it says, open up bank accounts, receive medical services, and other resources. So far, we've issued 185 and 26 of those have been able to get their Kansas state ID.

SWORN IN AS CHIEF ON JUNE 14, 2022

- Violent Crime
- Community mistrust based on historical perceptions
- Limited internal creativity and innovation based on an autocratic leadership culture.
- Need for improved facilities and technology infrastructure
- Community visibility of police command
- Internal employee value and community transparency

So, as you know, I was sworn in as Chief on June 14, 2021. From talking to community members of the department at every level, these were some of the things that I had to address kind of immediately. One was violent crime, as you know. Community mistrust based on historical perceptions, and we all know what that's about. Then this is one that I really got from every level of the department, the limited internal creativity and innovation based on an autocratic leadership culture. What I took from that is that there were a lot of employees that had great ideas, but for some reason, they didn't feel comfortable that they could speak up and be able to share those ideas. So, I established the culture that they can speak up. Their input was welcomed, and it just created that internal employee value which results in community transparency. So constantly we get great ideas, and these are coming from the men and women that are out there in patrol and they're just able to be more creative and more innovative. In the future, we're going to see the results of that with even more programs on the Police Department.

Then some of the challenges was the need for improved facilities and technology infrastructure, which we're working through that. Another was community visibility of police command and I'll say this real quick. One thing when I look at promoting captains and above, well it would be majors and above, is one, your performance, two: how do you engage with the community, how do you engage internally and then attitude. So those are the four criteria that I think are important when you talk about command and leadership.

INITIATIVES SINCE JUNE 2021

Increased moral by creating a positive work environment by allowing employee input and suggestions.

- Created a Hispanic Community Liaison Officer.
- Approved and Implemented the KCKPD ID project.
- Collaborated with PAL to start a driver's education program.
- Implemented a Homicide Cold Case Squad.
- New community slogan.
- New patrol vehicle decals
- Violent Crime Review Process (Shoot Review).
- Assigned a detective to the DEA Tactical Diversion Squad targeting Fentanyl pills.
- Trained Community Policing and Gang Unit in Risk for Retaliation.
- Increased the use of NIBIN working on dedicated technician for KCKPD.
- Restructured patrol districts based calls for service data to increase patrol visibility and efficiency.

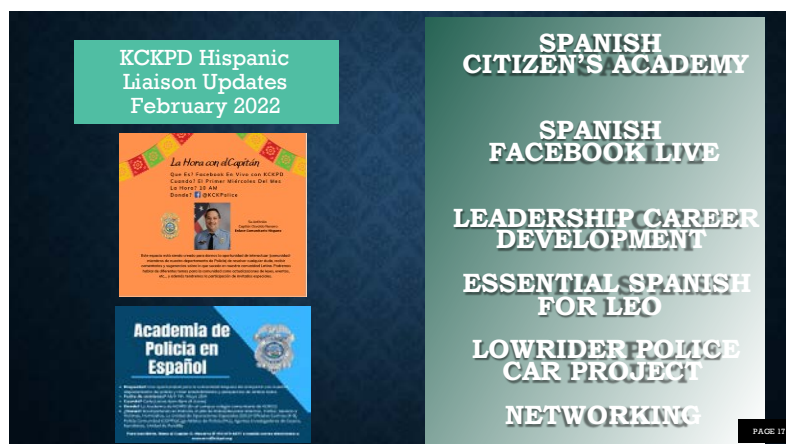
I'll run through these pretty quick. Increase morale by creating a positive work environment. As I mentioned, by allowing employee input and suggestions. Other things that we've put in place: create the Hispanic Community Liaison; approved and implemented the ID project; collaborated with PAL to start a driver's education program; implemented the Homicide Cold Case Squad that was implemented in January; new community slogan, which I'll talk about real quick on the next slide; new patrol vehicle decals, violent crime review process, which this is a really good program (shoot review) where we get all of the police departments in the metro together as well as our federal partners, prosecutors probation, and parole to help us address violent crime as well as making sure that our investigations are thoroughly vetted and that we're putting the right person in jail.

The other is assigned detective to the DEA Tactical Division Squad targeting fentanyl pills. This is important because we've seen a huge increase in overdoses and deaths. In 2020, we had 47 overdoses and 10 deaths. In 2021, we had 110 overdoses and 17 deaths. So the DEA is doing an overall global approach to addressing that.

Then trained community policing and gang unit at risk for retaliation. That's where we identify victims and witnesses and family members and friends that may be planning to retaliate against an individual who shot or injured their friend or family member. So, we try to intervene, so we don't continue the cycle of violence.

Increase the use of NIBIN, and we're working on getting a dedicated technician for KCKPD. I'm going to explain this real quick. What NIBIN is, is how we compare shell casings. So, if a gun was used in another crime, we could link the shell casings to other crimes around the metro. KCK recovers more shell casings than any other department in Kansas, other than Wichita. So, it was mind-boggling to me why we didn't have our own NIBIN machine and dedicated

technician. That's something I'm working on and hopefully this year we'll be able to get that technician and NIBIN machine through the ATF. Restructured patrol districts based on calls for service, data to increase patrol visibility and efficiency.



This is just some of the things that the Hispanic Liaison has been up to. Spanish Citizens Academy will have those dates. I'll give those to you here in a few minutes. Spanish Facebook Live, leadership career development and then official Spanish for LEO's. We're looking at training all of our officers in essential Spanish here starting in April. Networking. Actually we've used a Hispanic Liaison on several homicides to bridge that cultural gap. He's bilingual and he's been able to actually get information as well as help the family through the process.



This is the new community slogan. It's KCKPD Building Community T.I.E.S. That's Transparency, Integrity, Engagement, and Safety. As you notice, we've changed our logos with help from Jeff Miles' shop. The one on the right is the new logo and we're moving away from the

black and white. There are several reasons for that, including the number one reason which is cost, but also I think the community wants to see a fresh image of KCKPD. This is another example where we have four options and we let the men and women of the department choose the option that they would want to see on the patrol cars.

This is Midtown which is now East Patrol. We changed the signage because as I constantly drove on I-635 at night and I looked over, I couldn't tell what that was. Often times we have people on that highway that may be in need of police services, road rage situations, anything they need to know where they can find the police station. If any of you have been on I-635, now you can actually see that sign saying KCKPD.



Let me speed up here. This is just going through why we did the three patrol divisions. The big thing is span of control, more supervision, more captains, and because one of the things when we've talked about George Floyd and that situation, one of the things that most people don't realize is there wasn't a supervisor at the scene. So, we want to make sure that we have a great span of control where supervisors are readily available, monitoring, and just participating and making sure that unfortunate incidents don't happen because of lack of supervision.

ADVANTAGES OF THREE PATROL DIVISIONS

- **Number of districts increases by 1 City Wide.**
- Increased supervision and resources for the Officers.
 - Each division / station has a Major assigned.
 - 24 hour Captain coverage in the City.
 - 1 additional Sergeant on each day and afternoon shift.
 - Overall better Officer to Supervisor ratio.
- Relief coverage is better situated within each station.
- Impact of community engagement
- Increases efficiency in dispatch with the need for only 3 ahrs instead of 4. Will also reduce the need to combine ahrs, which causes confusion, delays training, and impacts officer safety.
- Working conditions in Communications and field operations will improve and will boost officer and dispatcher morale.

Then, as I mentioned, an increase by one, an overall supervisor ratio.

2022 INITIATIVES

- Spanish and English Citizens Academy- **The Spanish Language citizens academy is scheduled for April 7- May 26**
- Summer Youth Police Academies in each Patrol Division 12 to 15. **The academies will focus on anger management, conflict resolution and community engagement scheduled for June, July and August.**
- Youth Police Initiative with USD 500, **first round table scheduled for March**
- Monthly Facebook Live show entitled "Just the Facts with Chief Oakman" to engage with the community - **The first show aired on January 11, 2022.**
- Real-time Crime Center - **The RTCC objective is to generate leads and solve cases by providing real time analytic support to patrol and investigative personnel. Implementing phase 1, in April**
- Community Patrol Station Open Houses.

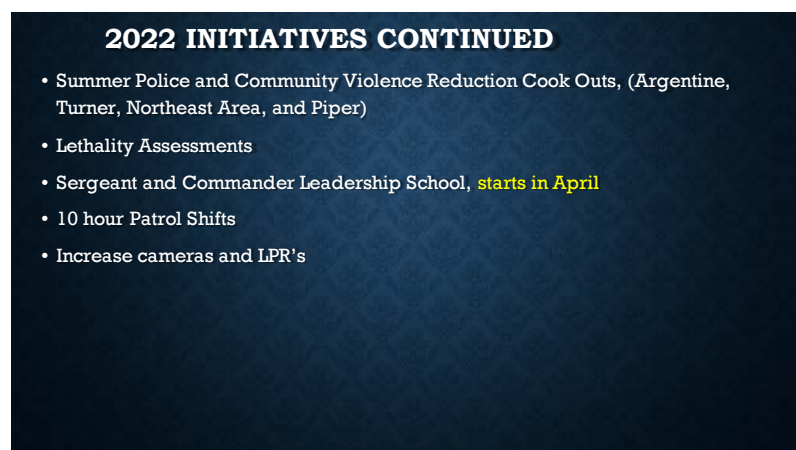
These are some of the 2022 initiatives. The Spanish and English Citizens Academy is scheduled for April 7th through May 26th. We will be getting that advertised as well as summer youth academies in each patrol division, age 12 to 15. These academies are going to focus on anger management, conflict resolution, and community engagement. They'll be scheduled for June, July, and August. Then the youth police initiative with USD 500. Our first-round table is scheduled for March. It was last week, but we had to change it due to the weather. YPI is an early intervention and prevention approach to building trust in law while reducing stereotypes that exist between teenagers and police. The police and teenagers get together in a situation where they tell stories of each and how they feel about each other. It allows the police to see the teenagers as real people and the teenagers see the police as real people—very position program. I oversaw it in KCMO. We're pretty excited about working with District 500 on that.

I do monthly Facebook live shows the second Tuesday of every month called 'Just the Facts with Chief Oakman'. This is an opportunity where we have different hot topics, and the

community can then interact with us and ask questions and we respond. The first show aired on January 11th.

The real time crime center. The object of the real time crime center is to generate leads and solve cases by providing real time analytic support to patrol and investigation personnel. We're implementing Phase 1 in April. To give you a quick example is if an officer is dispatched on a shooting call, we'll have staff that has access to all the cameras in that area, all the license plate readers in that area, and be able to give that responding officer real time data, real time analytics, and real time information on what's going on based on what they're able to see. So, Phase 1 will be implemented in April.

This summer, also, we'll be having the community patrol station open houses. That's an opportunity for the community to come into their patrol station and meet the division commander while also engaging with different officers and getting crime prevention tips, so we'll kick that off also this summer.



This is the last slide. So, also, summer, police and community violence reduction cookouts. We're going to start these. We're going to kick it off at the end of March, and we'll have those dates with a community walk in the northeast down on 5th Street to kick this off. What we're going to do is through the summer, once a month, we'll have Argentine, then we'll have an event in Turner, we'll have an event in the Northeast area, and then finish it out with an event in Piper just to engage and let the community see the police and community working together to prevent violence.

Legality assessments. We have a DV grant. What this is, is when officers respond on domestic violence calls, there's a checklist. If the victim scores a certain score, then the officer's encouraged to try to get them into shelter immediately to reduce the chances of them being

seriously injured or possibly even killed. This is significant because of our homicides close to 30% were domestic violence related. So, hopefully, that could help reduce the violence associated with domestic violence.

The sergeant and commander leadership school starts in April. One thing I feel strongly about that if you become a sergeant or a captain, you should receive training, a week-long school to understand how to supervise, look at the pitfalls as well as just developing leadership through resources and other things before we put you out there to supervise. So that's really important. That's something we're starting in April.

Then we're looking at, as we negotiate with FOP 4, is implementing 10-hour patrol shifts. The advantage of that is overlapping officers so we could have more officers on the shift and then always increasing our cameras and our license plate readers. Those are some of the things that we're looking at and that we will be implementing in 2022 and what we've done in 2021. So, I will take questions and I believe that's the last slide.

Chairman Bynum said, Chief, thank you so much. What an excellent, excellent in-depth presentation. It's robust and I'm so happy to see all of that. I know that our Police Department and you are working for us every day.

Commissioner Ramirez said thank you, Chief, for the update and all the information. All I can say right now is wow. You've only been our Chief since last year and you have done so much and you already have a lot in the works. Then for the future for the department, I can't thank you for all that you've done and you're continuing to do. You know unfortunately our Police Department gets a lot of bad publicity in the news for what may have happened, what happens and all the crime that happens, but seeing all that you're doing, our community needs to know. I'm happy that you've brought this and you're giving this update so the community can know that the Police Department is trying their best to work for you and to keep this community safe. It's the motto of the Police Department to serve and protect. Your PowerPoint demonstrates that.

I'm particularly very excited as I go through your PowerPoint and looking for it, the youth police academies during the summer. That's amazing and it's the police youth initiative as well. We all know during the summer when kids are out of school, they like to get into trouble sometimes and they want stuff to do during the summer. I think this is an amazing opportunity for that and

especially at those ages, high school ages, teaching them those conflict resolution and anger management is essential for them to be able to thrive and be able to yes, you'll have disagreements amongst each other, but learning how to handle that so that it doesn't escalate to crime and violence and that's really important. I'm very excited about that. I have heard from several of my constituents of how visible the police is now. That they're more out there, they're more attentive to the community needs. So, again, I thank you and I thank all the members of your department. All of our sworn officers who are out there serving and protecting our community, I cannot thank you enough. Chief, I look forward to everything you're doing and I look forward to even more, so, thank you.

Chief Oakman said thank you. It's made by job easy because the men and women wanted to do this stuff. They were excited to do this stuff. They're constantly coming up with ideas. Hey, Chief, we want to do this; we want to do that. I think that the spirit of the men and women here is—and something I tell them is Kansas City, Kansas Police Department is the second largest police department in the metro and the second in the state and I tell them we're going to act like it. They've just welcomed me with open arms and they're excited. I'll tell anyone, we're going to make mistakes, but when we do make those mistakes, we're going to be honest.

Commissioner Johnson said first of all, I don't think you were sworn in in June of 2022, I think you—**Chief Oakman** said I probably didn't. I was so caught up in this year.

Commissioner Johnson said I know. I just had to voice. That's the only negative I have. I wanted to be critical. But I tell you, just the different line of vision that you have brought to the department, I'm going to be really interested to see how 2022 statistics compare to 2021 just because of the tweaks that you made they may not, they may cause these comparison, may not be—they just might not be fair comparison based on the way that you have tweaked them in terms of how you categorize things. So, I'm really interested to see how 2022 compares to 2021.

I know that Mike Kane and I have been talking about for years about getting into the schools at an early age, so to see that initiative out there highlighted is something that I'm very excited about and to see how well that turns out. I also like the Spanish and English Citizen Academy and also the Essential Spanish for LEO. I think that's vitally important within the

changing demographics as we see them right now happening before our very eyes. The way that you are addressing that particular demographic is, I feel, very proactive.

So, I just wanted to, again, encourage you and thank you for the leadership role that you've taken. Continue to go along the lines that you're going. I wish you much success.

Commissioner Kane said well, Harold beat me to it. I think that in order to get our kids in the high schools, the junior highs, and let them shadow people and show them what they're doing. I was just asked about the summer academy earlier this week or last week by police officers. So, I appreciate what you're doing. Everybody said pretty much what I said. I'm just glad you're here.

Chief Oakman said, Commissioner Kane, on that summer cadet program, we are looking at hiring 18 kids for that. **Commissioner Kane** asked, 18 kids from Wyandotte County, right?

Chief Oakman said oh yeah, they have to come from Wyandotte County.

Chairman Bynum said thank you very much, Chief Oakman, again. Please come see us again soon and I do appreciate the report.

Action: For information only.

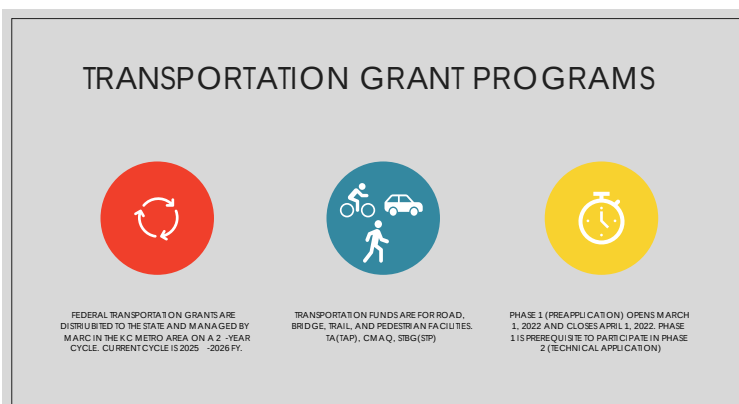
New Item No. 5 – 211366...APPROVAL: MARC GRANTS

Synopsis: Approval to submit MARC Grants for the 2025-2026 federal fiscal year, submitted by Jeff Fisher, Executive Director of Public Works. The deadline for participation through the pre-application submittal is April 1, 2022. It is requested that this item be fast-tracked to the March 3, 2022, full commission meeting.

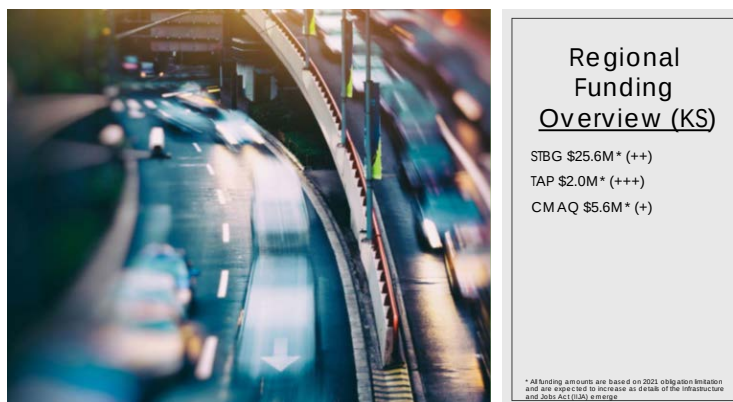
Jeff Fisher, Executive Director of Public Works, said Troy Shaw will do the majority of this. I'll introduce him. You may know MARC runs these opportunities every two years and so it's that time of year. Troy's going to show you a presentation and a list of projects that have been scored and ranked, and then we hope to get some direction from the standing committee on how to move forward what projects to go with it.



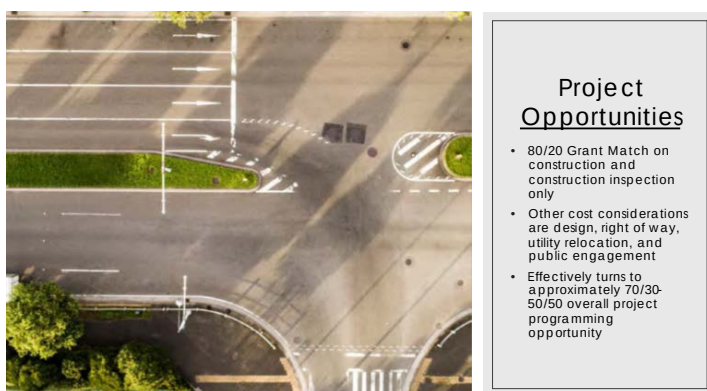
Troy Shaw, County Engineer, said I'm going to give you a quick background on MARC for any commissioners or anybody of the public that's not familiar with MARC. I'll gloss over that pretty quickly to get to the meat of the conversation. Feel free to ask any questions about it as we're moving through or at the end. I'd be glad to go back.



MARC is the Mid-America Regional Council. It is our transportation planning group for the KC metro area. Every two years, as Jeff noted, they put out grants. Basically, the federal government gives us state money. Since we have a metropolitan planning commission in our area, those funds are distributed through MARC and then distributed out to the cities in the area and we are one of those cities. As Jeff noted, we're kind of at that time of the year, or every other year, where we do the pre-application phase due April 1st for the projects that we want to submit. Then MARC will review those, and we'll follow that up with another submittal in the summer for the technical side of the application, and then they make their final decisions that winter or this winter, I guess. Then we find out what we get.



Just a quick background. In 2021, this is roughly the amount of funding that was given out by MARC. I kind of put that out there just to show that it's not a huge amount if you're looking at all the cities in the area. Also, there's a note on there with those pluses. We don't know, there's been talk that with the Infrastructure and Jobs Act, there may be additional funding added to this too for projects. But we don't know that at this point, so just wanted to note that these were the numbers from 2021. There could be more. That could change.



Typically, MARC advertises projects as a 80/20 match; 80% federal, 20% local match. However, on top of that, there are other costs to consider: design, right-of-way utility relocation, public engagement. The MARC fees really cover the construction and construction inspection, so a lot of times these projects turn into more of a 70/30 to 50/50 match. As we are looking at it, and you'll see when we look at the projects we scored, we scored those with an estimated 40% match when we scored those to make sure that we fund a project adequately.



Programming Process

Phase I Preapplication

- March 3 - April 1*
- May - MARC Review
- June - Committee Review
- June 21, 2022 TIPC

Phase II Technical Application

- June 23 - July 29
- August-September MARC Review
- Oct-Dec Programming Recommendations
- January 2023 Approvals

* Highway, Goods Movement, Bicycle Pedestrian Advisory Committee, Regional Transit Coordinating Council, Air Quality Forum, Sustainable Places Policy Committee, Destination Safe Coalition

As we noted, this is getting ready to be Phase 1. April 1st is the deadline to submit. Then Phase 2, this summer, if the initial applications make it through the screening process and through the committee and score well enough, they'll move on to the second phase.



MARC Scoring Considerations

- Connected KC 2050 Plan
- Congestion Management
- Climate Action Plan
- Complete Streets
- Local Master Plans
- Safety components
- Pedestrian trail connectivity
- Lane reduction
- Stormwater components
- Green infrastructure components
- Educational components
- Financial (local funding approved in current budget)
- Collaboration with private development

* Local participation in these plans as well as local area and UIC regional masterplans are critical in policy approaches

A couple of things to consider when looking at the projects. We just kind of noted some things that MARC looks at historically when they look at these projects, and that's kind of how we selected the list to give us a scoring basis to look at from the overall list.

Unfunded ROW CIP Project List	
55th St. State to Parallel Pkwy	110th St. and I 70 to Speedway Blvd and Village West Pkwy Intersection Improvements
Hollingsworth Rd, 115th St to 122nd St	Davis Hall Renovations
11th St./McDowell Ln. Intersection Safety Improvements	Chrysler Road- Full Concrete Replacement Option
118th Street Lighting Improvements	Chrysler Road- Mill and Overlay Option
W. 38th Ave Maintenance Improvements, Rainbow Blvd. to State Line Rd.	Fairfax Trafficway Repair
18th St / 21st St - Metropolitan Ave. to Merriam Ln.	South Mill Street: Reseal to Federal
34th St. Woodland Ave. Metropolitan Ave. to Merriam Ln.	Struggler's Hill Reconstruct New
67th St. - Parallel Parkway to Leavenworth Rd	Struggler's Hill Maintenance
72nd St. - Parallel Parkway to Leavenworth Rd	Summer Area: Green Corridor Engineering Design
At-Grade Intersection at 65th St. and Turner Diagonal	18th St. and Metropolitan Ave. Reconstruction
Donahoo Road - Hutton Rd. to 115th St	Hollingsworth Road Improvements, K-7 to 123rd Street
Douglas Ave- Key Ln to 55th St.	72nd St Leavenworth to Parallel Improvements
Hollingsworth Road Improvements, 115th St. to 123rd St.	Heathwood Spray Park Sidewalk
Kansas Ave - 72nd Street to K-32	Shawnee Dr/East Turner Sidewalk
Key Lane- Douglas Ave. to Gibbs Rd.	Armourdale Flood Mitigation (ARMO-3)
Leavenworth Road - 78th St. to 92nd St.	KCK Riverfront and Development
86th Street Improvements - State Ave. to Parallel Pkwy	Indian Springs Corridor
11th Street Bridge over Jersey Creek	State Ave and Village West Parkway
29th & Ohio Storm Sewer	Leavenworth Rd. 1435 to 123rd
83rd & Ella Capacity Enhancements	Quindaro: Front Street to I 635
White Hills Capacity 82nd & Haskell	55th St, Douglas Ave to Inland Drive
Central Ave. and Grandview Blvd. Intersection Improvements	6th Street Improvements: Central Ave to Minnesota AND Armstrong 6th to 4th
SRTS Leavenworth Rd 115th to 123rd	Strawberry Hill Complete Streets Project
Central Ave. and Grandview Blvd. Intersection Improvements	

As we noted, this is an overall list; however, I will note, thanks to Mr. Murray, Central Avenue Bridge is not on here. That kind of leads to the point of the major bridge structures that are not on this list because they are not possible to fund with the funding that MARC puts out right now for this grant. Now, those are being looked at for other grants. The Central Avenue Project, for example, has been mapped and scored. It's just not on this list because this was the first filter of looking at all the projects on the list that may qualify for the grant. For example, the Central Avenue Bridge got filtered out to start with on this one.

Project Name	UG CMIP Score (Local Match)	Total Project Cost	Local Match Needed (40% of Total Cost)	Local Area Master Plan (Y/N)	Projected MARC Grant Rating (High/ Med/ Low)	Scalable (Y/N)
6th Street Improvements: Central Ave to Minnesota AND Armstrong 6th to 4th	4.87	\$ 5,000,000.00	\$ -	Y	High	Y
Leavenworth Rd 1435 to 12th, Complete Streets Reconstruction	4.38	\$ 17,500,000.00	\$ -	Y	High	Y
Strawberry Hill Complete Streets Project	4.28	\$ 1,500,000.00	\$ 600,000	Y	High	N
55th St, Douglas Ave to Inland Drive, Complete Streets Reconstruction	4.05	\$ 7,000,000.00	\$ 2,800,000	Y	High	Y
Quindary Front Street to I-635, Complete Streets Reconstruction	4.04	\$ 23,000,000.00	\$ 9,200,000	Y	High	Y
Shawnee Dr East, Turner Sidewalk Improvements	3.98	\$ 1,000,000.00	\$ 400,000	Y	Medium	Y
SR151 southbound Rd 119th to 124rd	4.80	\$ 850,000.00	\$ 340,000	Y	High	N
14th Street Improvements: State Ave. to Parallel Hwy	4.64	\$ 5,000,000.00	\$ 2,000,000	Y	Low	N
State Ave and Village West Parkway	4.50	\$ 25,000,000.00	\$ 10,000,000	Y	Medium	N
Indian Springs Corridor Roadway Improvements	4.44	\$ 15,000,000.00	\$ 6,000,000	N	High	Y
South Mill Street	4.47	\$ 2,000,000.00	\$ 800,000	N	Low	N
KCC Riverfront and Development	4.32	\$ 15,000,000.00	\$ 6,000,000	Y	Medium	Y
18th St / 21st St - Metropolitan Ave. to Meridian Ln	3.76	\$ 10,000,000.00	\$ 4,000,000	Y	High	Y
Hollingsworth Road Improvements, K-7 to 123rd Street	3.21	\$ 10,000,000.00	\$ 4,000,000	Y	Low	Y
Douglas Ave- Kewy Ln to 55th St	3.11	\$ 8,000,000.00	\$ 3,200,000	N	Medium	Y
(CMAQ) Bike Share Expansion	N/A	\$ 150,000.00	\$ 60,000	Y	High	Y
Future - Planning Sustainable Placem Grants (PSP)						
Future - Intersection Safety Improvements (ISDI)						

*Projects selected for submission should be submitted to the County Engineer by 5:00 on Friday March 18, 2022, in order for grant applications completed and submitted by April 1, 2022.

Here's the meat of what we're going to talk about. So, these are the projects that came out of that list that qualified based on the criteria that I noted a few slides ago that MARC typically looks at that would fit the best in. This will kind of get—Robbie can jump in and help me if I say something wrong about the scoring system. What we did is each project has a total project cost in that field and then we took a 40% local match for the scoring system. So that's the funds that Robbie used to score the projects off of is what we need from a local match. We're assuming that if you get this grant, you'll have to cover 40% of that total cost. That's how the scoring system works.

You'll also notice on a couple of these that are at the top, local match is zero. That's not necessarily true. However, both of these two projects already have funding currently funded in the UG's budget. What we said here is if we can take existing projects that we already have and expand on the scope of those projects, make them better, longer, bigger projects and utilize the funding that's already in the budget, we wouldn't be increasing the funds needed to fund projects in the future. We could get more funding to do these projects, make them bigger, and do more. If you have questions about how that works and how our mindset worked to come up with that, that's

just how those ended up there. They're projects that were there and we already had projects in the area, so it made sense to put them there.

Another thing you'll look at on this is, are these projects scalable? MARC likes to ask that question which basically means, let's take this Leavenworth Road one, for example, \$17.5M. Let's say they don't want to give us \$17.5M minus our match. Let's say they only have \$5M they can give us for that, but we already have some money in the budget plus that \$5M. This project's scalable from what it shows here. We can cut blocks off and still do the project. It just won't be as big as it was. When we put these out, we noted the full project cost because that's where we started with. So that's kind of where that goes.

This is to the question earlier about local master plans Commissioner Ramirez was asking. We are looking at that. If they're funded, that's one of the criteria that MARC will ask for along with if it's in their 2050 plan. That helps get points with the project too if it's already in one of our local master plans. So MARC does consider that and we look at that, and Gunnar Hand, our Planning Director, helps us fill that category out.

This is the scoring system. These are in the order they scored, and I will say they score relative to each other. If you want more information on that one, Robbie's going to have to explain it because he's a lot smarter than I am. Basically, what that means is if we took a whole another set of projects and put this one project with those, it may not be 4.01% as the score. It may have a whole different number because it's scored relative to the project that it's with, which is why we wanted to reduce the projects to ones that seem to be eligible for MARC funding to score against each other and not score against every project in the whole city.

That's really all I have. I'm open for questions. Like I said, we just put the list together and we're looking for your input as to what you think we should submit for. I'll note that if you come out of this and say I want to do one project out of this and then it goes to Commission, that one project's approved, but we want to talk about other ones, we could start working on that one project. But, by Friday, March 18th, I put at the bottom I would like to have whatever the final answer is so we have time to prepare the applications and make sure we get good applications in. That's all I have and I'll open up for any questions.

Chairman Bynum said thank you, Troy,

LaVert Murray, Economic Development Advisor & Business Liaison, said, Troy, you indicated that the Central Avenue Bridge would not qualify for these funds. What causes it not to qualify, if I might ask? **Mr. Shaw** said just to start with, it would be that's a \$60M replacement and the maximum funds that we have, I noted earlier previously, were nowhere near that. So, that's the main reason that we would start with. Then, if you also look at the criteria that MARC looks at, it doesn't fit a lot of the criteria that they focus on for this grant, specifically. That's where we got to that answer.

Mr. Fisher said if I might jump in. LaVert, we have the Central Avenue Bridge and then we have Cesar Chavez Bridge, two major structures. Those are typically going to be an INFRA grant or a BUILD grant. They're just the size of those projects. As Troy indicated, with the limited dollars in this program, you'll typically see these types of projects that are on the screen now, so we would recommend that if the Commission wants to pursue federal dollars for Central Avenue Bridge replacement, then we would want to look at BUILD or INFRA grants.

Mr. Murray said and, of course as I indicated, we were talking with the feds about a number of grant sources but didn't want to advance this project only to find that we've not listed it as a priority concern and because of that, it's turned down. So, that's why I continue to bring it up.

Mr. Fisher said sure, understood.

Chairman Bynum said thank you, LaVert. I would agree that in some way, shape, or form on some list we do need to see actually both those bridges, Jeff. We can cuss and discuss, but I think the Commission believes the bridges are important.

Commissioner Ramirez said correct me if I'm wrong, staff and Jeff. I think this is the first time I've gone through this, correct? **Mr. Fisher** said yes, it is.

Commissioner Ramirez said Troy, if you could go to the, I believe it's the second slide that talks about the overall funding overview. Could you, since this is my first time going through this, can you describe what those funding sources are and what those grants are and what they do?

Mr. Shaw said I will do my best. The STBG, they've changed the name recently. It used to be the STP so it's Surface Transportation Block Grant, I believe, is what it is now. This is probably the one, I'll give you examples like Leavenworth Road. Right now, that's under construction. I believe these funds came from the previous version of this account so that's the type of project we're looking for here. Transportation alternative, those could be, as it states, alternative types of transportation not necessarily vehicular transportation, so usually a little smaller. Sometimes you can get like safe routes to school projects out of that one. Then the CMAQ is Congestion Mitigation—Gunnar would know what that one is. It's also you could do like the bike share projects could come out of that one, other projects similar to that. So, I don't know if that helps, but that's a quick overview of kind of what those pots of money are.

Commissioner Ramirez said okay. That does help a lot because I know former Commissioner Philbrook, she always made sure to ask to have a breakdown and break apart the acronym so that people would understand. So, especially since this was my first time going through this, I definitely wanted to make sure what did what, so that does answer my question.

Chairman Bynum asked, Troy, on that screen, those dollar amounts, is that the total funding pool or the amount that we might be able to receive? **Mr. Shaw** said that was the total from 2021. We don't know if they're going to add more, but those were the numbers from 2021.

Chairman Bynum said so we may win. For example, when we acquired the Leavenworth Road reconstruction money, we won the grant, correct? **Mr. Shaw** said correct.

Commissioner Johnson said, Troy, can you take me back to the scoring page. I just want to get a point of clarity here. I heard you say that we scored those relative to each other as opposed to the entire list. Did I understand that correctly? **Mr. Shaw** said yes, that is correct. If you want more, I'm pretty sure Robbie's still on this call and he could explain that a lot better than me since he developed the system as to how that works. I just know if you add another project in there, it changes the scoring because they're all scored next to each other.

Commissioner Johnson said right because they're all scored next to each other. I guess the question that I had is then if I understand that process, but then it sounds like we have to well, you all determine which projects of the eligible projects best make sense based on the criteria that

Mid-America Regional Council has put out there. Then, once that is done, then we score it next to each other. Is that correct?

Mr. Shaw said correct. The reason we do that is because we can put—and I'm sure Robbie has this—a score for every project. But what the general score is, is the score with these numbers only. So if we're scoring it with these numbers, it's going to be different than scoring it with these. When we get a grant opportunity, we have to rescore it with what would be the city's responsibility for cost if we were to get the grant, which turns it to these numbers instead. That's why we have to do it for every grant. We have to rescore it.

Commissioner Johnson said to bring my thought hopefully full circle, there could be projects out on the list that could potentially score higher than the ones that are reflected on this particular list. I might begin to, and I don't like getting too far down into the weeds because I get stuck.

Mr. Anderson said if I could speak to that, Commissioner. We're interested in scoring these based off of the delta in the cost of the project if we won the grant. Since only a certain number of the projects are eligible for this, it really only modifies that input factor for that list of projects. It also makes it easier for us to present a slide because, theoretically, in Public Works' opinion, every road is a project. We have to present a reasonable list that is actually applicable to the grant and show the delta in the cost because that delta in the cost is what's used to compute the return on investment score and the cost analysis score that we've discussed earlier in a different presentation.

Commissioner Johnson said and I believe that this process that we are going through, that we're presenting tonight, has been a fairly successful process in terms of our ability to secure those grants. Is that a correct assessment?

Mr. Shaw said I think, and, Robbie, you can correct me if I'm wrong. I'm not sure when it was built, but I'm pretty sure this is actually the first full implementation of the whole scoring system for the grant application process. We roughly used it when we first—because it was two years ago for the MARC grants, so it was, I think, it was generally used as a hey, here's what we got and here's kind of how they score, but it wasn't as refined as this at that point.

Commissioner Johnson said okay, but it worked, though.

Commissioner Markley said I'm excited to see some projects on this list that have long been discussed by this Commission. So, my question is I know with some other grants—well, we were just talking about that last set that went through full commission and whether we should apply for one or two or five or what, how many we were allowed to apply for. Is there a limit on how many we can apply for and should we be narrowing this down or can we apply for the whole slate? Are there advantages and disadvantages to handling the length of our list?

Mr. Shaw said technically, you can apply for as many as you wanted. I don't know that that's probably the best thought because once you start doing it, you spread yourself thin. Sometimes they're hey, well we can do that. We'll give you a \$100K here and \$100K here and \$100K here, which doesn't give you any projects actually or it takes the focus of—and this is all just from having conversations and sitting through the meetings. Sometimes, if someone applies for too many projects, it just goes over everybody's head and they go to the next person, right? Well, they're just trying to get everything and we don't pay attention. That's all just who knows how someone's going to take it. I would think picking a few that are your strongest candidates and the ones you most want to focus on. If for some reason, they give us \$100M, that means we have to come up with funding to match it. So know then if this act goes through and they get \$100M to give and we submit a bunch of projects, that if we got them all, have no way of funding that it doesn't look good for us to have to give all that money back.

Commissioner Markley said I would be interested to see—I'm trying to sort it in my head, but I'm maybe not capable of doing that that quickly. I'd be interested to see the chart that you have up right now sorted to show us the high and then sorted by local match so what are the highest ones? What I want to know is what are the highest-ranking ones in the projected MARC ranking with the lowest amount of match required. That's the information I'm after.

Mr. Shaw said I agree. I can't sort it that way because this is a .pdf you're looking at. But, just from looking at it, obviously the first two have zero local matching quotes because they're already budgeted and funded in our budget. So there is a local match, but we're already spending it. Then you've got \$600K. So, there's a couple of these that are interesting too when you look at it. Quindaro is a long project. This is a big project if you look at its \$23M estimate for a total project cost. That being said, it's also scalable. So, if it was submitted, it could be scaled back to a mile as opposed to four miles. Basically the way this is set up is these local costs are 40% of the

total project cost. If you're looking at one that's scalable, you could scale it down to whatever limit it could be and we could only build a certain amount, and then our cost would be 40% of whatever that is.

Commissioner Markley said so you said you think we should apply for a few. Can you put a few into numbers like we need to narrow this down to three and we've got what nine that are ranked high. You're giving us too much to work with here.

Mr. Shaw said so I'll say historically, I'm trying to think. We've gotten three-ish projects a year roughly in and out of this. Some of them are really like small ones. We could, for example, Safe Routes to Schools in here. That's a different funding pot than some of the other ones so it might be good to apply for that one. That being said, the location of this because that's where the school we had been working with just so happened to overlap with the location of this so that could be good or bad. Maybe you get them both. It's two pots of money so you can reduce the funding from one which could add money to another project somewhere else. There's a lot of games that MARC plays when they start looking at how they put funding different cities, so there's opportunities left and right. I think we typically get around three to four, sometimes two to four. Melissa, you're shaking your head. I think that seems about right, doesn't it?

Melissa Sieben, Assistant County Administrator, said that's kind of what we've seen for the last number of years on these at the Unified Government. I would say that staff has done historically very well though, we haven't engaged the Commission in this path before. So, with something new, given all the work that you've done on ranking and rating systems with us over the last number of years, but typically we'd like to come to you with three or four that we think will score well and know that they meet all of our internal metrics and measures. I apologize, Commissioner Markley. It is a bit overwhelming and I think we're just trying to see how you guys want us to move through these going forward.

Commissioner Markley said well, it's great information. I actually like the way you have it sorted here where you're showing us our internal score like what did our internal scoring system say was most important? With what you just said in mind, I mean, maybe we look at applying for the first one, two, three, four, five, six and then the seventh would be that Safe Routes to School one that,

like you said, comes out of a different pot. I don't know. I'm just thinking out loud here about what you walk away from this meeting with.

Mr. Shaw said I'll also note, we've got these few down at the bottom here, the CMAQ, the bike share expansion, so we put bike shares out. I think Gunnar's actually getting ready to do that right now, pretty soon. So it's a continuation of that. It's the CMAQ pot of money which that fits really well. So, part of it would be to look at that and see if we want to do that as well. It's kind of one of those that if there's interest, we'd like to know especially for some of these smaller ones that may end up in a different pot of money where we're not submitting anything for it so we might as well if there's something like that. A lot of that stuff I'm not going to know necessarily until we start the application process to know exactly what fits into what category because they change it up a little bit every year. March, I think the end of this week, they'll open up the application process so I'll be able to see what it's actually supposed to be.

Ms. Sieben said, Troy, these are the ones that we have people go and vote on from the governing body too as well because we take those support opportunities to kind of beef up our interest from the body that is reviewing these.

Gunnar Hand, Director of Planning and Urban Design, said, Commissioner Markley, if I may. We mentioned strategy a little bit here and I think, as Ms. Sieben noted, historically we've sort of said point us in the right direction. You've asked for more detail, which you see here. Again, you have to remember this is three different categories. It's one thing to think about in the background that staff takes into consideration that you really can't score here. For instance, CMAQ funding is typically the congestion, mitigation, air quality. It's typically under performed. Not many people actually compete for that money regionally because, as a region, we think about transportation is getting bigger as opposed to reducing demand, if you will.

So, for instance, if the 6th Street Project were to happen, that would connect us for the first time to the Riverfront Heritage Trail, to the Central Avenue Bike Share Program, to the 10th Street bike lane that goes north/south to our community, as well as then linking up to all the levee trails. That is a critical gap in the system that would look very good to MARC if we also came in with CMAQ money asking for bike share expansion because then we could deploy bike share along that now fully completed system. Those things are hard to score. Those things are the kind of

direction that we're looking for when you want us to pick a lane, if you will, and really focus in on it. So, there's some complications there and that's why it requires deeper conversation.

Commissioner Markley said I definitely think we should apply for the CMAQ funding because you're right, it tends to be underutilized, so we have a greater chance of getting that funding. I think it's hard for us to envision all of the lanes from the one list, but I get what you're saying.

BPU Board Member Groneman, said I'm wondering if you had shared this list of projects with the Board of Public Utilities, and if there are any of these projects, that would impact the BPU budget. I know that previously on the Leavenworth Road project, we kind of got in on that after the fact and scrambled to try to get funds budgeted for the infrastructure and things that we needed to do. So, I'm just wondering if these projects have been shared with the BPU and make sure that we'll have adequate time to get it in our budget.

Mr. Fisher asked, Troy is this '25 and '26? **Mr. Shaw** said correct. This is federal fiscal year '25 and '26 which starts, I think, November 24th somewhere around fall/winter of '24 from KDOT side. So that means we could bid a project as early as roughly November 24th or as late as October of 26th, that's how that works.

Mr. Fisher said, Mr. Groneman, so that alone gives us time, but we can certainly—whatever the final list is, we'll send it over to Mr. Johnson and his team. **BPU Board Member Groneman** said appreciate that. Thank you.

Chairman Bynum said thank you, Mr. Groneman. Really, really good point. I just wanted to say that I like your number one and number two projects. I also am enamored with the Quindaro Project for \$23M because that's mirroring the Leavenworth Road project. I also really like, frankly, the Safe Routes to School, so if there's a way to package that, as you say, such that it could combine into that Leavenworth Road project. I'm telling you those are my four.

Commissioner Kane asked, how much money do we have set aside for the Leavenworth Road project already? **Mr. Shaw** said currently there's \$7M.

Commissioner Kane said there's \$7M and then that's just in that intersection is where all that money is going to be spent, right? **Mr. Shaw** said correct.

Commissioner Kane said but if we take this money, it'll go all the way out to 128th Street, which would also provide a sidewalk for the kids to get to school, because we don't have any sidewalks that I know of to any of the schools except out of my neighborhood. Most the kids have to walk on the side of the streets. So two would be the top there on the list. We need to figure out a way somewhere to do something with Quindaro because that is something that we need to highlight. We need to figure out a way not just with asking for money from them, but maybe asking for some money from other places to help fund that.

Mr. Fisher said if I might jump in. I do believe that top seven is a good portfolio to go to MARC with, and just be prepared that with Quindaro, we might have to scale it like Troy suggested.

Chairman Bynum said right, well, I like that a lot.

Commissioner Johnson said I agree. Just because of what's happened in recent years, I think you all are—I'm glad we're refining the process, but we have done such a good job in the past that once these projects get to Mid-America Regional Council, they also tend to score well with them as well. What happens is that competing cities and jurisdictions get a little snarky because we have done so well in recent years of ranking these things. I do believe that the more finite that we can be, the better. I don't know if I want to do seven, but certainly I know when we've gone in the past, and these might be for different dollars in the past, but we've had two or three of them and two of them were one, two in terms of what the grade was across the entire metropolitan area. So, just know that once we duke it out here, I think Commissioner Bynum said cuss and fuss here, then it goes on to a more regional debate as well, because of the fact that I think we've kind of figured it out here in Wyandotte County.

Commissioner Ramirez said I just wanted to share my support for doing the top seven. I think that's a good step forward and a good place to start.

Chairman Bynum said now this is a voting item, Jeff. It's a request for approval to submit MARC grants and we've got a level of consensus around the top seven, most certainly the top four to five.

Action: Commissioner Kane made a motion, seconded by Commissioner Markley, to approve the top seven.

Chairman Bynum asked, Madam Clerk, were there any comments from the public on the item? **Ms. Kimble** said there were no comments from the public.

Roll call was taken and there were six "Ayes," Groneman, Kane, Markley, Johnson, Ramirez, Bynum.

Chairman Bynum said thank you all for that excellent conversation. This does conclude the Public Works and Safety Standing Committee. I really appreciate everyone being here. Mr. Groneman, thank you very much. We are adjourned. I will turn it over to Commission Markley for the Administration and Human Services.

Adjourn

Chairman Bynum adjourned the meeting at 6:58 p.m.

Brett A. Deichler, PMP/CPM
Unified Government Clerk

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