

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

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

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

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

Measurable Goals:

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

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

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

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

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

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

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

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

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



Emergency Management Customer Service Goals Citizen / Partner Engagement

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

Citizen Engagement Matters

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

(KAR 56-2-2)

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

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

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

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

Citizen Engagement Matters



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

Citizen Engagement Matters

- ▶ We traditionally have participated in 5 public presentations per year on average.
- ▶ **We more than tripled that in 2015 (18)**
- ▶ **Will attempt to increase that again in 2016 for a total of 25 per year.**
- ▶ So far in 2015:
 - Weather Symposium March 7th
 - Weather Spotter Presentation March 18th
 - CERT Classes March 19th to May 13th
 - 3rd District Republican Women March 28th
 - CERT in the Park April 18th
 - Boy Scout Service Day and Campout April 11th
 - Red Cross Smoke Detector Installs April 25th
 - Media Spot / Weather at the Speedway May 8th
 - RACES / Jayhawk RC Field Day June 27th

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

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

Partner Engagement Matters

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

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

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

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

Partner Engagement Matters

▶ 2015 Major Exercises	
• Incident Management Team / Search and Rescue TTX	Feb 18 th
• Civil Support Team / HazMat FSE	March 18 th
• UG Public Health Department - Active Shooter	April 3 rd
• KU Radiation Injury Treatment TTX	April 27 th
• Speedway Race Weekend	May 8-10 th
• Area Maritime Security Training & Exercise - Port FSE	Aug 11 th
• Johnson Co Emergency Operations Center FSE	Sept. 23 rd
• KU Med Center - Run Hide Fight University	Sept 24 th
• MECC Simulated Emergency Test FSE	Oct 3 rd
• Speedway Race Weekend	Oct 16-18 th
• KC Lifeline Infrastructure Stabilization and Restoration	Oct 28 th
• University of Kansas Hospital - Winter Weather TTX	Dec 9 th



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

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

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

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

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

Partner Engagement Matters

▶ 2016 Planned Exercises

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



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

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

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

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

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

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

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

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

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

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

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

Action: For information only.

Committee Agenda:

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

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

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

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

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

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

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

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

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

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

MARC Transportation Grant Program

Public Works Standing Committee Presentation
January 19, 2016

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

Outline

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

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

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

Application Timeline

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

*slide taken from MARC presentation

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

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

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

After Applying...

Projects will be:

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

*Slide taken from MARC presentation

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

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

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*Slide taken from MARC presentation

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

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

Complete Streets

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

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

This policy applies to the following:

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

*slide taken from MARC presentation

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

Transportation System Goals

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

*slide taken from MARC presentation

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

Scoring Criteria

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

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

Candidate Projects for the 2016 Federal-Aid Transportation Grant Applications

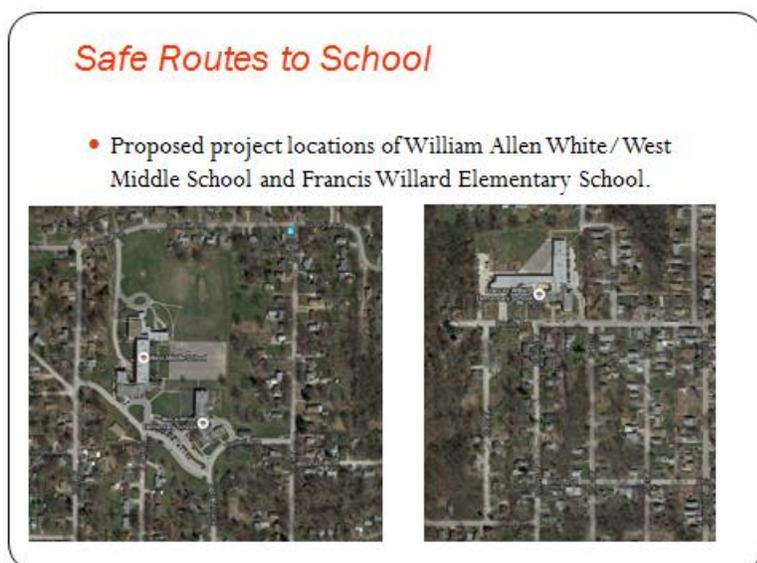
With that, and I'll take any questions you have over the whole process, but I wanted to just show you the candidate projects that based on all the input we've received to date and various conversations and understandings from the past and planning efforts, this is what we believe are the prime candidates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



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

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

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



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



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



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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Action: For information only.

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

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

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

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

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

Stormwater Projects Policy Presentation

Public Works Standing Committee Meeting on
January 19, 2016



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

The Problem...



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

The Problem...



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

The Problem...



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

The Problem...



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

Proposed Stormwater Program

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

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

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

Criteria for Recommending a Project

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



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

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

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

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

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

Next Steps

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Action: For information only.

Adjourn

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

mls