LEE'S SUMMIT
MISSOURI

The City of Lee's Summit

Final Agenda

Public Works Committee

Monday, August 15, 2016
4:30 PM
City Council Chambers
City Hall
220 SE Green Street
Lee's Summit, MO 64063

CALL TO ORDER

ROLL CALL

1. APPROVAL OF ACTION LETTER

A. 2016-0474 July 18, 2016 Action Letter for approval.

2. PUBLIC COMMENTS:

3. BUSINESS

A. 2016-0448 A RESOLUTION EXPRESSING THE AFFIRMATIVE ASSENT OF THE CITY OF LEE'S SUMMIT, MISSOURI ON THE QUESTION OF WHETHER THE LITTLE BLUE VALLEY SEWER DISTRICT SHOULD ISSUE REVENUE BONDS PAYABLE FROM REVENUES TO BE DERIVED FROM THE OPERATION OF THE LITTLE BLUE VALLEY SEWER SYSTEM IN AN AMOUNT NOT TO EXCEED $20,000,000 FOR THE PURPOSE OF IMPROVING, EXTENDING OR REHABILITATING THE LITTLE BLUE VALLEY SEWER DISTRICT SYSTEM INCLUDING, BUT NOT LIMITED TO ADVANCED AIR EMISSIONS CONTROLS FOR THE ATHERTON WASTEWATER TREATMENT FACILITIES.

B. TMP-0183 AN ORDINANCE AUTHORIZING THE REPAIR OF THE NORTH RAIL SPUR UNDER THE CITY'S ON CALL CONTRACTOR KELLY HILL COMPANY, IN THE AMOUNT OF $83,564.22 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR THE SAME.

C. TMP-0191 AWARD OF ON-CALL AGREEMENT FOR ARCHITECTURAL AND ENGINEERING SERVICES (RFQ NO. 2016-070)

D. TMP-0193 AN ORDINANCE AUTHORIZING EXECUTION OF MODIFICATION NO. 1, RFQ NO. 2016-091 , TO AN AGREEMENT WITH BURNS AND MCDONNELL FOR PROFESSIONAL ENGINEERING SERVICES FOR SANITARY SEWER FLOW MONITORING FOR WATER UTILITIES, AN INCREASE IN FEE OF $15,800 FOR A NEW CONTRACT AMOUNT OF $154,940

E. 2016-0281 Discussion - Transit Study

F. 2016-0430 Discussion of Stormwater Program Scenarios

4. ROUNDTABLE:

5. ADJOURNMENT

For your convenience, City Council agendas, as well as videos of City Council and Council Committee meetings, may be viewed on the City's Internet site at "www.cityofls.net".

LEE'S SUMMIT
MISSOURI

Packet Information

File #: 2016-0474, **Version:** 1

July 18, 2016 Action Letter for approval.

LEE'S SUMMIT
MISSOURI

The City of Lee's Summit

Action Letter

Public Works Committee

Monday, July 18, 2016
6:00 PM
City Council Chambers
City Hall
220 SE Green Street
Lee's Summit, MO 64063

CALL TO ORDER

ROLL CALL

Present: 4 - Chairperson Dave Mosby
Vice Chair Rob Binney
Councilmember Craig Faith
Councilmember Phyllis Edson

APPROVAL OF ACTION LETTER

2016-0365 April 19, 2016 Action Letter

A motion was made by Mayor Pro-Tempore Binney, seconded by Councilmember Faith, to approve the April 19, 2016 Action Letter. The motion carried unanimously.

PUBLIC COMMENTS:

Ms. Sue Kelly reported her problems with WCA Trash Disposal Services and she requested the City provide recycling programs. Ms. Pat Thompson asked to have performance requirements added for trash haulers and stated her concern about the number of trash trucks driving the streets.

BUSINESS

BILL NO. 16-159 AN ORDINANCE AUTHORIZING THE EXECUTION OF AN AGREEMENT BY AND BETWEEN THE CITY OF LEE'S SUMMIT AND THE SAVANNAH RIDGE PROPERTY OWNERS ASSOCIATION FOR UPGRADED STREET LIGHTING IN THE SAVANNAH RIDGE SUBDIVISION. (PWC 7-18-16)

Presenter: Presenter: Scott Ward, Senior Staff Engineer

A motion was made by Mayor Pro-Tempore Binney, seconded by Councilmember Faith, that this Ordinance be recommended for approval to the City Council. The motion carried unanimously.

BILL NO. 16-154 AN ORDINANCE AUTHORIZING EXECUTION OF A SOLE SOURCE ON-CALL AGREEMENT FOR RESOURCE RECOVERY PARK WITH STEARNS, CONRAD & SCHMIDT, CONSULTING ENGINEERS, INC. DBA SCS ENGINEERS, FOR A NOT TO EXCEED COST OF $69,789.00. (PWC 7-18-16)

Presenter: Presenter: Bob Hartnett, Deputy Director

A motion was made by Councilmember Edson, seconded by Councilmember Faith, that this Ordinance be recommended for approval to the City Council. The motion carried by a 3-1 vote (Chairman Mosby "No").

BILL NO. 16-155 AN ORDINANCE AUTHORIZING EXECUTION OF AN INTERGOVERNMENTAL AGREEMENT BY AND BETWEEN THE CITY OF LEE'S SUMMIT, MISSOURI AND THE CITY OF GREENWOOD, MISSOURI FOR SUB-GRADE PREPARATION AND OVERLAY OF DOC HENRY ROAD. (PWC 7-18-16)

Presenter: Presenter: Vince Schmoeger, Project Manager

A motion was made by Mayor Pro-Tempore Binney, seconded by Councilmember Faith, that this Ordinance be recommended for approval to the City Council. The motion carried unanimously.

BILL NO. 16-157 AN ORDINANCE APPROVING THE AWARD OF BID NO. 40432472 FOR THE FY2017 CURB REPAIR PROGRAM TO PHOENIX CONCRETE & UNDERGROUND, L.L.C., AND AUTHORIZING THE CITY MANAGER TO ENTER INTO TO AN AGREEMENT FOR THE SAME IN THE AMOUNT OF $1,080,964.55. (PWC 7-18-16)

Presenter: Presenter: Vince Schmoeger, Project Manager

A motion was made by Councilmember Faith, seconded by Mayor Pro-Tempore Binney, that this Ordinance be recommended for approval to the City Council. The motion carried unanimously.

BILL NO. 16-158 AN ORDINANCE APPROVING THE AWARD OF BID NO. 41132472 FOR THE FY2017 CRACK SEAL PROGRAM TO VANCE BROTHERS, INC. AND AUTHORIZING THE CITY MANAGER TO ENTER INTO TO AN AGREEMENT FOR THE SAME IN THE AMOUNT OF $179,510. (PWC 7-18-16)

Presenter: Presenter: Vince Schmoeger, Project Manager

A motion was made by Mayor Pro-Tempore Binney, seconded by Chairman Mosby, that this Ordinance be recommended for approval to the City Council. The motion carried unanimously.

BILL NO. 16-156 AN ORDINANCE APPROVING THE AWARD OF BLACKWELL LIVABILITY IMPROVEMENT PROJECT TO QUALITY CUSTOM CONSTRUCTION AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT FOR THE SAME IN THE AMOUNT OF $147,447.45. (PWC 7-18-16)

Presenter: Presenter: Mark Green, Staff Engineer

A motion was made by Mayor Pro-Tempore Binney, seconded by Councilmember Edson, that this Ordinance be recommended for approval to the City Council. The motion carried unanimously.

BILL NO. 16-160 AN ORDINANCE APPROVING CHANGE ORDER #4 TO THE CONTRACT WITH MIDWEST HEAVY CONSTRUCTION FOR THE JEFFERSON STREET IMPROVEMENTS PROJECT, AN INCREASE OF $126,227.00 FOR A REVISED CONTRACT PRICE OF $6,280,163.23. (PWC 7-18-16)

Presenter: Presenter: Mike Anderson, Construction Manager

A motion was made by Mayor Pro-Tempore Binney, seconded by Councilmember Faith, that this Ordinance be recommended for approval to the City Council. The motion carried unanimously.

2016-0397 Presentation on Solid Waste Issues

Presenter: Presenter: Trevor Stiles

Mr. Trevor Stiles, Chief of Litigation, gave a brief presentation on Solid Waste haulers and how the City regulates them. City Codes Sec. 25-116(C), Sec 25-86, Sec. 25-127, Sec. 25-127 and Sec. 25-118 require residents to contract with a licensed hauler for weekly trash removal. City Codes Sec. 25-31, Sec. 25-32, Sec. 25-33, Sec. 25-39 and Sec. 25-40 require haulers to get a Solid Waste Haulers license, a city business license, fill out an application, meet insurance requirements, submit quarterly reports and they are required to provide information on new and current services to their customers. City Code Sec. 25-120 makes solid waste haulers responsible for waste from the point of collection to the transportation vehicle. City Code Sec. 25-122 requires bulky rubbish to be collected by request of the property owner to a solid waste hauler. City Code Sec. 25-125 requires haulers to provide seperate collection of yard wastes and recyclables.

Councilmember Edson stated that right now, a citizen's only recourse is to switch providers but they have paid three months in advance so there seems to be a hole in the curent system.

Mr. Stiles reported that a few years ago the City investigated using a single trash hauler but the effort never came to fruition. That would have enabled the City to include performance standards in the contract.

Councilmember Edson asked if any residents have been written up on a code violation due to their hauler not picking up their trash.

Ms. Kara Taylor, Environmental Specialist, answered that no citations have been issued recently. Citations have been issued to residents in the past for not separating recyclables.

Ms. Christal Weber, Assistant City Manager, added that the situation is no different than hiring someone to mow your grass. These are duties of a homeowner that require private contracts that the City is not a party to.

Councilmember Faith said that a former District 2 Councilmember told him he found out very quickly that the public was not in favor of the City contracting with a single hauler. Councilmember Faith asked if that was the only way the City could enforce performance standards and if anyone

with the City has talked with WCA/Town & Country regarding the current issues.

Mr. Bob Hartnett, Deputy Director of Public Works, reported he has had meetings and follow-up phone conversations with WCA. He also shared some history from the two former attempts to have the City take responsibility for trash services as well as recent observations of changes to the labor force.

Mayor Pro-Tempore Binney reported that he has had conversations with some haulers. They are getting higher pay, 401K and benefits packages. He expressed his appreciation for the fact that residents haven't been cited for their trash service. He asked for an update on resident complaints and updated information from the haulers in a few months.

Chairman Mosby asked Mr. Stiles what information is requested in the quarterly report that solid waste haulers are required to submit and if there would be a benefit to add customer complaints to it. He then asked Mr. Hartnett if the volume of complaints have been decreasing.

There was a consensus of the Committee to direct staff to provide an update in September.

This Presentation was received and filed.

2016-0359 Presentation of the FY17 Capital Improvement Plan

Presenter: Presenter: Mike Anderson, Construction Manager

Mr. Mike Anderson, Construction Manager, gave an overview of the Capital Improvement Plan. His presentation included the definition of CIP and what types of projects are included, the committee paths the CIP takes before Council adoption, major dedicated funding sources, completed and new projects.

Councilmember Edson asked how long the construction work at the Airport is going to take and what is the largest size plane that will be able to land there after improvements are completed.

Mr. Mike Anderson reported that the grading work at the Airport for the north/south runway is almost done and paving will begin soon. Work at the Airport will continue for quite some time.

Mr. Bob Hartnett, Deputy Director, explained that the primary runway is currently 4,000 feet long and when construction is finished it will be 5,500 feet long. The current weight bearing capacity of the runway is 30,000 lbs and after construction it will be 60,000 lbs. A twelve passenger jet is probably the largest plane we will be able to accommodate.

Mayor Pro-Tempore Binney reminded the other Committee members that large capital projects are partially funded by a sales tax that expires in 2018 and the Committee will be tasked with deciding what the next big seven projects will be. He asked staff if the additional projects that were identified would take care of any expected surplus at the end of the CIP process. Mr. Mike Anderson replied yes, there will be very little left over.

Chairman Mosby asked which sales tax expires in 2018 and what percentage of the transportation sales tax has been dedicated to the airport project. He requested that Ms. Dena Mezger, Director of Public Works, e-mail the 2008 CIP Sales Tax Renewal ballot language to the Committee members.

Ms. Dena Mezger answered that the Capital Improvement sales tax has a ten year sunset and expires in 2018. Mr. Mike Anderson shared a spreadsheet with the actual dollar amounts that were used on the Airport project from the Transportation sales tax.

This Presentation was received and filed.

2016-0346 Overview of Storm-Water Program Discussions

Presenter: Presenter: Dena Mezger

Ms. Dena Mezger, Director of Public Works, gave an overview of the existing stormwater system statistics, program goals, expected new regulations, maintenance functions, capital project estimates, potential revenue sources and amounts. She stated that there needs to be policy discussions on handling "private" stormwater issues.

Councilmember Faith asked for an update on the stormwater task force. He inquired about an inventory of stormwater pipe issues, the sinkholes created by pipe failures and if any public service announcments have been made about what to look for. He asked Ms. Mezger to e-mail the presentation to him.

Mayor Pro-Tempore Binney talked about the evolution of building codes and the number of projects that were completed with the sales tax. He gave a brief history of the previous Committee's discussions regarding inventory, funding, programs and staffing.

Chairman Mosby asked about the current amount in the budget for stormwater and asked for staff to bring back the discussion about different phasing of the program. He then asked about National Pollutant Discharge Elimination System (NPDES) permit requirements.

Ms. Dena Mezger reported that last years budget amount for stormwater

maintenance was $472,000; this year's budget increased it to $577,289.

This Presentation was received and filed.

ROUNDTABLE:

The next Public Works Committee meeting will be held August 15, 2016 at 5:00 pm. (This was later rescheduled for 4:30 pm)

Councilmember Faith apologized for missing the Public Works Re-Accreditation dinner and thanked Mr. Bob Hartnett for the tour he gave of the Airport.

ADJOURNMENT

The July 18, 2016, Public Works Committee meeting was adjourned by Chairman Mosby at 8:32 p.m. at City Hall, 220 SE Green Street, City Council Chambers.

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File #: 2016-0448, **Version:** 1

A RESOLUTION EXPRESSING THE AFFIRMATIVE ASSENT OF THE CITY OF LEE'S SUMMIT, MISSOURI ON THE QUESTION OF WHETHER THE LITTLE BLUE VALLEY SEWER DISTRICT SHOULD ISSUE REVENUE BONDS PAYABLE FROM REVENUES TO BE DERIVED FROM THE OPERATION OF THE LITTLE BLUE VALLEY SEWER SYSTEM IN AN AMOUNT NOT TO EXCEED $20,000,000 FOR THE PURPOSE OF IMPROVING, EXTENDING OR REHABILITATING THE LITTLE BLUE VALLEY SEWER DISTRICT SYSTEM INCLUDING, BUT NOT LIMITED TO ADVANCED AIR EMISSIONS CONTROLS FOR THE ATHERTON WASTEWATER TREATMENT FACILITIES.

- Little Blue Valley Sewer District is a wholesale regional utility formed and governed by its 14 Customers (mission)
- In 2010 a $118 million Phase II Revenue Bond was approved (2040)
- Phase II included replacement of a 25-year old incinerator
- Changes in air pollution control standards (during course of Project) resulted in permit non-compliance
- Advanced controls must be completed by February 2020 (AAOC)
- Advanced controls cost is $20 million

Recommendation: STAFF RECOMMENDS APPROVAL OF A RESOLUTION EXPRESSING THE AFFIRMATIVE ASSENT OF THE CITY OF LEE'S SUMMIT, MISSOURI ON THE QUESTION OF WHETHER THE LITTLE BLUE VALLEY SEWER DISTRICT SHOULD ISSUE REVENUE BONDS PAYABLE FROM REVENUES TO BE DERIVED FROM THE OPERATION OF THE LITTLE BLUE VALLEY SEWER SYSTEM IN AN AMOUNT NOT TO EXCEED $20,000,000 FOR THE PURPOSE OF IMPROVING, EXTENDING OR REHABILITATING THE LITTLE BLUE VALLEY SEWER DISTRICT SYSTEM INCLUDING, BUT NOT LIMITED TO ADVANCED AIR EMISSIONS CONTROLS FOR THE ATHERTON WASTEWATER TREATMENT FACILITIES.

Jeff Shook, Assistant Director Little Blue Valley Sewer District
Greg Beottcher, Director Little Blue Valley Sewer District
Jeff Thorn, Assistant Director Lee's Summit Water Utilities

LITTLE BLUE VALLEY
SEWER DISTRICT

ADVANCED AIR EMISSIONS CONTROLS BOND ISSUE

OVERVIEW

The Little Blue Valley Sewer District has always been in the business of protecting public health and the environment. Since 2010, we have made considerable improvements to our existing facilities and processes in order to seek optimization, **greater efficiency**, and **effectiveness**. These evaluations resulted in:

- savings on energy costs
- savings on reheat costs
- savings on labor costs
- reduction of mercury emissions by 50%

Working under a consent order, the Little Blue Valley Sewer District is required to meet new state and federal regulatory requirements that are created by the Environmental Protection Agency (EPA) and enforced by the Missouri Air Pollution Control Program.

Due to a changing regulatory climate, we must continue to invest in our Atherton facility by upgrading our sewage sludge incinerator to include **advanced air emissions controls.**

Under the new air emissions regulations, we are violating the air quality standards for mercury and nitrogen oxides. While we have reduced our mercury emissions by 50% in recent years, the new regulations call for a further 99% reduction. Operational improvements and source controls will not correct this problem. Our only solution is to install advanced air emissions controls.

APPROVE $20 MILLION IN REVENUE BONDS

Boost community benefits at the same cost to the customer

Although this significant improvement comes with a price, your **financial impact is essentially zero** due to the various efficiencies and cost savings that were put into place during the Phase II Program.

By approving the issuance of $20 million additional revenue bonds, **there will be no appreciable change to the current financial forecast**. The bonds will not extend the duration of current service agreements as the 2016 bonds will be retired in 2036, four years before the 2010 bonds are paid off in 2040.

FUND OR LOSE

Unless we achieve air quality standards in a 4-year time frame, we will be required to cease operation of the incinerator. Without a working incinerator, sewage sludge will be hauled to the landfill at an **added cost of $3 million per year.**

It is fiscally responsible to invest in this essential upgrade rather than spending millions of dollars on hauling costs that lack long-term value to our customers.

The advanced air emissions controls upgrade is identified within the Phase III Improvements Program at the Atherton Plant. Phase III bonds will be paid off with the same operating budgets approved in 2010 for the Phase II bonds. Unanticipated operational efficiencies offset the $20 million bond repayment costs!

COMMUNITY BENEFITS

By upgrading our sewage sludge incinerator, we will be able to continue the benefits to the community from Phase II and add benefits from Phase III at the same cost to our customer.

1 Improving air quality

- Reduced mercury emissions
- Reduced nitrogen oxide emissions
- Reduced other pollutants including: lead, cadmium, dioxins and furans, sulfur dioxide

2 Using less resources

- Reduced electricity use
- Reduced need for natural gas
- Reduced need for polymer

3 Saving money

- Reduced labor costs
- Increased energy efficiency
- Reduced operations costs

4 Contain Service Costs to 2010 Forecast

- No Budgetary Impacts-Financial forecasts for the 2010 Phase II Program are unchanged, as the costs of Phase III are negated by better-than-anticipated cost controls

ADVANCED AIR EMISSIONS CONTROLS SCHEDULE

SUMMER 2016	FALL 2016	WINTER 2016	SPRING 2017	SUMMER 2017	FALL 2019
Design Complete	Bond Approval	Bond Issuance	Bid for Construction	Begin Construction	Project Complete

LITTLE BLUE VALLEY SEWER DISTRICT

Atherton Phase III Improvements

Advanced Air Emissions
$20 Million Bond Issue

Greg Boettcher, P.E.
Executive Director

Jeff Shook, P.E.
Assistant Director

Presentation Outline

$20 Million
Phase III Improvements

Executive Summary

Chronology

1. In 2010 a $118 million bond for Phase II approved
2. During the course of Phase II air pollution standards for incineration changed
3. Advanced Emission Controls needed by 2020
4. Advanced Emissions Controls cost $20 million

Executive Summary

Solution

5 District efforts have driven operating costs below 2010 predictions

6 Efficiencies fully offset the costs of Phase III

7 Phase III bonding and improvements possible with no deviation from 2010 Financial Plan

9 Phase III does not extend service contract term

10 Details of “**no impact**” follow

District Service Area

Formed in 1968 as Regional Wastewater System

Self-Governed by 14 Customers:

- City of Belton
- City of Blue Springs
- Fort Osage School District
- City of Grandview
- City of Independence
- County of Jackson
- City of Kansas City
- City of Lake Tapawingo
- City of Lee's Summit
- Middle Big Creek Sewer Subdistrict
- City of Raymore
- City of Raytown
- City of Sugar Creek
- Lake City Ammunitions Plant*

Little Blue Valley Sewer District

General Attributes

Treated Wastewater	# of staff positions	Budget	Population served
35 Million Gallons/Day	59	$27.5 Million	365,000

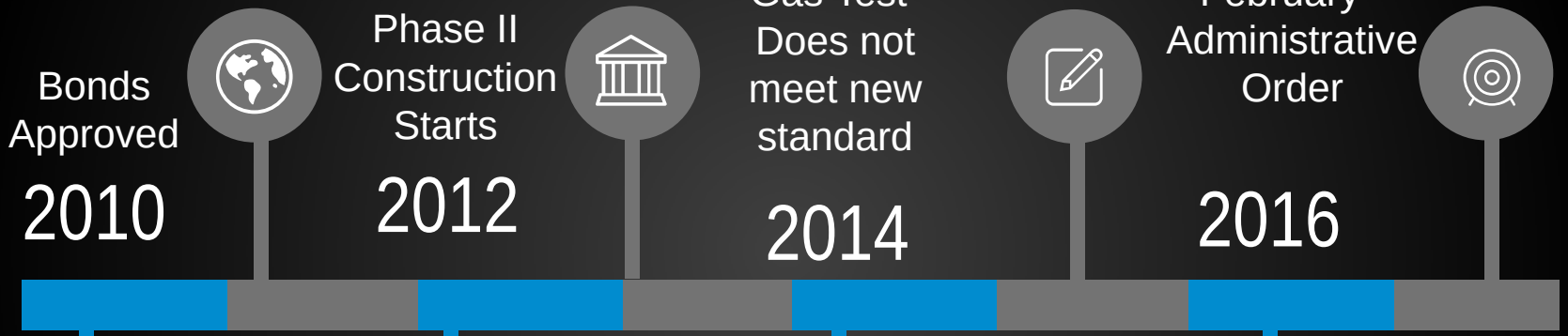
*52 Million Gallons/Day Capacity

Phase II Improvements

In 2010 Customers approved a $118 million bond issue for Phase II (30-year bonding)

- Ultraviolet Disinfection (required by March 2014)
- Excess Flow Holding Basin (Control for full disinfection)
- Sewage Sludge Incinerator (replaced 25-year old unit)

History



Bonds Approved

2010

2011

EPA Issues New Air Limits

NACWA Challenges EPA

Phase II Construction Starts

2012

2013

Court Upholds EPA's Limit

August 2014 Incinerator Startup

1st Exhaust Gas Test- Does not meet new standard

2014

2015

April - Notice of Violation

February - Administrative Order

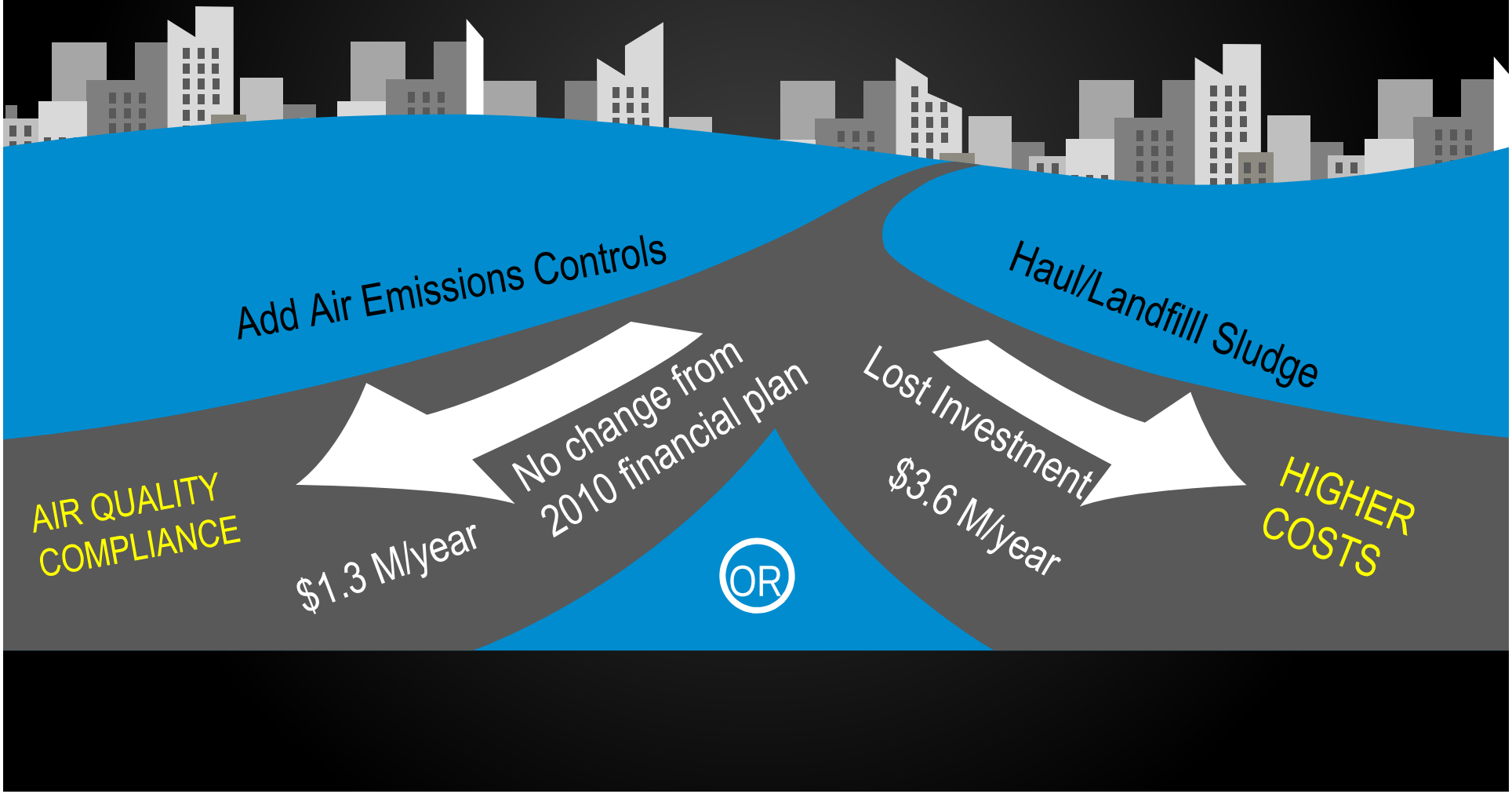
2016

2020

February 2020 - Achieve Compliance

Two paths to choose from

Add Air Emissions or Cease Operations
& Landfill Sludge



Recommend Phase III Improvements

Request Customer authorizations for a $20 million bond issue for Phase III (20-year bonding)

Most Cost-Effective

Advanced Controls were identified as future need in 2010, was not a question of “if” but one of “when”

Administrative Order enables 4-year use of incineration system

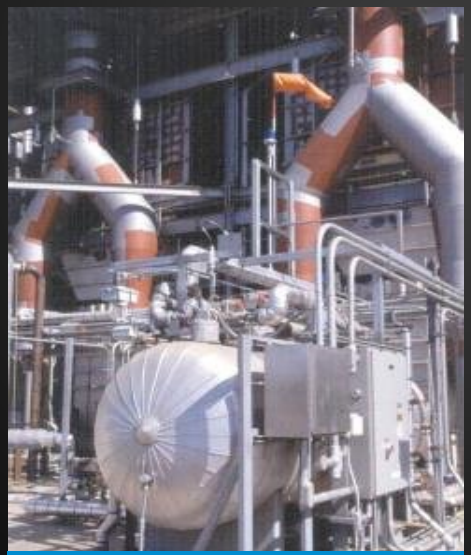
Phase III Improvements

Advanced Air Emission Control System

Removes Metals From Exhaust Gas

Wet Electrostatic Precipitator

Controls Nitrogen Oxides



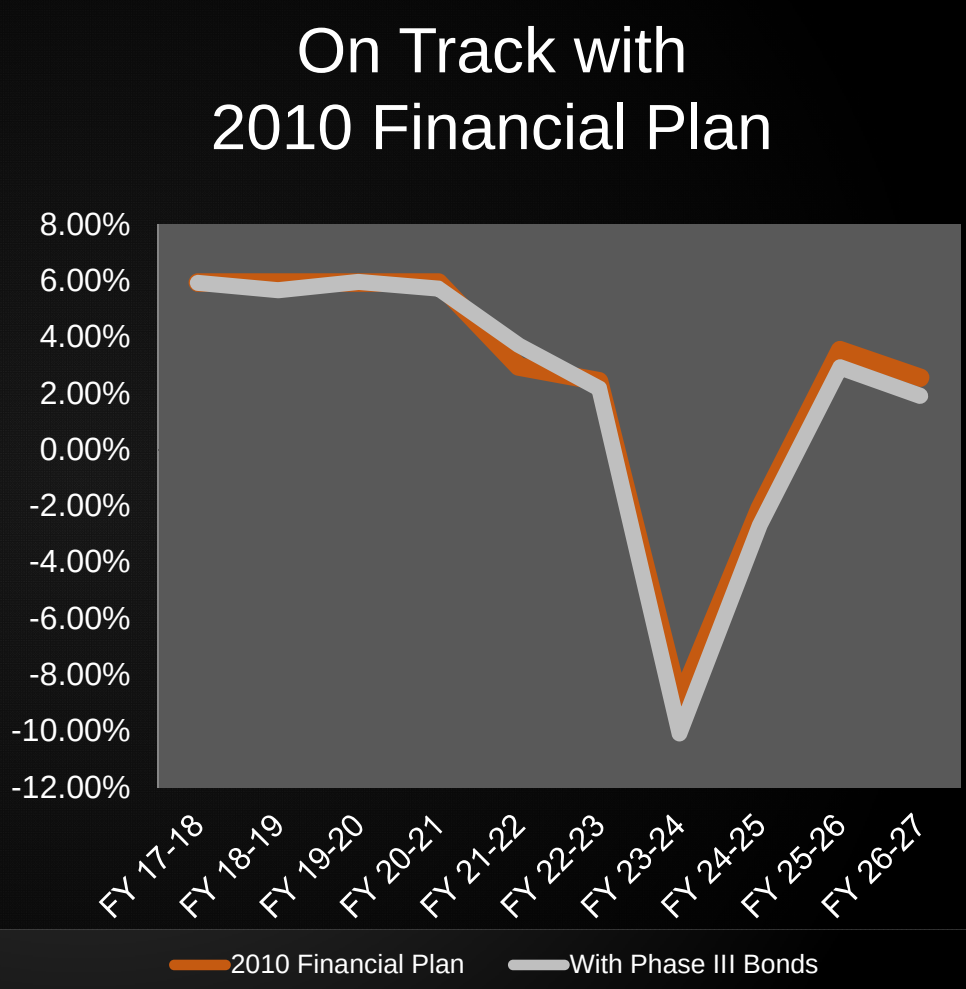
Aqua Ammonia

Reduces Mercury to Required Limit

Carbon-Packed Adsorber

Revenue Impacts

Fiscal-Year	2010 Financial Plan	With Phase III Bonds
2017-18	5.95%	5.93%
2018-19	5.95%	5.67%
2019-20	5.95%	5.97%
2020-21	5.95%	5.73%
2021-22	2.96%	3.72%
2022-23	2.43%	2.18%
2023-24	-8.97%	-10.07%
2024-25	-2.07%	-2.967%
2025-26	3.55%	2.93%
2026-27	2.57%	1.92%

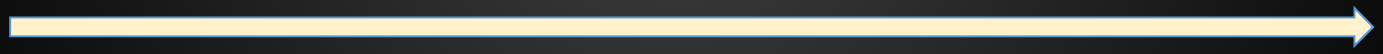


Phase III Installation Schedule

Schedule meets
Administrative Order
on Consent

PHASE III IMPROVEMENTS SCHEDULE

TIME FRAME	Summer 2016	Fall 2016	Spring 2017	Summer 2017	Summer 2019	Winter 2019
ACTIVITY	Start Final Design	Sell Bonds	Receive Bids	Begin Construction	Commission and Test	Project Closeout



Approve $20 Million in Revenue Bonds

With no change to the
2010 financial forecast

Adopt
Authorizing
Resolution

Bond Issuance, by Statute, Requires
75% Passage by Customers (10 of 13)

Atherton Phase III

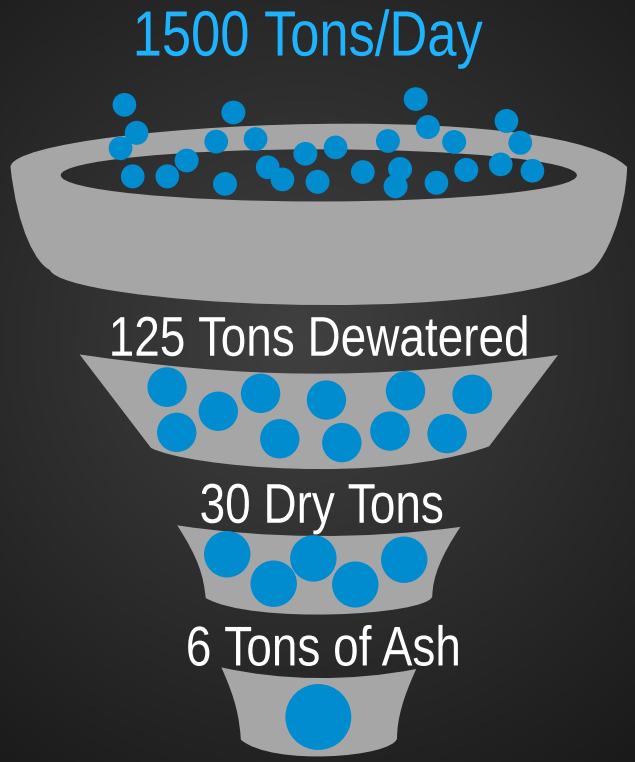
Thank You

CONTACT
Greg Boettcher
816-200-9867 cell
816-285-1521 office
Boettcher@lbvsd.org

Atherton Wastewater Treatment Plant

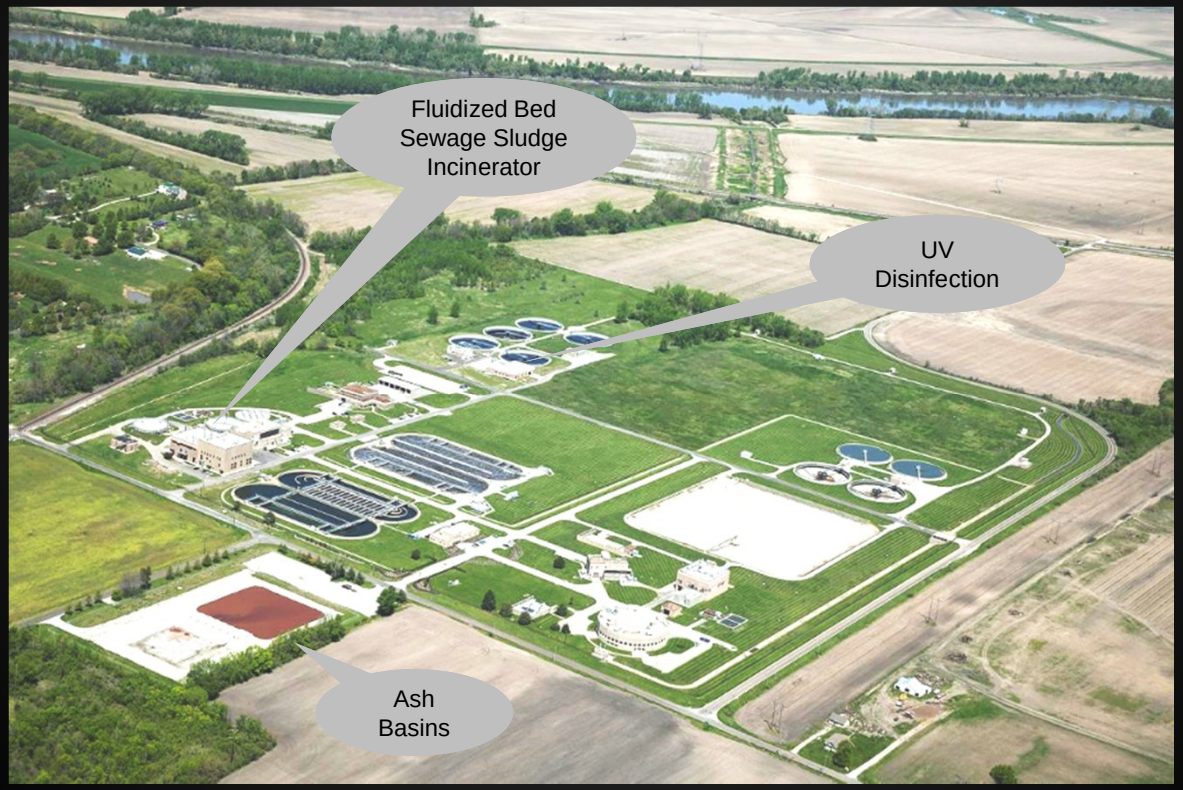
Our Mission

Incinerator Reduces Sludge by 99.6%



Atherton Wastewater Treatment Plant

52 million gallons per day capacity
400 million gallons per day maximum



Atherton Wastewater Treatment Plant

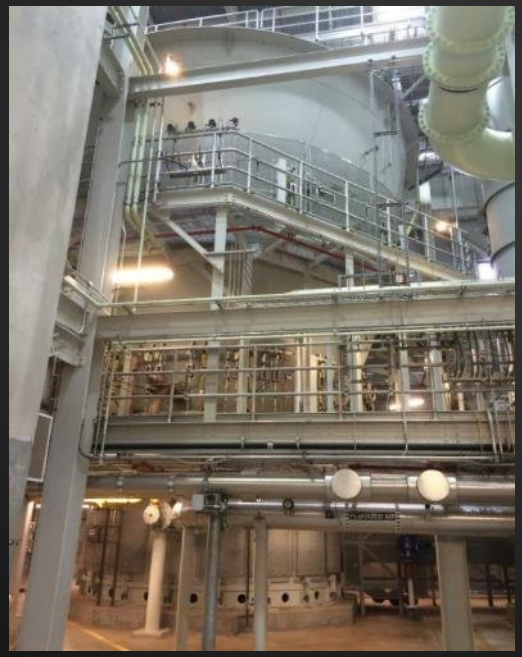
Old Incineration System (1990 Vintage)

Phase II Improvements

Ultraviolet Disinfection

Required
March 2014

Fluidized Bed Sewage Sludge Incinerator



Replacing Failing
25-Year Old Unit

Excess Flow Holding Basin

Wet Weather Flows

Incinerator Testing

Incinerator exhaust gas meets design performance but does not meet the changed air emissions limits:

Performance Testing 2 of 10 pollutants don't meet new limits

Stack Testing – Met contract requirement, not changed permit limit

Non-Compliance Resolution

Incinerator exhaust gas meets 8 of 10 pollutant limits

Agreed to Administrative Order on Consent

$6,000 penalty

Operate incinerator thru February 2020

Periodic progress reports

Reasons for Continuing with Phase II

- National Association of Clean Water Agencies appealed stricter air limits in court
- Phase II Budget did not include cost of Advanced Air Emissions Controls
- Disinfection deadline of March 2014 necessitated old incinerator be offline
- Old incineration system failing and inadequate
- Actual air pollutant concentrations offer more cost-effective design (actual data)

RESOLUTION 17-

A RESOLUTION EXPRESSING THE AFFIRMATIVE ASSENT OF THE CITY OF LEE'S SUMMIT, MISSOURI ON THE QUESTION OF WHETHER THE LITTLE BLUE VALLEY SEWER DISTRICT SHOULD ISSUE REVENUE BONDS PAYABLE FROM REVENUES TO BE DERIVED FROM THE OPERATION OF THE LITTLE BLUE VALLEY SEWER SYSTEM IN AN AMOUNT NOT TO EXCEED $20,000,000 FOR THE PURPOSE OF IMPROVING, EXTENDING OR REHABILITATING THE LITTLE BLUE VALLEY SEWER DISTRICT SYSTEM INCLUDING, BUT NOT LIMITED TO ADVANCED AIR EMISSIONS CONTROLS FOR THE ATHERTON WASTEWATER TREATMENT FACILITIES.

WHEREAS, the Little Blue Valley Sewer District (the "District") operates a sewer system (the "System") pursuant to Section 204.250 et seq. for the primary benefit of the customers within the District (the "Customers"); and,

WHEREAS, District has undertaken a review of the existing wastewater facilities of the System and has approved a Phase III Improvements Program for the improvement, extension and rehabilitation of the Little Blue Valley Sewer District System, including the provision of Advanced Air Emissions Controls for the Atherton Wastewater Treatment Facilities (the "Phase III Improvements") with an estimated project cost of $20,000,000; and,

WHEREAS, the District has determined that it is in the best interests of the District to finance the Phase III Improvements through the issuance of revenue bonds payable from the revenues to be derived from the operation of the System; and,

WHEREAS, in accordance with Section 204.370 of the Revised Statutes of Missouri, the District has submitted to Customers, as defined therein, the question of whether the District shall issue revenue bonds in one or more series payable from the revenues to be derived from the operation of the System in the amount not to exceed $20,000,000 for the purpose of the Phase III Improvements; and,

WHEREAS, the governing body of the City of Lee's Summit, Missouri does hereby find and determine that it is in the best interest of the safety, health and welfare of its constituents to give its affirmative assent to such question.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT, MISSOURI, AS FOLLOWS:

SECTION 1. That the City Council of the City of Lee's Summit, Missouri hereby expresses its affirmative assent to the following question submitted by the District:

> Shall the Little Blue Valley Sewer District issue its revenue bonds in one or more series, payable from the revenues to be derived from the operation of the System in an amount not to exceed $20,000,000 for the purpose of improving, extending or rehabilitating the Little Blue Valley Sewer District System including, but not limited to advanced air emissions controls for the Atherton Wastewater Treatment Facilities

SECTION 2. That the City Manager is hereby authorized to provide, on behalf of the City, in writing, the City's affirmative assent to the question submitted by the District and reproduced in Section 1, above.

SECTION 3. That, in accordance with Section 204.370, RSMo., approval of the proposition shall require the written assent of three-quarters of the Customers as defined therein.

SECTION 4. That the City Manager is hereby authorized and directed to take any such further action, and to execute any documents, certificates, or instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

SECTION 5. That any resolutions or part thereof that conflict this Resolution or part thereof are hereby rescinded.

SECTION 6. That this Resolution shall be in full force and effect from the date of its passage, adoption, and approval by the Mayor.

PASSED and ADOPTED by the City Council for the City of Lee's Summit, Missouri, this ____ day of _____, 2016.

_____
Mayor *Randall L. Rhoads*

APPROVED by the Mayor of the City of Lee's Summit, Missouri, this _____ day of _____, 2016.

_____
Mayor *Randall L. Rhoads*

ATTEST:

_____
City Clerk *Denise R. Chisum*

APPROVED AS TO FORM:

_____
Chief Counsel of Management & Operations
Jackie McCormick Heanue

LEE'S SUMMIT
MISSOURI

Packet Information

File #: TMP-0183, **Version:** 2

AN ORDINANCE AUTHORIZING THE REPAIR OF THE NORTH RAIL SPUR UNDER THE CITY'S ON CALL CONTRACTOR KELLY HILL COMPANY, IN THE AMOUNT OF $83,564.22 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR THE SAME.

Issue/Request:
The north rail spur was inspected on July 6, 2016 and a number of issues were identified as in need of repair. Public Works has received a price proposal from the on-call contractor, Kelly Hill Company, to repair the rail for a total of $83,564.22. Public Works is requesting the Public Works Committee approve the proposal of the on-call contractor Kelly Hill Company.

Key Issues:
The City entered into a developement agreement with Polytainers to construct and maintain the north rail spur
The City's inspection contractor identified a number of issues during the last inspection on July 6, 2016
- Replace 390 Ties
- Transpose 14 lengths of rail that are showing wear on one side of the rail
- Separate and shorten rail and remove curves

If the rail spur is out of service, the business is unable to operate
Public Works budgets $10,000 for minimal, regular rail repairs
The City has an on-call contractor to make the repairs

Proposed Committee Motion:
I move to recommend to City Council AN ORDINANCE AUTHORIZING THE REPAIR OF THE NORTH RAIL SPUR UNDER THE CITY'S ON CALL CONTRACTOR KELLY HILL COMPANY, IN THE AMOUNT OF 83,564.22 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR THE SAME.

Background:
The City has entered into two development agreements with Toys R Us and Polytainers to construct and maintain two rail spurs. Public Works Operations has an on-call contractor inspect these rail spurs on a quarterly basis. Typically, minimal repairs are around the budgeted amount of $10,000 and are required to keep the rail spurs in good working order. The last inspection indicated substantial work that needs to be completed on the north rail spur to ensure the rail will continue to safely serve the business.

Impact/Analysis:
Pubic Works has a budgeted amount of $10,000. The proposal for repairs is $83,564.22 creating a deficit of $73,564.22. Public works will attempt to contain costs of the repair by installing used ties if available. Public Works will enter the cost overages into the midyear projections, and the addtional costs will be absorbed into the operating budget. Public Works may request the use of the contingency funds; however, it may not be

necessary if we have another light winter or other savings.

Timeline:
Start: ___
Finish: ___

Other Information/Unique Characteristics:
[Enter text here]

Presenter: Shawn Graff, Assistant Director of Operations

Recommendation: Staff recommends approval of AN ORDINANCE AUTHORIZING THE REPAIR OF THE NORTH RAIL SPUR UNDER THE CITY'S ON CALL CONTRACTOR KELLY HILL COMPANY, IN THE AMOUNT OF 83,564.22 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR THE SAME.

Committee Recommendation: [Enter Committee Recommendation text Here]

RAILROAD CONTRACTORS

KELLY-HILL COMPANY

SPECIALIZING IN RAILROAD TRACK CONSTRUCTION & MAINTENANCE

P.O. Box 681464 • Riverside, Missouri 64168 • Telephone (816) 741-7727 • Fax (816) 587-4123

July 18, 2016 Quote: 16-147 ewc

Jeff Dunlap
Supervisor
City of Lee's Summit Public Works
1971 SE Hamblen Road
Lee's Summit, MO 64082
816.969.1800
publicworks@cityofls.net

RE: Lee's Summit Railroad Track Maintenance:

Per your request and based on the information provided to Paul Matney during a site visit, Kelly-Hill Company proposes the following quote to furnish all labor, equipment, insurance, supervision and taxes to complete the following scopes of work:

390- New IG Cross Ties installed in North Spur

- Mobilize and demobilize a crew and equipment.
- Furnish and Install 390 New 7"x9"x8'6" IG cross ties
- Dispose of old Cross ties

Cost to Complete Above Scope of Work $ 52,935.00

390- New Ties installed in North Spur (190 new and 200 used)

- Mobilize and demobilize a crew and equipment.
- Furnish and Install 200 Used 7"x9"x8'6" IG cross ties
- Furnish and Install 190 New 7"x9"x8'6" IG cross ties
- Dispose of old Cross ties

Cost to Complete Above Scope of Work $ 46,373.00

Surfacing

- Mobilize and demobilize a crew and equipment
- Surface and dress North Spur for 2 (8) hour days

Cost to Complete Scope of Work: $ 8,899.72

Transpose Rail

- Mobilize and demobilize a crew and equipment
- Transpose 14 lengths of curve worn rail.

Cost to Complete Scope of Work: $ 13,228.75

Separate Rail Allow to run

- Mobilize and demobilize a crew and equipment
- Separate Rail to allow rail to run
- Reconnect rails after cutting excess.

Cost to Complete Scope of Work: $ 8,500.75

Cost to complete pricing all include mobilization costs, if more than one option is taken a reduction in mobilization would decrease the overall cost of work. The used Ties quoted are subject to availability, used ties are not a guaranteed stock item.
If any clarifications or modifications are needed, please do not hesitate to give me a call at any time.

Thank you for the opportunity to quote your project.

Respectfully submitted,

Ed Conlon | **Kelly-Hill Company - Kansas City, MO**
(816) 741-7727 *Phone* | (816) 587-4123 *Fax* | (913)915-0185 *Mobile*

Chester Bross Construction
Railroad Division
Suite 308
1635 West First Street
Granite City, IL. 62040
Phone: 618-452-8508 / Fax: 618-452-8509
jdonato@quixnet.net

Quarterly Inspection Report

City of Lee's Summit

To: Jeff Dunlap
July 6, 2016 **Inspector(s):** Jim Donato Director of RR Operations
Inspected the following tracks: MP-MP

North Main Spur All
Thompson Drive Spur All

The following defects were found and required initial notification.

Defect	Track/Rail	Location	Repairs/Action taken

1. Gauge is good, range from 56 ½" -57" Thompson Dr.
   At this time no defects found.

2. Track gauge at this time looks good. North Main
   Cross level looks good, I found and marked 390 ties that need to be replaced. This will keep good wood in track and hole track gauge. First curve going North from crossing on main street is getting ¼ " side wear should think about turning approx.. 14 rails on the high side of track. Next place that needs attention is up the hill track has dropped and is moving sideways when it is hot getting sun kinks. Rail needs to get cut out, line, raise, tamp and dress. After installing ballast.

Comments :

See above number 2 North Main

BILL NO. 16-

AN ORDINANCE AUTHORIZING THE REPAIR OF THE NORTH RAIL SPUR UNDER THE CITY'S ON CALL CONTRACTOR KELLY HILL COMPANY, IN THE AMOUNT OF $83,564.22 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR THE SAME.

WHEREAS, the City of Lee's Summit, Missouri ("City") has previously entered into an on-call service contract with Kelly Hill Company for maintenance of the north rail spur; and,

WHEREAS, City's inspection contractor identified a number of issues during the last inspection on July 6, 2016; and,

WHEREAS, items needing repair/maintenance include, need for replacement of 392 ties, need to transpose 14 lengths of rail that are showing wear; need to separate and shorten rail and remove curs.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT. MISSOURI, as follows:

SECTION 1. That the City Council of City of Lee's Summit hereby authorize the expenditure of $83,564.22 for repair of the north rail spur, services to be performed under the City's on-call contract with Kelly Hill Company. The City Manager is hereby authorized to execute an Agreement for the same by and on behalf of the City of Lee's Summit, Missouri, subject to approval of the City Attorney and Director of Finance.

SECTION 2. That this Ordinance shall be in full force and effect from and after the date of its passage and adoption, and approval by the Mayor.

PASSED by the City Council of the City of Lee's Summit, Missouri, this ____ day of _____, 2016.

ATTEST: _____
Mayor *Randall L. Rhoads*

_____
City Clerk *Denise R. Chisum*

APPROVED by the Mayor of said city this _____day of _____, 2016.

ATTEST: _____
Mayor *Randall L. Rhoads*

_____
City Clerk *Denise R. Chisum*

BILL NO. 16-

APPROVED AS TO FORM:

_____
Office of the City Attorney

LEE'S SUMMIT
MISSOURI

Packet Information

File #: TMP-0191, **Version:** 1

AWARD OF ON-CALL AGREEMENT FOR ARCHITECTURAL AND ENGINEERING SERVICES (RFQ NO. 2016-070)

Issue/Request:

Award of RFQ 2016-070 for a one-year contract with four possible one-year renewal options for On-call Architectural and Engineering Services to SFS Architecture, Inc. for multiple City departmental use.

Key Issues:

Establishing an On-call Architect and Engineering contract streamlines the process and provides various City departments the ability to obtain professional architectural and engineering services on projects with a scope of under $100,000 for design and construction. The On-call contract provides the following to the City:

- Allows for a quick response time within twenty-four hours to a request from the City.
- Provides the City with the ability to rapidly engage licensed design professionals to perform evaluations and provide recommendations during emergency situations, resulting in a two-hour response time.
- Troubleshooting of existing problems within structures and provides services to determine appropriate solutions and potential costs.
- Assist the City in preparation of a program to identify major items that should be placed on a preventive maintenance or replacement schedule, such as roofs, HVAC systems and other items relating to City facilities.

Proposed Committee Motion:

I move to recommend to City Council AWARD OF ON-CALL AGREEMENT FOR ARCHITECTURAL AND ENGINEERING SERVICES (RFQ NO. 2016-070)

Background:

The current on call agreement with a different firm has expired. This RFQ was prepared by Procurement Department staff along with the City Architect. Seven firms submitted qualifications. The submittals were ranked and three firms were selected for interviews. The highest ranking firm was selected. The cumulative proposal score sheet is attached.

Impact/Analysis

A four (4) member committee consisting of City staff from Central Building Services, Codes Administration, Fire and Water Utilities departments reviewed all the submittals and selected three firms to interview. A copy of the committee ranking sheet of the three interviewed firms is attached.

Timeline:
Start: September 1, 2016
Finish:August 31, 2017

Other Information/Unique Characteristics:
[Enter text here]

Presenter: Steve Aldridge, City Architect

Recommendation: Staff recommends approval of AWARD OF ON-CALL AGREEMENT FOR ARCHITECTURAL AND ENGINEERING SERVICES (RFQ NO. 2016-070)

Committee Recommendation:

CITY OF LEE'S SUMMIT
PURCHASING DIVISION
STANDARDIZED EVALUATION FORM

Project : 2016-070
RFP No: On Call Architectural Services

Interview Ranking Score Sheet

Composite

All scoring must be assigned only per the below tables.

	30 Point Questions	20 Point Questions	10 Point Questions
Outstanding	25 - 30	17 - 20	9 - 10
Exceeds Acceptable	19 - 24	13 - 16	7 - 8
Acceptable	13 - 18	9 - 12	5 - 6
Marginal	0 - 12	0 - 8	0 - 4

	Points per Criterion	# of Comm Mmbrs	Max Pts	FIRM The Clark Enerson Partners	FIRM SFS Architecture, Inc.	FIRM Thompkins Associates
1. Evidence of Experience, Reliability and References: (FORM 3): Consider experience and references listed by the firm/provider on Form 3 of the RFP. Is the provider experienced in providing services similar to that requested in the RFP? Consider any sub-consultants to be used and their experience (if applicable). Reference check information memo provided to the committee.	30	2	60	53	53	40
2. Expertise of Firm Personnel: (FORM 4): Consider comparable experience and background of specific personnel that shall be assigned to the City's project as outlined on Form 4 of the RFP. Also consider the specific involvement of those persons in projects listed on Form 3 of the RFP. Experience on projects of similar scope and size: Project Manager, Project team, sub-consultants (if applicable)	30	2	60	50	54	43
3. Applicable Resources: (FORM 1, 2, AND 5): / Schedule Evaluate the extent of applicable resources available to the firm / provider to complete the City's project as listed on Forms 1, 2, and 5 of the RFP. Standard Quality Assurance/Quality Control program or procedures the firm has in place. Adequacy of proposed team/resources to complete project within proposed time frame.	10	2	40	34	36	34
4. Project Approach: (FORM 5): Evaluate the firm/ provider's approach to and understanding of the Scope of Services required in the RFP as evidenced by the project approach outline in Form 5 . Project schedule and detailed approach is reasonable/responsive to City's needs. Roles of all involved parties clearly identified. Familiarity with project location as evidenced by proposal (if applicable). Identify/recognize critical or unique issues specific to the project. Adequacy of proposed communications process. Unique approaches that have been successful elsewhere.	30	2	40	34	38	31
			200	171	181	148

CITY OF LEE'S SUMMIT
PURCHASING DIVISION
STANDARDIZED EVALUATION FORM

Proposal Ranking Score Sheet

Composite

Project : 2016-070
RFP No: On Call Architecture Services

	30 Point Questions	20 Point Questions	10 Point Questions
Outstanding	25 - 30	17 - 20	9 - 10
Exceeds Acceptable	19 - 24	13 - 16	7 - 8
Acceptable	13 - 18	9 - 12	5 - 6
Marginal	0 - 12	0 - 8	0 - 4

	Points per Criterion	# of Comm Mmbrs	Max Pts	FIRM Thompkins Associates	FIRM The Clark Enerson Partners	FIRM Draw Architecture + Urban Design	FIRM Crowley, Wade. Milstead, Inc.	FIRM HTK Architects	FIRM bcDESIGNGROUP	FIRM SFS Architecture, Inc.
1. Evidence of Experience, Reliability and References: (FORM 3): Consider experience and references listed by the firm/provider on Form 3 of the RFP. Is the provider experienced in providing services similar to that requested in the RFP? Consider any sub-consultants to be used and their experience (if applicable).	30	4	120	86	85	84	85	90	71	99
2. Expertise of Firm Personnel: (FORM 4): Consider comparable experience and background of specific personnel that shall be assigned to the City's project as outlined on Form 4 of the RFP. Also consider the specific involvement of those persons in projects listed on Form 3 of the RFP. Experience on projects of similar scope and size: Project Manager, Project team, sub-consultants (if applicable)	30	4	120	75	93	86	84	88	79	94
3. Applicable Resources: (FORM 1, 2, AND 5): / Schedule Evaluate the extent of applicable resources available to the firm / provider to complete the City's project as listed on Forms 1, 2, and 5 of the RFP. Standard Quality Assurance/Quality Control program or procedures the firm has in place. Adequacy of proposed team/resources to complete project within proposed time frame.	10	4	80	52	59	57	54	58	45	62
4. Project Approach: (FORM 5): Evaluate the firm/ provider's approach to and understanding of the Scope of Services required in the RFP as evidenced by the project approach out. Project schedule and detailed approach is reasonable/responsive to City's needs. Roles of all involved parties clearly identified. Familiarity with project location as evidenced by proposal (if applicable). Identify/recognize critical or unique issues specific to the project. Adequacy of proposed communications process. Unique approaches that have been successful elsewhere.	30	4	80	59	56	61	58	58	43	61
			400	272	293	288	281	294	238	316

This AGREEMENT made and entered into this __ day of _____ 20___, by and between the City of Lee's Summit, Missouri, a Missouri Constitutional Charter City, hereinafter referred to as "City," and SFS Architecture, Inc., a company in the State of Missouri, hereafter referred to as "Service Provider." Witnesseth, that:

WHEREAS, Service Provider has offered to provide the services described in PART I; in consideration of the payment terms described in PART II; subject to the Insurance Requirements described in PART III; and subject to the General Conditions described in PART IV; and

WHEREAS, City desires to engage Service Provider to perform such services.

NOW, THEREFORE, in consideration of the mutual covenants and considerations herein contained, IT IS HEREBY AGREED by the parties hereto as follows:

1. City employs Service Provider to perform the services hereinafter set forth.

2. Services. The Service Provider represents that it is equipped, competent, and able to perform, and that it will perform all services hereinafter set forth in a diligent, competent, and workmanlike manner. Service Provider will perform all such services in accordance with the following provisions, incorporated into this Agreement as if set forth in full herein: City's Request for Qualifications No. 2016-070 (hereinafter "RFQ"); the Service Provider's Response to the RFQ ("Submittal"); Scope of Services ("Scope"), attached hereto as PART I; Payment Terms and/or Fee Schedule, attached hereto as PART II; Insurance Requirements, attached hereto as PART III; and General Conditions, attached hereto as PART IV. Where the terms of the RFQ or the Submittal conflict with anything in PARTS I, II, III or IV, the terms of the PARTS shall control.

3. Compensation. It is expressly understood that in no event will the compensation to be paid to the Service Provider under the terms of this agreement for the services set forth in the Scope, and for reimbursement of authorized expenses exceed the line item costs outlined in PART II. Service Provider agrees that the price for all line items outlined in PART II shall not increase for a period of one (1) year from the date of agreement execution. If additional services are requested by the City, the Service Provider will prepare and submit to the City an estimate of the total cost associated with such additional services. The City will review and approve in writing such cost estimate for additional services, and the total compensation and reimbursement to be paid by the City to the Service Provider for such approved additional services shall not exceed the approved amount. Service Provider's fees for additional services shall be billed on an hourly basis at Service Provider's current standard rates, which will in no event exceed the amount approved by the City in writing for such additional services.

4. The term of this Agreement shall be for a one (1) year period from _____ through _____. The City may at its option renew the Agreement up to four (4) additional one-year terms by giving written notice to the supplier. Any increase in cost at the beginning of each renewal period will be limited to that allowed per RFQ# 2016-070; section 8.0; Renewal Option. All pricing identified on the pricing page shall be in effect for the stated agreement term.

5. This agreement shall be binding on the parties thereto only after it has been duly executed and approved by the City and the Service Provider.

_____
Procurement Officer of Record

_____
Stephen A. Arbo, City Manager Date

SFS ARCHITECTURE, INC
Company Name

Company Authorized Signature

PRINCIPAL 9/8/2016
Title Date

KERRY NEWMAN
Type or Print the Name of Authorized Person

APPROVED AS TO FORM:

_____
Office of the City Attorney

ON-CALL ARCHITECTURAL SERVICES

City of Lee's Summit, Missouri

sfsarchitecture

Statement of Qualifications | RFQ # 2016-070

March 11, 2016 | 3:00 p.m.

CITY OF LEE'S SUMMIT
PROCUREMENT AND CONTRACT SERVICES DEPARTMENT
220 S.E. GREEN STREET LEE'S SUMMIT, MO 64063
Phone: 816-969-1083 Fax: 816-969-1081
Ben.calia@cityofls.net

TITLE-SIGNATURE PAGE

REQUEST FOR QUALIFICATIONS NO. 2016-070

The City of Lee's Summit will accept electronic submitted qualifications submittals through Public Purchase from qualified persons or firms interested in providing the following:

ON CALL ARCHITECTURAL SERVICES
IN ACCORDANCE WITH THE ATTACHED SCOPE OF SERVICES

SUBMITTALS MUST BE UPLOADED INTO PUBLIC PURCHASE E-PROCUREMENT SYSTEM PRIOR TO THE CLOSING DATE OF MARCH 11, 2016 AT 3:00 PM LOCAL TIME

It is the responsibility of interested firms to check the City's e-procurement system, Public Purchase at http://www.publicpurchase.com/gems/leessummit.mo/buyer/public/publicInfo for any addendums prior to the closing date and time of this Request for Qualifications. All addendums must be signed and included with submitted qualifications submittal.

The City reserves the right to reject any and all submittals, to waive technical defects, and to select the submittal(s) deemed most advantageous to the City.

The undersigned certifies that he/she has the authority to bind this company in an agreement to supply the service or commodity in accordance with all terms and conditions specified herein. Please type or print the information below.

Respondent is REQUIRED to complete, sign and return this form with their submittal.

Company Name SFS Architecture, Inc.	Authorized Person (Print) Kerry K. Newman, AIA, LEED AP
2100 Central Street, Suite 31 Address	 Signature
Kansas City, MO 64108 City/State/Zip	Principal Title
816/474-1397 816/421-8024 Telephone # Fax #	March 11, 2016 431000800 Date Tax ID #
knewman@sfsarch.com E-mail	State of Missouri C-Corporation Entity Type

ENCLOSURE III

TABLE OF CONTENTS

The following table sets forth the specific items to be addressed in the submittal. Respondents are requested to use this page with their submittal and with the corresponding page numbers indicated on the information submitted within their submittal:

March 11, 2016

Ben Calia, Procurement and Contract Services Manager
City of Lee's Summit, Missouri
220 SE Green Street
Lee's Summit, MO 64063

RE: RFQ NO: 2016-070 | On-call Architectural Services

Dear Mr. Calia and Selection Committee:

SFS Architecture is pleased to present our team's qualifications to provide On-call Architectural Services to the City of Lee's Summit, Missouri.

Why do we think SFS is so well suited for this On-call contract? Look at our experience, our track record, our key personnel and our commitment. SFS has managed On-call contracts for more than 20 years and has developed successful processes to manage multiple projects of varying scopes and complexity happening simultaneously. We are proud of our track record of success on very similar On-call contracts and believe this is a testament to the quality of our work, our exceptional project management and strong commitment to client service. In summary, the things that make SFS different are:

We are a local firm with big experience. For 43 years, SFS has been serving communities throughout the Kansas City metropolitan area as well as other local, state and Federal agencies in the Midwest. Projects have encompassed a broad range of facility types and have ranged in size from $10,000 remodels of office space to $65 million new courthouses with a whole host of other repair, renovation, restoration and new construction projects in between. Through this experience we have developed specific tools to successfully manage and complete projects similar to those anticipated under your On-call contract. We address each project with our best people and our full attention, regardless of the size and scope.

We work well with others. Collaboration with client leadership, user groups, consultants and contractors, as well as the general public as needed, during the design and construction process are all key to the success of our projects.

We believe quality control is our responsibility, not yours. We take this responsibility to heart and have established specific quality control processes and procedures to assure a successful outcome.

We practice common sense sustainability. For each project we look for the best opportunities to save energy, reduce maintenance requirements and improve the quality of the built environment – all within budget parameters.

We are committed to the success of your On-call program. We enjoy and thrive on the pace, the diversity of scopes and high level of coordination involved with On-call programs.

SFS is committed to the Lee's Summit community and values the relationships we have built with City representatives through our past work. We welcome the opportunity to further discuss with you our On-call experience and our approach to working with you on your important initiatives. Thank you for your consideration of SFS for this contract.

Sincerely,

Kerry K. Newman, AIA, LEED AP
Principal

LEE'S SUMMIT MISSOURI

RFQ NUMBER 2016-070
ADDENDUM NUMBER 1

The original Request for Qualifications for **On Call Architectural Services** remains in effect except as revised by the following changes, which shall take precedence over anything to the contrary in the specifications.

RFQ DOCUMENTS AND TECHNICAL SPECIFICATIONS:

Question 1: Should the architect propose a team of engineers at this time?
Answer 1: Yes.

Question 2: On page 2 of the RFQ, it indicates that you are seeking consultants interested in providing roof, waterproofing and exterior wall consulting services. Are these the types of building improvements the architect will be working with the City on or are there other potential types of projects anticipated?
Answer 2: Firms shall delete original FORM NO. 2: KEY OUTSIDE CONSULTANTS and use REVISED FORM NO. 2: KEY OUTSIDE CONSULTANTS included in this Addendum Number 1.

ACKNOWLEDGEMENT

Each bidder shall acknowledge receipt of this Addendum Number 1 of RFQ Number 2016-070 On Call Architectural Services by his/her signature affixed hereto, and shall attach this Addendum to the original bid submitted.

CERTIFICATION BY BIDDER:

Signature	
Kerry K. Newman, AIA, LEED AP	Principal
Title	
SFS Architecture, Inc.	March 11, 2016
Company	Date

Procurement and Contract Services
220 SE Green Street | Lee's Summit, MO 64063 | P: 816.969.1080 | F: 816.969.1081 | cityofls.net

All of our staff members are engaged in a common effort to deliver responsive, functional, beautiful architecture to our clients. Through our shared passion for design and our shared respect for each other's expertise and contributions, we achieve outcomes that benefit our clients and communities.

SFS is driven by connections. We design spaces that enrich people, organizations and communities. For 41 years, our client-focused process has resulted in architecture that connects beauty with function and our clients' vision with reality. Each project begins and ends with discovery: of an organization's unique needs; of a community's character and aspirations; of the details that spark the "big idea" behind each design.

1. LEAD SERVICE PROVIDER/FIRM(S) (OR JOINT VENTURE) NAME AND ADDRESS:

SFS Architecture, Inc.
2100 Central Street, Suite 31
Kansas City, MO 64108
T: 816/474-1397 F: 816/421-8024

1A. PROVIDER/FIRM IS: **Local**

1B. YEAR PROVIDER/FIRM ESTABLISHED: **1973**

YEARS OF EXPERIENCE PROVIDING RFQ IDENTIFIED SERVICES/PROJECT FOR MUNICIPALITIES: **43**

1C. LICENSED TO DO BUSINESS IN THE STATE OF MISSOURI: **Yes**

1D. NAME, TITLE, TELEPHONE NUMBER AND EMAIL ADDRESS OF PRINCIPAL TO CONTACT:

Kerry K. Newman, AIA, LEED AP
Principal
816/474-1397 (office)
knewman@sfsarch.com

1E. ADDRESS OF OFFICE TO PERFORM WORK, IF DIFFERENT FROM ITEM NO. 1.:

Same as item 1

2. PLEASE LIST THE NUMBER OF PERSONS BY DISCIPLINE THAT YOUR FIRM/JOINT VENTURE WILL COMMIT TO THE CITY'S PROJECT OR THE SERVICES TO BE PROVIDED:

Registered Architects: 13

Interior Design: 2

Architectural Staff/CADD Technicians: 12

Administration: 4

3. IF SUBMITTAL IS BY JOINT VENTURE OR UTILIZES SUBCONTRACTORS, LIST PARTICIPATING FIRMS/PROVIDERS AND OUTLINE SPECIFIC AREAS OF RESPONSIBILITY (INCLUDING ADMINISTRATIVE, TECHNICAL, AND FINANCIAL) FOR EACH FIRM:

SFS Architecture is the Lead Firm with subcontractor consultants (not a joint venture).

3A. HAS THIS JOINT VENTURE PREVIOUSLY WORKED TOGETHER? **N/A**

Each respondent must complete this form for all proposed sub-consultants.

SUB-CONSULTANT #1	NAME & ADDRESS	SPECIALTY/ROLE WITH THIS PROJECT	WORKED WITH LEAD FIRM BEFORE?	YEAR FIRM ESTABLISHED	YEARS OF EXPERIENCE PROVIDING M/E/P ENGINEERING SERVICES
	Pearson Kent McKinley Raaf Engineers, LLC (PKMR) 13300 W. 98th Street Lenexa, Kansas 66215	M/E/P Engineering	Yes	2002	14
SUB-CONSULTANT #2	NAME & ADDRESS	SPECIALTY/ROLE WITH THIS PROJECT	WORKED WITH LEAD FIRM BEFORE?	YEAR FIRM ESTABLISHED	YEARS OF EXPERIENCE PROVIDING STRUCTURAL ENGINEERING SERVICES
	Bob D. Campbell & Co. 4338 Belleview Avenue Kansas City, MO 64111	Structural Engineering	Yes	1957	59
SUB-CONSULTANT #3	NAME & ADDRESS	SPECIALTY/ROLE WITH THIS PROJECT	WORKED WITH LEAD FIRM BEFORE?	YEAR FIRM ESTABLISHED	YEARS OF EXPERIENCE PROVIDING CIVIL ENGINEERING SERVICES
	Olsson Associates 7301 W 133rd Street Overland Park, KS 66213	Civil Engineering, Landscape Architecture, Surveying	Yes	1956	60

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
JOHNSON COUNTY ON-CALL ARCHITECTURAL SERVICES CONTRACT
JOHNSON COUNTY, KANSAS

COMPLETION DATE (ACTUAL OR ESTIMATED):
2018 (estimated)

PROJECT OWNER'S NAME & ADDRESS:
Johnson County, Kansas
Facilities Management Department
111 S. Cherry Street; Suite 2100
Olathe, KS 66061

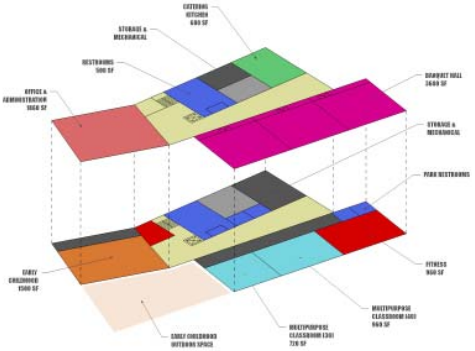
PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Danni Livingston
Director - Planning + Design +Construction
913/715-1100
EMAIL: **danni.livingston@jocogov.org**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **Varies between $25,000 to $3M**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **Varies between $25,000 to $3M**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Building condition assessments, space programming, needs analysis, master planning, feasibility studies, architectural design, interior design/ FF&E, project management, budget and schedule development, high performance sustainable design, construction administration and inspection, community engagement

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman/Principal-in-Charge/SFS
Steve Wise/Project Manager/SFS
Brian Garvey/Project Architect/SFS
Kwame Smith/Project Architect/SFS
Kelly Edinger Stindt/Project Architect/SFS
Kelsey Mahoney/Interior Designer/SFS
Mike Falbe/Structural Engineer/BDC



SCOPE OF ENTIRE PROJECT:

SFS Architecture was awarded a contract for On-Call Architectural Services to service Johnson County departments as needed for small to medium sized projects with construction budgets ranging between $25,000 to $3 million. With more than 40 offices, agencies and departments, Johnson County also operates a major intermodal transportation system, 13 libraries, six multi-service centers, a park and recreation district, mental health and development support centers, a community corrections program, and a county-side wastewater system.

SELECT PROJECTS TO DATE

- **Johnson County Elections Office Renovation** - SFS provided programming and interior design services for the renovation of the Johnson County Election Office. The SFS team conducted interviews with key stakeholders, developed space needs documentation, conceptual design and furniture typicals, followed by budget estimate and schematic design documentation. The renovated office will include a new public entry and signage, open work spaces with office systems furnishings, volunteer/temporary personnel training space, warehouse workspace, voting machine storage, mail room and storage.
- **Johnson County Courthouse Planning Study** - SFS was hired to examine previous recommendations and to determine a new program of need. This program was tested on two sites adjacent to the existing courthouse with different configurations and various amounts of new construction versus renovation of the existing facility. The analysis tested the number of courtrooms that can be placed on each site with a goal of evaluating a new 140,000 GSF/12 courtroom facility while retaining a portion of the existing courthouse versus a new 28-courtroom facility comprising all program needs in a 250,000 GSF structure.
- **Johnson County Mental Health Facilities Feasibility Study** - Johnson County Mental Health is currently located in five different buildings around the county. The county desires all mental health services to be consolidated in one location. SFS is currently conducting a feasibility study to establish program of needs, conceptual planning and cost of consolidating.
- **Meadowbrook Park Activity Center Planning Study** - SFS Architecture is assisting the Johnson County Parks and Recreation District in evaluating alternatives for accommodating indoor community/recreation program needs in Johnson County. The study involves the feasibility of renovating the existing Meadowbrook Country Club clubhouse building versus constructing a new activity center within Meadowbrook Park. Scope of services include review of existing program and condition assessment information, preparation of revised program and concept options for reuse of the existing clubhouse, a new activity center and standalone pavilion including associated cost estimates.
- **Johnson County Arts and Heritage Center Renovation Design, Overland Park, KS** - refer to following project sheet.

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
JOHNSON COUNTY ARTS AND HERITAGE CENTER
OVERLAND PARK, KANSAS

COMPLETION DATE (ACTUAL OR ESTIMATED):
2017

PROJECT OWNER'S NAME & ADDRESS:
Johnson County, Kansas
Facilities Management Department
111 S. Cherry Street; Suite 2100
Olathe, KS 66061

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Chad Foster, AIA, LEED AP BD+C
Project Management Specialist
913/715-1148
EMAIL: **chad.foster@jocogov.org**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **$18,600,000**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **$18,600,000**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Building condition and site assessment, programming, space planning, feasibility study, needs assessment, architectural and interior design, FF&E and construction administration

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Brian Garvey/Project Manager/SFS
Kelsey Mahoney/Interior Designer/SFS
Mike Falbe/Structural Engineer/BDC

SCOPE OF ENTIRE PROJECT:

Phase 1: Through the firm's On-call Architectural Services Contract with Johnson County, SFS provided programming, concept development and estimating services for the proposed Johnson County Arts and Heritage Center, the former King Louie building, located at 8788 Metcalf in Overland Park, Kansas. SFS reviewed all previous information, documented existing building conditions, and toured the facility with design team consultants and representatives from Johnson County. SFS then created a Building Information Model (BIM) of the existing conditions to assist with evaluating all facets of the building. A team of building diagnostic experts investigated the building envelope and identified the known issues through a process of physical observations.

SFS conducted multiple workshops with design consultants, representatives from Johnson County Facilities Management, Johnson County Parks and Recreation, Theatre in the Park, and the Johnson County Museum. These workshops focused on program components and needs assessment, floor plan configuration options, site planning options and 3D modeling culminating in conceptual plans and renderings representing a program mix of office spaces, classrooms, event space, the County Museum, a flexible "black box" theatre and various support areas for the facility. SFS presented the results of this effort to the Johnson County Parks and Recreation Board, Museum Board and Board of County Commissioners for approval.

Phase 2: Upon approval, SFS has continued to work with project representatives to implement design concepts. The facility when completed will include the Johnson County History Museum and associated support spaces, a "flex" theatre, rehearsal space, shared workshop, Johnson County Parks and Recreation Department staff and facility administrative offices, shell space, classroom space, an events hall, catering kitchen, café/lounge space and building support spaces. Site improvements will include upgrades to the existing parking lot layout as well as new outdoor spaces and landscaping to complement and support the new interior functions of the building. Construction is currently underway.

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
ON-CALL/IDIQ CONTRACT FOR SPECIALIZED DESIGN SERVICES, GSA REGION 6 – KS, MO, IA, NE

COMPLETION DATE (ACTUAL OR ESTIMATED):
2018 (five-year contract)

PROJECT OWNER'S NAME & ADDRESS:
General Services Administration - Region 6
2300 Main Street
Kansas City, Missouri 64108

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
James Snedegar, Architect
816/823-2279
EMAIL: **james.snedegar@gsa.gov**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **Work orders range from $1k- $3M per year**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **Varies by work order**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Assisting with scope development, master/feasibility planning, programming, pre-design, architectural design, interior design, FF&E, design review, construction management, construction administration and inspection, shop drawing review, owner's representative services and various technical studies.

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman, Principal-in-Charge/SFS
Steve Wise/Project Manager/SFS
Kwame Smith/Project Architect/SFS
Kelly Edinger Stindt/Project Architect/SFS
Brian Garvey/Project Architect/SFS
Kelsey Mahoney/Interior Designer/SFS

SCOPE OF ENTIRE PROJECT:

Due to our exceptional service over the past 10 years managing previous On-call/IDIQ Contracts for GSA Region 6, SFS was awarded a third five-year IDIQ Contract with GSA Region 6 for Specialized Design Services. Under this contract, SFS is providing a variety of A/E services for Federal properties in Missouri, Kansas, Iowa and Nebraska. Work to be performed under this contract includes project planning support, scope development, site investigation, projects estimates, design and preparation of construction documents for projects that require specialized design considerations, complex engineering solutions, specialized consultants and the use of uncommon materials and means/methods.

Services include but are not limited to: architectural, interior and landscape design; FF&E, civil, structural, mechanical and electrical engineering; and cost estimating. Other related services include assisting GSA staff in scope development, master/feasibility planning, programming, pre-design, design development, construction documentation, design review, construction management, construction administration and inspection, shop drawing review and various technical studies including but not limited to: Building Engineering Reports, Historic Building Preservation Plans, seismic and structural evaluations, energy studies for design of energy upgrades, sustainable design, roof evaluations, fire safety reviews/studies and handicapped accessibility (ADA/ABAAS) reviews.

SELECT PROJECTS

- **U.S. Courthouse Envelope Study - Phase 1, Cedar Rapids, IA** - Conducted a study of building envelope to determine cause of exterior wind noise on 4th floor of courthouse. This involved identifying potential causes of the noise and infiltration through non-destructive analysis of the envelope construction, including the metal rain screen panels and the window assemblies, and establishing next steps in either further investigations and/or remedies. No conclusive results or causes resulted from the Phase 1 study. Study *Cost: $56,000; Completion: 2014 (Phase 1).* **Phase 2 Envelope Study** involves scope, methodology and estimate of probable construction cost for implementing recommendations from Phase 1 which include destructive testing and constructing a pressure chamber around window areas and associated testing. *Study Cost: $78,714; Completion: 2015 (Phase 2).*
- **Charles Evans Whittaker U.S. Courthouse Cooling Tower and Chiller Plant Replacement, Kansas City, MO** - Replaced aging cooling towers, chillers, pumps and associated equipment with energy efficient systems. Multiple options were explored. *Construction Cost: $2.8M; Completion: 2015.*
- **GSA Region 6 Headquarters Relocation to Two Pershing Square, Kansas City, MO** - The SFS team provided construction administration and move management services for the GSA Region 6 Headquarters relocation from Bannister Federal Complex to Two Pershing Square. The project involved the renovation of existing space in the office to create a more modern workplace supporting mobility, collaboration and telework. The move included approximately 970 personnel, furniture, fixtures, equipment, technology and files. GSA downsized from 326,000 USF to 132,000 USF at the new location. A detailed multi-phase move plan and coordination was required to efficiently relocate personnel and all sensitive property for GSA's multiple business lines. In addition, SFS provided FF&E services for this project through another contract with the Building Owner's architect. *Cost: $272,000; Completion: 2015.*
- **Department of Defense /Defense Information System Agency (DISA) Data Center Phase 3 Design Study, Goodfellow Federal Center, St. Louis, MO** - The SFS team engaged in a pre-design study to convert tape storage space to contiguous data center space and expand the present customer configured area within ICD 705 Standards. The space conversion included

demolition, new raised access flooring, lighting systems and sprinkler systems. The design adheres to the required electrical and mechanical systems to support a Tier 3 Fault tolerant distribution with a 2000kW (2MW) end-state data center configuration requirement. Energy and operational efficiency will be leading factors in the design. *Study Cost: $40,338; Completed: 2014.*

- **Parapet Repair Study, Christopher S. Bond U.S. Courthouse, Jefferson City, MO** - The SFS team prepared a 65% developed set of construction documents, specifications, cost estimate and preliminary schedule for the renovation of the existing stone parapet and cap along the front entrance elevation. The scope includes repair of the existing stone deterioration and damage; revisions to existing stone detailing and components; and fabrication and installation of a waterproofing membrane and metal waterproofing parapet cap over the entire stone parapet and ring along the front entry. It is GSA's intent for the documents to used as the basis for a future design/build contract. *Study Cost: $41,799; Completion: 2014.*
- **Seismic Renovation Bridging Documents, Robert A. Young Federal Building, St. Louis, MO** - SFS developed bridging documents to be used by a design-build team for a structural retrofit of the 20-story, 1.13 GSF Robert A. Young Federal Building, a concrete framed structure housing approximately 3,000 Federal workers as well as four data processing centers. The facility is located within 150 miles of two seismic zones, the Wabash Valley and the New Madrid. The bridging documents outline project scope and requirements for possible structural retrofits, non-structural remediation and seismic instrumentation for the facility. The SFS team studied various concepts for strengthening the structure, including cast-in-place concrete shear walls; steel plate shear walls; and supplemental damping devices. One or a combination of concepts may be used by the design-build team if feasible. Following selection of a design-build team, SFS continues to support GSA on this project by serving as Owner's Representative during final design and construction. *Construction Cost: $62 Million; Completion: Current.*
- **USDA NASS 2nd Floor Renovation and Upgrade Glycol Loop, Robert Denney Federal Building and U.S Courthouse, Lincoln, NE** - The SFS team worked with USDA and GSA to plan and design space for the consolidation of the Regional Headquarters of the USDA National Agricultural Statistics Service from 9,000 to 6,300 USF. Construction documents included phasing and other measures to minimize disruption to personnel during construction. In addition, the team provided evaluated and designed upgrades to the building's glycol system serving numerous tenant server rooms throughout the building as well as the associated computer room air conditioning unit and controls. *Estimated Construction Cost: $837,000; Completion: 2014.*
- **USN NEDC Office Space and Data Center/Server Room Expansion, 2306 Bannister Road, Kansas City, MO** - The SFS team completed two projects under this work order. Task 1 involved the design of a 3,200 SF expansion to include workspace area/offices with 20 modular furniture (cubes), a 200 SF conference room, upgraded telecommunications, interiors, fire protection, lighting, HVAC, secure access doors and raised floor to support design load and furniture. Task 2 involved a 17,176 SF expansion of the IT Data Center hosting facility including installation of 100 server racks with heating and cooling temperature monitors, Computer Room Air Conditioner (CRAC) and upgrades for fire protection, security and lighting, among others. *Estimated Construction Cost: $400,000 (Task 1); $3,600,000 (Task 2); Completion: 2015.*
- **NOAA NRC/NLSC Move Management and Construction Management, Kansas City, MO** - The SFS team provided Move Management and Construction Management services on behalf of GSA for the relocation of NOAA's National Reconditioning Center/National Logistics Support Center from Bannister Federal Complex to Grandview, Missouri. SFS worked with the developer, design-build partner and move management consultant to coordinate review of design documents, transition issues and constructability. The team also updated move management planning documentation and provided cost estimating services for assistance with TI design decisions. *Cost: $740,442; Completion: 2015.*
- **Marine Corps Enterprise Information Technology Services (MCEITS) Technology Refresh, 2306 Bannister Road, Kansas City, MO** - The SFS team provided a facility drawing package for installation of power and cooling infrastructure to support the MCEITS program in preparation for the Technology Refresh in the Marine Corps Information Technology Center (MCITC). *Cost: $515,000; Completion: 2014.*
- **Fire Modeling Study at Two Pershing Square, Kansas City, MO** - The SFS team performed a fire modeling study of GSA's new headquarters space as a baseline of the life safety requirements for building occupants. *Study Cost: $50,515; Completion: 2014.*
- **USDA-NRCS 4th Floor Renovation Construction Management Services, Robert Denney Federal Building and U.S. Courthouse, Lincoln, NE** - The SFS team provided construction administration services for the renovation of the 4th Floor at the Denney Federal Building and U.S. Courthouse. *Cost: $39,143; Completion: 2015.*
- **Delaminated BRG (Bullet Resistant Glazing) Window Replacement at Roman L. Hruska U.S. Courthouse, Omaha, NE** - The SFS team provided construction documents with cost estimates for the replacement of 107 bullet-resistant window glazing panels due to "bubbling" - a sign of delamination and product defect. *Estimated Construction Cost: $1,240,872; Completion: 2015.*
- **TSA Relocation, Columbia Regional Airport, Columbia, MO** - SFS provided design and construction documentation for a new space (build-out) at the Columbia Regional Airport to house a new break area, storage space and training area. *Cost: $60,000; Completion: 2015.*
- **U.S. Marine Corps Tenant and ABAAS Improvements, 2306 E. Bannister Road, Kansas City, MO** - The SFS team provided services for a 5,000 SF build-out for office space to enclose work areas, offices, meeting and conference rooms and support spaces including FF&E. In addition, build out approximately 10,000 SF in order to relocate USMC Fitness Center and adjacent convenience store from 1500 E. Bannister, including relocation of FF&E. In addition the SFS team provided services to identify and prioritize needed accessibility improvements. *Estimated Construction Cost: $1,850,000; Completion: 2015.*
- **Physical Condition Surveys (PCS), St. Louis and Iowa Federal Buildings**
- **8930 Ward Parkway Federal Building Renovation Feasibility Study, Kansas City, MO**

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
CITY OF BLUE SPRINGS MULTIPLE PROJECTS
BLUE SPRINGS, MISSOURI

COMPLETION DATE (ACTUAL OR ESTIMATED):
Ongoing

PROJECT OWNER'S NAME & ADDRESS:
City of Blue Springs, Missouri
903 West Main Street
Blue Springs, MO 64015

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Adam Norris, Deputy City Administrator
816/228-0110
EMAIL: **anorris@bluespringsgov.com**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **Varies by project**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **Varies by project**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Master planning, programming, space planning, feasibility studies, building condition assessments, cost estimating, concept design, design development, construction administration

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman, Principal-in-Charge/SFS
Kelly Edinger Stindt, Project Manager/SFS
Brian Garvey, Project Manager/SFS
Structural Engineer/BDC

SCOPE OF ENTIRE PROJECT:

City Hall Complex Space Needs Study
SFS is currently assisting the City of Blue Springs in determining space needs requirements and concept options for renovating the City Hall Complex. Our process will revolve around analyzing critical functions and needs, space deficiencies, adjacencies, a positive work environment for staff and the appropriate civic image to the community. *Cost: n/a; Completion: current.*

Blue Springs Fieldhouse Assessment and Renovation
Following a comprehensive condition assessment of the existing Sports City building, the SFS team developed a new facility design taking into consideration some of the priorities outlined in the feasibility study, citizen surveys and recent strategic plans. The project includes renovation of building interior spaces for such uses as a multi-activity/basketball courts, artificial turf soccer field, exercise track, fitness center, conference/meeting room, recreation department offices, indoor play area, child watch area, multi-purpose class/meeting/party rooms, spinning/ aerobics space, locker rooms, and concessions. In addition, energy savings measures, such as new sports lighting, was provided and improvements were made to the building's entry with new exterior signage and graphics. *Cost: $2.9M; Completion: 2015.*

Community Center Feasibility Study
The SFS team worked with city leaders, community stakeholders and residents to evaluate options regarding size, amenities and programming and to gauge community support for a new community center in Blue Springs. *Estimated Cost: $30M; Completion: 2012.*

City Hall and Municipal Facilities Space Needs Study and Renovation/Expansion
SFS conducted a survey of the existing City Hall building to determine the condition of building systems and compliance with life safety and ADA requirements, developed current and projected space needs for periods of five, ten and fifteen years, followed by alternative conceptual plans/ designs for expansion and re-arrangement of the City Hall, City Hall annex, public safety facility, youth outreach facility and parking. Project cost estimates were also developed for the preferred concept plans. Emphasis was placed on the appropriate separation of public and employee functions, clear circulation patterns, ample public space and improved space efficiency in work areas. Following the space needs study, SFS provided programming/planning, architectural and interior design services for this 21,000 SF renovation and expansion project. *Cost: $10.5M; Completion: 1999.*

Engineering and Public Works Annex Building
SFS programming, planning and A/E services for the conversion of an old EMS building into the Blue Springs Engineering and Public Works Annex. *Cost: n/a; Completion: 1989.*

Vesper Hall Senior Center
SFS provided programming/planning, architectural and interior design services for this new 15,200 SF community-use facility. The facility includes multipurpose space, activity space, crafts rooms, game room, lounge area, administrative offices and a full-service kitchen. *Cost: $1.4M; Completion: 1992.*

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
OLATHE PUBLIC WORKS FACILITIES
OLATHE, KANSAS

COMPLETION DATE (ACTUAL OR ESTIMATED):
2015 (Studies)

PROJECT OWNER'S NAME & ADDRESS:
City of Olathe, Kansas
Public Works Department
1385 S. Robinson Drive
Olathe, KS 66051

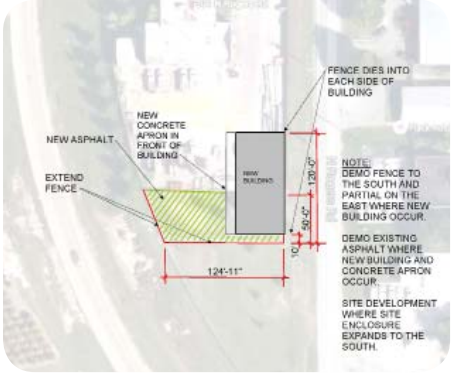
PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Jeff Blakeman, Project Coordinator
913/971-8767
EMAIL: **jblakeman@olatheks.org**

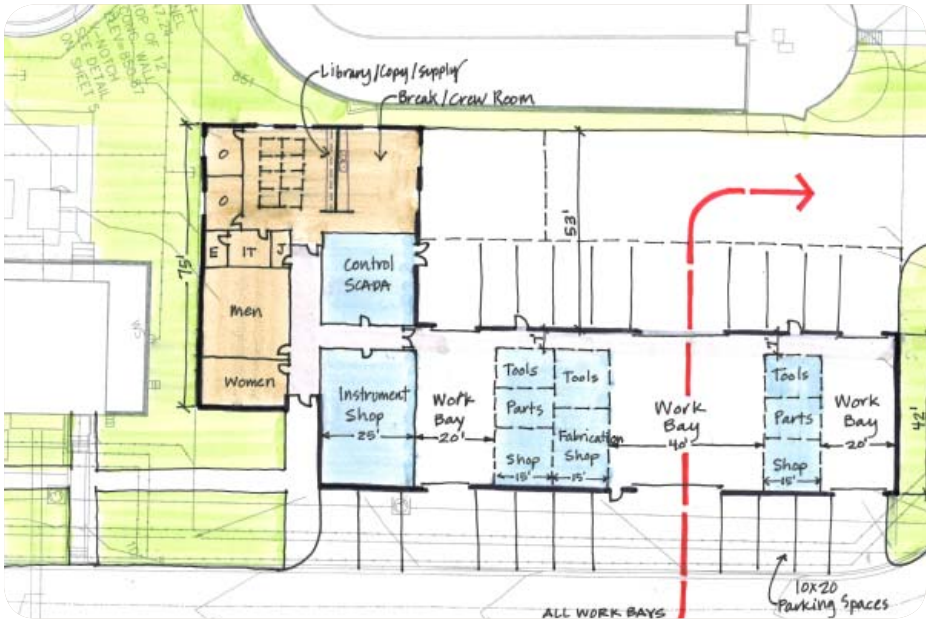
ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **$1,178,903 (Traffic Operations)**
$1,950,000 (Cedar Creek WWTP)

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **$1,178,903 (Traffic Operations); $1,950,000 (Cedar Creek WWTP)**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Programming, space planning, feasibility study

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman, Principal-in-Charge/SFS
Kelly Edinger Stindt, Project Manager/SFS
Mike Falbe, Structural Engineer/BDC





SCOPE OF ENTIRE PROJECT:

Olathe Traffic Operations Division Maintenance and Storage Building Programming Study

SFS assisted the Olathe Public Works Department in preparing a summary program with preliminary cost information for a new Shop and Storage Building to accommodate the Traffic Operations Division. It is anticipated the new building will include enclosed storage and shop space as well as covered storage area. *Estimated Construction Cost: $1,178,903; Study Completion: 2015.*

Cedar Creek Wastewater Treatment Plant Maintenance Building

The SFS team is working with the Olathe Public Works Department on programming and preliminary costs for a new plant maintenance building for the Cedar Creek Wastewater Treatment Plant. The new 3,800 SF facility will provide vehicle bays, equipment maintenance and repair space, administrative space, and other support space. The project also includes a remodel of the existing control building to convert 1,500 SF of space from a maintenance use function to an administrative function. *Estimated Construction Cost: $1,950,000; Study Completion: 2015.*

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
TWO PERSHING SQUARE TENANT IMPROVEMENTS/FF&E SERVICES
GSA REGION 6 HEADQUARTERS RELOCATION
KANSAS CITY, MISSOURI

COMPLETION DATE (ACTUAL OR ESTIMATED):
2015

PROJECT OWNER'S NAME & ADDRESS:
General Services Administration - Region 6
2300 Main Street
Kansas City, MO 64108

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
FF&E Services
Wade Walker, Gastinger Walker Harden
816/421-8200
EMAIL: **wwalker@designwithinsight.com**

Owner's Representative Services
Denise Ryerkerk, GSA Project Manager
816/823-2269
EMAIL: **denise.ryerkerk@gsa.gov**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **$12,210,000**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **$12,210,000 ($5.8M/FF&E budget; $6.41M/Construction Total Project)**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
FF&E services; owner's representative design phase; move management; construction administration; furniture management

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman/Principal-in-Charge and Owner's Representative
Kwame Smith/Project Manager and Owner's Representative/SFS
Kelly Edinger Stindt/Project Architect and Owner's Representative/SFS
Kelsey Mahoney/Interior Designer/SFS

SCOPE OF ENTIRE PROJECT:

The General Services Administration services and staff offices recently relocated to Two Pershing Square in downtown Kansas City, Missouri. SFS Architecture provided services that are twofold:

Owner Representative Services

Under the firm's GSA Region 6 On-Call/IDIQ Contract for U.S. Courts, SFS provided Owner Representative Services, acting as the GSA's agent and responsible for Development of Program of Requirements (POR) Package, participation in site tours, visioning sessions, design charrette, furniture workshop, LEED workshop, IT/cabling workshop, and design intent review sessions in relation to design of improvements for GSA's new workplace. The team completed a thorough review of lessor provided deliverables, including design intent drawings, constructibility, furniture specifications, furniture layout, reuse of existing furniture, and budget cost estimates for tenant improvements and furniture to confirm they are in alignment with the POR and in compliance with GSA's requirements.

FF&E Services

Under a contract with the Lessor's Architect-of-Record, SFS provided comprehensive FF&E services for GSA's new workplace at Two Pershing Square. Services included inventorying existing furniture; identifying existing furniture for reuse; benchmarking potential new furniture systems and organizing and participating in tours of furniture showrooms/manufacturing facilities; developing typical plans for workstations and conference areas; developing a final furnishings plan that incorporates both new and existing furniture; coordinating finishes with furniture; and developing RFQ packages for the procurement of new furniture (workstations, desk chairs, conference and ancillary pieces) and finishes. In addition, SFS facilitated several FF&E focused workshops with GSA leaders and user group representatives to identify and evaluate furniture options and worked with furniture representatives to mock up and test furniture concepts.

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
MUNICIPAL FACILITIES MASTER PLANNING
OAK GROVE, MISSOURI

COMPLETION DATE (ACTUAL OR ESTIMATED):
2015 (Phase 2)

PROJECT OWNER'S NAME & ADDRESS:
City of Oak Grove, Missouri
1300 S. Broadway
Oak Grove, MO 64075

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Steven Craig, City Administrator
816/690-3773 ext. 1000
EMAIL: **scraig@cityofoakgrove.com**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **N/A**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **N/A**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Existing building analysis, master planning, programming, space planning, feasibility study/needs assessment, public information/pre-referendum services, cost estimating, conceptual design

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman/Principal-in-Charge/SFS

SCOPE OF ENTIRE PROJECT:

Phase 1

In 2007, SFS developed a master plan to meet the various facility needs of the City of Oak Grove, including a new City Hall and Police Department, Community Center, Aquatic Center and Public Works facility. As part of the master planning effort, SFS completed a space needs analysis, which was based on current and future needs projected through 2017. A program questionnaire was distributed by SFS to collect data related to personnel and space needs including departmental and shared support needs for equipment, furnishings, filing and adjacencies.

Following data collection, SFS provided a summary of space needs in comparison to existing facilities. Synthesis of the space needs square footage resulted in the analysis of different location scenarios. Upon review of these sites and options for master city planning, the city selected their preferred scenario. Based on the final concept, SFS prepared cost information.

Phase 2

SFS recently worked with the City of Oak Grove to develop a Business Plan and update the Facilities Master Plan previously developed by SFS. The SFS team met with project stakeholders to discuss key issues and departmental needs and solicit feedback on priorities for Phase 2, which involves municipal functions (City Hall, Public Safety, Municipal Courts, Community Center and Aquatic Center). A citizens survey was conducted to obtain community input on the prioritization of improvements. The team also met with other potential stakeholder groups such as the local school district, park board, medical center and others to identify shared needs and opportunities. Based on results of the citizen survey, feedback from stakeholder groups and space program information, the team prepared alternative conceptual plan options for development of municipal facilities.

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
MUNICIPAL COURTHOUSE ASSESSMENT, MASTER PLAN AND IMPROVEMENTS KANSAS CITY, MISSOURI

COMPLETION DATE (ACTUAL OR ESTIMATED):
May 2017

PROJECT OWNER'S NAME & ADDRESS:
City of Kansas City, Missouri
414 E. 12th Street, 17th Floor
Kansas City, MO 64106

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Eric Bosch, City Architect
816/513-2517
EMAIL: **eric.bosch@kcmo.org**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **$20,300,000**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **$20,300,000**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Master planning, programming, space planning, feasibility study/needs assessment, existing building survey, A/E, interior design, construction administration

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Steve Wise/Project Manager, Building Assessment Specialist and ADA Compliance Specialist/SFS
Kelly Edinger Stindt/Planner and Programmer/SFS

SCOPE OF ENTIRE PROJECT:

SFS Architecture developed a Building Master Plan outlining renovation and expansion strategies for the four-story, 100,000 SF Kansas City Municipal Courthouse. Little has been done to the building since its completion in the early 1970s, while departments have grown, needs have changed, technology has evolved and the building and its systems have aged.

To start the planning process, the team facilitated conversations with project stakeholders to identify goals for the project, including:

- Resolve security issues
- Re-invigorate the stateliness of the Courthouse
- Increase building's energy efficiency through improvements to building envelope and M/E/P systems
- Create better workflow in departments and create functional space
- Provide state-of-the-art courtrooms
- Improve circulation to isolate movement among Judicial staff, detainees and public
- Utilize durable interior finishes
- Install signage and monitors throughout the courthouse to improve wayfinding
- Comply with current codes
- Ergonomics in the work place especially at public counters
- Plan for future growth

Also at the outset of the planning process, the SFS team evaluated the existing conditions of the site, building envelope and M/E/P systems, life safety, accessibility and security. Needed repairs were identified and cost estimates prepared. Strategies for repairs or replacement were then prioritized and accounted for in the master plan.

SFS worked with project stakeholders to develop a space needs program and space plan. Working with the stakeholder group a space plan was developed taking into consideration department needs, including space requirements, adjacencies, technology, furniture and equipment. This space planning effort identified the need for approximately 18,000 SF of additional space.

Several conceptual options were developed and evaluated with project stakeholders and a final plan developed, keeping in mind budget parameters set by the City. Strategies identified in the master plan will be implemented in phases. Design is underway for Phase 1, including reconfiguration of the courthouse entrance, relocation and reconfiguration of the Cashiers' counters and relocation of the prosecuting attorney's office and probation department. The SFS team is coordinating design efforts with another initiative underway aimed at improving accessibility by bringing the Courthouse into compliance with the Americans with Disabilities Act.

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
PUBLIC SAFETY FACILITIES
GRANDVIEW, MISSOURI

COMPLETION DATE (ACTUAL OR ESTIMATED):
Summer 2016

PROJECT OWNER'S NAME & ADDRESS:
City of Grandview, Missouri
1200 Main Street
Grandview, MO 64030

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Dennis Randolph, Public Works Director
816/316-4855
EMAIL: **drandolph@ci.grandview.mo.us**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **$450,000 (Police); $513,000 (Fire Stations)**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **$450,000 (Police); $513,000 (Fire Stations)**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Building condition assessment, programming, space planning, complete A/E services, construction documents, construction administration

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman/Principal-in-Charge/SFS
Dave Deatherage/Lead MEP Engineer/PKMR
Structural Engineer/BDC

SCOPE OF ENTIRE PROJECT:

The City of Grandview passed a sales tax referendum to help fund improvements to the City's public safety facilities.

Grandview Police Impound and Storage Facility

The SFS team provided programming and A/E services for a new, 1,500 SF impound facility and storage building adjacent to the existing City Hall. The three-bay building will provide secured storage for Police Department evidence as well as general storage for the Police Department and Parks and Recreation Department. Perimeter fencing was also added to provide secured parking for police vehicles.

Grandview Fire Stations Renovations

SFS is working with the Grandview Fire Department on improving living quarters at each station through increased gender separation and physical renovation. Sleeping arrangements in the original fire stations were dormitory style with shared restroom facilities. The new design includes individual sleeping areas and shower/toilet areas. Other improvements include an enlarged and renovated kitchen, as well as new and increased number of windows and outdoor access. Lighting and mechanical systems were replaced with more efficient units and station circulation was improved. Construction is immediately scheduled for Fire Stations No. 1 and No. 3, while Fire Station No. 2 improvements may be postponed due to development in the area possibly necessitating expansion of Fire Station No. 2.

WORK BY SERVICE PROVIDER/FIRM (INCLUDING ANY SUBCONTRACTORS OR JOINT-VENTURE COMPANIES) THAT BEST ILLUSTRATE CURRENT QUALIFICATIONS RELEVANT TO THE CITY'S PROJECT THAT HAS BEEN/IS BEING ACCOMPLISHED BY PERSONNEL DURING THE PAST FIVE (5) YEARS THAT SHALL BE ASSIGNED TO THE CITY'S PROJECT. LIST NO MORE THAN TEN (10) TOTAL PROJECTS.

PROJECT NAME & LOCATION:
GRANDVIEW PARKS AND PUBLIC WORKS VEHICLE MAINTENANCE FACILITY GRANDVIEW, MISSOURI

COMPLETION DATE (ACTUAL OR ESTIMATED):
2012

PROJECT OWNER'S NAME & ADDRESS:
City of Grandview, Missouri
1200 Main Street
Grandview, MO 64030

PROJECT OWNER'S CONTACT PERSON, TITLE & TELEPHONE NUMBER:
Dennis Randolph, Public Works Director
816/316-4855
EMAIL: **drandolph@ci.grandview.mo.us**

ESTIMATED COST (IN THOUSANDS) FOR ENTIRE PROJECT: **$2,400,000**

ESTIMATED COST (IN THOUSANDS) FOR WORK PERFORMED BY RESPONSIBLE SERVICE PROVIDER/FIRM: **$2,400,000**

NATURE OF SERVICE PROVIDER'S/FIRM'S RESPONSIBILITY IN PROJECT:
Feasibility study, programming, master planning, space planning, complete A/E services and construction administration

SERVICE PROVIDER'S/FIRM'S PERSONNEL (NAME/PROJECT ASSIGNMENT) WHO WORKED ON THE STATED PROJECT AND SHALL BE ASSIGNED TO THE CITY'S PROJECT:
Kerry Newman/Principal-in-Charge/SFS
Kelly Edinger Stindt/Project Manager/SFS
Steve Wise/QC Manager/SFS
Mike Falbe/Structural Engineer/BDC

SCOPE OF ENTIRE PROJECT:

SFS developed a new facility to house the Grandview parks and public works maintenance operations, known as the Parks and Public Works (PPW) facility. The PPW facility combines multiple departments previously housed on separate sites into a single consolidated facility to serve the citizens and businesses of Grandview for many years in an efficient and effective manner.

SFS conducted a preliminary evaluation of the Owner's program, schedule, budget, project site, and the proposed construction delivery method. Following the evaluations, SFS facilitated a charrette/LEED workshop to present the preliminary evaluation to the Owner and alternative approaches to design and construction including the feasibility of incorporating LEED/environmentally responsible design approaches.

The PPW vehicle maintenance facility is designed to fit on and within existing City owned property, taking into account the existing site conditions and the need to work around existing buildings and facilities on the site, in particular the salt storage dome, fuel dispensing islands, and existing maintenance building. Maintaining operations on the site during the construction period was attained so that service delivery to Grandview's citizens and businesses was not disrupted.

Other design elements include:

- Space and functionality for multiple departments while providing and utilizing as many opportunities for joint or shared work areas as possible, such as: lunch/meeting room, locker and shower facility, inventory and storage, and vehicle and equipment repair areas.
- Maximizing the use of natural lighting for office, vehicle storage, and vehicle repair areas through the use of skylights, and thermally rated glass and plastic window areas.
- Ensuring ease of maintainability and the ability for all components to resist deterioration by providing a life expectancy for the building and a life-cycle analysis of individual components as well as the final facility as a whole.
- Modern technology for office communications and a fuel management system as well as a security monitoring system that allows tracking and monitoring of construction, all vehicles entering and leaving the site, as well as for persons entering and leaving the building itself
- Sustainable features include extensive use of daylighting throughout the vehicle maintenance/storage supplemented by high efficiency lighting, shops and office areas; natural ventilation at vehicle maintenance bays, high reflectivity energy star roofing, high efficiency HVAC systems, low flow fixtures, insulated low E glazing, building re-use/repurposing and use of recycled and regional materials.

Design Excellence Awards: *2013 AIA Central States Region Design Excellence Award Winner, Category: Commercial Architecture, Citation Award; 2013 Capstone Award for Achievements in Real Estate – Green Design, Kansas City Business Journal*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

KERRY NEWMAN, AIA, LEED AP
PRINCIPAL

B. PROJECT ASSIGNMENT:

Principal-in-Charge

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

SFS Architecture, Inc.

D. YEARS EXPERIENCE: **31**
WITH THIS SERVICE PROVIDER/FIRM: **27**
OTHER SERVICE PROVIDERS/FIRMS: **4**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Architecture/1985/ Architecture
Bachelor of Arts in Architecture/1983/ Architecture

F. CURRENT REGISTRATION(S):

1989/Architect
2004 /LEED AP

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Kerry's area of expertise is public architecture with a particular emphasis on architectural services for municipal, county, state and Federal agencies. His portfolio of work includes 60+ municipal projects throughout Missouri, Kansas and Iowa, including facilities for civic administration, utilities, public works, public safety, parks and recreation. Through this experience, Kerry brings an invaluable ability to identify and solve issues based on "lessons learned" from other projects. He has also developed the ability to coordinate among varied stakeholders and interests during the planning, design and construction process and guide the group to consensus for final project direction. Evident throughout all of Kerry's work is his drive to engage community stakeholders, build consensus and create quality public architecture to serve the community. Each project is given the detailed attention required to address the project's unique needs. This approach places a strong emphasis on the end-user as well as the community to provide a facility that is functional, cost-effective to operate and maintain, and aesthetically pleasing. In addition, Kerry manages and oversees the firm's On-Call/IDIQ contracts with various public agencies, including General Services Administration (GSA), National Park Service (NPS), National Oceanic and Atmospheric Administration (NOAA), and Kansas Department of Wildlife, Parks and Tourism.

Select Project Examples

- Johnson County On-Call Services Contract, Johnson County, KS*
- GSA Region 6 On-Call/IDIQ Contract for Specialized Design Services, KS, MO, IA, NE*
- Legacy Park Amphitheatre Improvements, Lee's Summit, MO*
- Traffic Operations Building Programming Study, Olathe, KS*
- Cedar Creek Wastewater Treatment Plant Maintenance Facility, Olathe, KS*
- GSA Region 6 Headquarters/Two Pershing Square Tenant Improvements, Kansas City, MO*
- Municipal Facilities Space Needs Study and Master Plan - Phases 1 and 2, Oak Grove, MO*
- Fire Stations No. 1 and No. 3 Renovations, Grandview, MO*
- Parks/Public Works Vehicle Maintenance Facility, Grandview, MO*
- New City Hall and Parking Garage Space Needs Study, Master Plan and Design, Lee's Summit, MO
- Water Utilities Department Space Needs Study and Conceptual Design, Lee's Summit, MO
- City Hall Complex Space Needs Study, Blue Springs, MO
- City Hall and Courts Facilities Master Plan, Arvada, CO
- Municipal Buildings Condition Assessments and Improvements, Coffeyville, KS
- New City Hall and Public Safety Center Master Plan, Fairway, KS
- City Hall and Public Safety Center Tenant Improvements, Fairway, KS
- City Hall and Annex Condition Assessment and Renovation/Expansion, Belton, MO
- Public Works Maintenance Facility Master Plan, Augusta, KS
- Public Works Facility, Gladstone, MO
- Municipal Facilities Master Plan, Including Public Works, Grain Valley, MO
- Meadowbrook Park Activity Center Feasibility Study, Prairie Village, KS
- Recreation Park Activity Center, Raymore, MO
- Downtown Fieldhouse, Salina, KS
- Excelsior Springs Community Center, Excelsior Springs, MO
- Blue Springs Fieldhouse, Blue Springs, MO
- Olathe Community Center at Stagecoach Park, Olathe, KS
- Activity Center Assessment and Feasibility Study, Lansing, KS
- Fairway Aquatic Center Assessment, Master Plan and Renovation, Fairway, KS
- Mission Aquatic Center Assessment, Feasibility Study and Design/Build, Mission, KS
- Pleasant Hill Aquatic Center Assessment, Feasibility Study and Design, Pleasant Hill, MO
- Chautauqua Aquatic Center Feasibility Study and Design, Beloit, KS
- Linden Square at Gladstone Village Center, Gladstone, MO
- Lake Olathe Park and Cedar Lake Park Master Plans, Olathe, KS

** Please see FORM 3 for project details.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

STEVEN WISE, AIA, LEED AP BD+C
PRINCIPAL

B. PROJECT ASSIGNMENT:

Facility Assessment Specialist

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

SFS Architecture, Inc.

D. YEARS EXPERIENCE: **25**
WITH THIS SERVICE PROVIDER/FIRM: **9**
OTHER SERVICE PROVIDERS/FIRMS: **16**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Architecture/1991/ Architecture

F. CURRENT REGISTRATION(S):

2002/ARCHITECT
1997/NCARB CERTIFIED
2000 /LEED AP

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Steve's comprehensive architectural experience encompasses assessments, feasibility studies, master planning and the implementation of design strategies, and construction administration. Steve has extensive experience with the assessment of existing buildings, systems and site conditions and the development of strategies and related cost estimates for short- and long-term maintenance, repair, renovation, preservation/restoration and repurposing efforts. In the last five years, Steve has managed the assessment of more than 7.5 million square feet of space and the development of reports detailing deficiencies, strategies for overcoming noted deficiencies and related cost estimates. Steve's portfolio of work also includes the planning and design of a wide variety of projects encompassing repairs and alterations; preservation and restoration of historically significant structures and architectural features; ADA, code and life safety upgrades; building envelope and HVAC upgrades to improve energy efficiency; security and technology upgrades; and site improvements. Steve has worked on a variety of facility types, including city halls, administrative/office buildings, courthouses, and warehouses, among others.

Select Project Examples

- Johnson County On-Call Services Contract, Johnson County, KS*
- GSA Region 6 On-call/IDIQ Contract for Specialized Design Services, KS, MO, IA, NE*
- Legacy Park Amphitheatre Improvements, Lee's Summit, MO*
- Grandview Parks and Public Works Vehicle Maintenance Facility, Grandview, MO*
- Municipal Courthouse Building Assessment, Master Plan and Phase 1 Renovation, Kansas City, MO
- Municipal Buildings Assessment and Improvements, Coffeyville, KS
- Fairway City Hall and Public Safety Center, Fairway, KS
- Belton City Hall, Belton, MO
- Lansing Activity Center Facility Assessment and Feasibility Study, Lansing, KS
- Missouri Department of Conservation Regional Office Building and Maintenance Facility, Lee's Summit, MO
- Midwest Public Risk Headquarters, Independence, MO
- Missouri State Capitol Window Repair, Jefferson City, MO
- GSA Region 6 On-Call/IDIQ A/E Services Contract, States of Kansas and Missouri
- GSA Region 6 On-Call/IDIQ A/E Services Contract, State of Nebraska
- On-Call/IDIQ Contract for GSA Region 6 U.S. Courts – Two Five-Year Term Contracts, KS, MO, IA, NE
- On-Call/IDIQ Contract for A/E Services, National Park Service Midwest Regional Office
- On-Call/IDIQ National Contract for A/E Services, National Oceanic Atmospheric Administration (NOAA), National Locations
- Federal Bureau of Prisons On-Call/IDIQ Contract for A/E Services, Facilities in Central United States
- Condition Assessment/Building Engineering Reports and Physical Condition Surveys, 45 Federal Properties in GSA Region 6 (IA, KS, MO, NE), including Federal Office Buildings, U.S. Courthouses, U.S. Post Offices and multi-building Federal complexes. These documents are used to develop comprehensive repair, alteration and improvement programs for the buildings, as well as enable the GSA to develop both short-term and long-term (5-20 years) capital improvement strategies.
- Federated Rural Electric Insurance Corporate Headquarters Building Assessment and Programming Study, Lenexa, KS

** Please see FORM 3 for project details.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

KWAME SMITH, AIA, LEED AP BD+C ASSOCIATE

B. PROJECT ASSIGNMENT:

Project Manager/Architect

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

SFS Architecture, Inc.

D. YEARS EXPERIENCE: **14**
WITH THIS SERVICE PROVIDER/FIRM: **12**
OTHER SERVICE PROVIDERS/FIRMS: **2**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Master of Architecture/2002/ Architecture

Bachelor of Architecture/2001/ Architecture

F. CURRENT REGISTRATION(S):

2009/Architect
2010/NCARB Certified
2010 /LEED AP

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Owners have found Kwame's ability to listen and solve problems critical in the development of a project from beginning to end. Kwame is capable of coordinating all aspects of design disciplines to bring together a cohesive plan that is effective and appropriate. His technical knowledge spans all phases of design and implementation. His ability to take information and develop it to a finished product while maintaining awareness of all applicable codes, standards and given parameters has proven results.

Kwame has worked on more than 25 projects for various public clients, including civic administration buildings, public safety facilities, community recreation centers, aquatic facilities, academic facilities, public libraries and law enforcement centers. In addition, Kwame serves as Project Manager/Architect on several SFS-led On-Call/IDIQ contracts with the GSA, National Park Service, NOAA and Federal Bureau of Prisons.

His portfolio of work also includes the design of workplace environments featuring private offices, open office workstations, collaboration zones, meeting rooms, lounges and equipment storage.

Select Project Examples

- GSA Region 6 On-Call/IDIQ Contract for Specialized Design Services, KS, MO, IA, NE*
- Consolidated Fire District No. 2 Station Location Study, Johnson County, KS
- Olathe Fire Training Center Study, Olathe, KS
- Central Jackson County Fire Protection District Training Facility, Blue Springs, MO
- Fire Station No. 1, Belton, MO
- Fire Station No. 2, Belton, MO
- Fire Station No. 19, Kansas City, MO
- Fire Station No. 23 Renovation, Kansas City, MO
- Fire Station No. 1 Renovation, N. Kansas City, MO
- Civic Center Feasibility Study, Raymore, MO
- Recreation Park Activity Center, Raymore, MO
- Municipal Buildings Assessment and Improvements, Coffeyville, KS
- Olathe Community Center at Stagecoach Park, Olathe, KS
- Northeast Community Center Feasibility Study and Phase 1 Sports Complex at 9th and Van Brunt, Kansas City, MO
- Stonegate Aquatic Center; Youngs Pool Renovation; Marty Pool Improvements; Tomahawk Creek Aquatic Center Improvements; Highland View Aquatic Center Master Plan and Concept Design; Overland Park, KS
- Bluford Branch Libray Renovation, Kansas City, MO
- Public Library Addition, Osawatomie, KS
- Olathe Library System Master Plan, Olathe, KS
- GSA Region 6 On-Call/IDIQ A/E Services Contract, States of Kansas and Missouri
- GSA Region 6 On-Call/IDIQ A/E Services Contract, State of Nebraska
- GSA Region 6 On-Call/IDIQ Contract for U.S. Courts – Two Five-Year Term Contracts, KS, MO, IA, NE
- On-Call/IDIQ Contract for A/E Services, National Park Service, Park Units Throughout the Midwest
- On-Call/IDIQ National Contract for A/E Services, National Oceanic Atmospheric Administration, National Locations
- On-Call/IDIQ Contract for A/E Services, Federal Bureau of Prisons, Midwest Locations

** Please see FORM 3 for project details.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

KELLY EDINGER STINDT, AIA, LEED AP BD+C
ASSOCIATE

B. PROJECT ASSIGNMENT:

Project Manager/Architect

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

SFS Architecture, Inc.

D. YEARS EXPERIENCE: **21**
WITH THIS SERVICE PROVIDER/FIRM: **18**
OTHER SERVICE PROVIDERS/FIRMS: **3**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Architecture/1994/
Architecture

F. CURRENT REGISTRATION(S):

2009/Architect
2010/NCARB Certified
2009 /LEED AP

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Kelly has extensive experience in public architecture with a focus on programming and space planning for municipal facilities. In addition, Kelly's portfolio includes the planning and design of workplace environments that incorporate strategies for productivity, collaboration, mobility and operational and energy savings.

Kelly works with client groups and multi-disciplined architectural-engineering-construction teams to evaluate existing facilities and identify opportunities and challenges associated with transforming those buildings to meet new programmatic requirements. Her experience also includes project management, schematic design, design development and construction documents. Kelly is extremely skilled in executing design and construction documents that accurately and artistically address the needs of multiple building user groups. Kelly will work hand-in-hand with City staff, facility users and the design team to confirm program needs for your facilities and develop appropriate solutions for meeting those needs.

Select Project Examples

- Johnson County On-Call Services Contract, Johnson County, KS*
- Johnson County Courthouse Planning Study, Olathe, KS*
- GSA Region 6 On-Call/IDIQ Contract for Specialized Design Services, KS, MO, IA, NE*
- GSA Region 6 Headquarters/Two Pershing Square Tenant Improvements, Kansas City, MO*
- Cedar Creek WWTP Maintenance Facility, Olathe, KS*
- Parks/Public Works Vehicle Maintenance Facility Planning and Design, Grandview, MO*
- Water Utilities Space Needs Study and Design, Lee's Summit, MO
- Traffic Operations Building, Olathe, KS*
- Public Works Facility Planning Study, Augusta, KS
- Park Maintenance Facility Storage Shed, Raymore, MO
- City Hall Complex Space Needs Study, Blue Springs, MO
- City Hall, Public Safety and Youth Outreach Facilities Space Needs Analysis, Blue Springs, MO
- Municipal Facilities Master Plan - Phases 1 and 2, Oak Grove, MO*
- Municipal Courthouse Facility Assessment and Master Plan, Kansas City, MO*
- Municipal Buildings Renovations and Improvements, Coffeyville, KS
- City Hall Space Needs Planning Study, Belton, MO
- City Hall and Public Safety Facility, Merriam, KS
- Central Jackson County Fire Protection District Station No. 5, Blue Springs, MO
- Police Department Space Needs Analysis, Belton MO
- MAST Education Wing, Kansas City, MO
- Fire Training Center Master Plan, Olathe, KS
- GSA Region 6 On-Call/IDIQ A/E Services Contract, KS and MO
- GSA Region 8 On-Call/IDIQ Contract for A/E/ Services, Denver, CO
- Bannister Federal Complex Relocation Studies for On-Call/IDIQ Contract for GSA Region 6 U.S. Courts, Kansas City, MO
- Veterans Administration Regional Office Realignment and Renovation, Lakewood, CO
- FEMA Space Consolidation Study, Buildings 710 and 710A, Denver Federal Center, Lakewood, CO
- Denver Federal Center Building 85 Renovation and Modernization for Office of Natural Resources Revenue, Lakewood, CO
- St. Michael the Archangel High School, Lee's Summit, MO

** Please see FORM 3 for project details.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

BRIAN GARVEY, AIA, LEED AP BD+C ASSOCIATE

B. PROJECT ASSIGNMENT:

Project Manager/Architect

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

SFS Architecture, Inc.

D. YEARS EXPERIENCE: **12.5**
WITH THIS SERVICE PROVIDER/FIRM: **8**
OTHER SERVICE PROVIDERS/FIRMS: **4.5**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Architecture/2003/ Architecture

F. CURRENT REGISTRATION(S):

2010/Architect
2012/NCARB Certified
2006 /LEED AP

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Brian's portfolio of work includes a broad range of project types, with a special emphasis on programming, facility master planning, feasibility studies and design of community recreation centers, aquatic centers and park facilities. In addition, he is accustomed to working under On-Call contracts with public entities and has successfully managed and executed work orders that have demanding goals for consensus, budget, schedule, quality and sustainability. Brian's dedication to detail, along with his organization, commitment, and a passion for high-quality design has been recognized and appreciated by clients. His ability to communicate his planning and design work graphically through a broad knowledge of 2D and 3D digital media is just another of his many strengths.

Select Project Examples

- Johnson County On-Call Services Contract, Johnson County, KS*
- Johnson County Arts and Heritage Center, Overland Park, KS*
- GSA Region 6 On-Call/IDIQ Contract for Specialized Design Services, KS, MO, IA, NE*
- Robert A. Young Federal Building Seismic Improvements, St. Louis, MO
- Water.org Tenant Improvements, Kansas City, MO
- Legacy Park Amphitheatre Improvements, Lee's Summit, MO*
- Blue Springs Community Center Feasibility Study, Blue Springs, MO
- Blue Springs Fieldhouse, Blue Springs, MO
- Fairway Aquatic Center Assessment, Master Plan and Renovation, Fairway, KS
- Fairway City Hall and Public Safety Center Master Plaln, Fairway, KS
- Linden Square at Gladstone Village Center, Gladstone, MO
- Olathe Community Center at Stagecoach Park, Olathe, KS
- Stagecoach Park Master Plan and Improvements, Olathe, KS
- Cedar Lake Park and Lake Olathe Park Master Plans, Olathe, KS
- New Livestock Barn, Agricultural Building and Visitor's Center Improvements at Mahaffie Stagecoach Stop and Farm Historic Site, Olathe, KS
- Downtown Fieldhouse, Salina, KS
- Excelsior Springs Community Center Feasibility Study and Design, Excelsior Springs, MO
- Sedalia Community Center, Sedalia, MO
- Northland Regional Community Center Feasibility Study, Kansas City, MO
- Northeast Community Center Feasibility Study and Sports Complex Design, Kansas City, MO
- Mission Community Center Finishes, Mission, KS
- Mission Aquatic Center Assessment, Feasibility Study and Design/Build, Mission, KS
- Maring Aquatic Center Design-Build, Chanute, KS
- Pleasant Hill Aquatic Center Assessment, Feasibility Study and Design, Pleasant Hill, MO
- Chautauqua Aquatic Center Feasibility Study and Design, Beloit, KS
- Seneca Recreation Feasibility Study and Phase 1 Aquatic Center, Seneca, KS
- Fort Scott Aquatic Center Condition Assessment and Improvements, Fort Scott, KS
- Central Jackson County Fire Protection District Fire Training Facility, Blue Springs, MO
- GSA Region 6 On-Call/IDIQ Contract for U.S. Courts, KS, MO, IA, NE

** Please see FORM 3 for project details.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

KELSEY FAGAN MAHONEY, IIDA
INTERIOR DESIGNER

B. PROJECT ASSIGNMENT:

Interior Designer

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

SFS Architecture, Inc.

D. YEARS EXPERIENCE: **4**
WITH THIS SERVICE PROVIDER/FIRM: **4**
OTHER SERVICE PROVIDERS/FIRMS: **0**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Master of Interior Architecture and Product Design/2012/Interior Architecture and Design

F. CURRENT REGISTRATION(S):

2015/NCIDQ Certified
CIDA and NASAD Accredited

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Kelsey is a talented interior designer who loves to collaborate with clients to create functional, healthy and sustainable environments. Her interest in the psychology of design and its impact on the human psyche and body informs her concepts. She is skilled in all areas of programming, space planning, and implementation of key design solutions including interior finishes and furniture for various project types.

Select Project Examples

- Johnson County On-Call Services Contract, Johnson County, KS*
- Johnson County Arts and Heritage Center, Overland Park, KS*
- GSA Region 6 On-Call/IDIQ Contract for Specialized Design Services, KS, MO, IA, NE*
- GSA Region 6 Headquarters/Two Pershing Square Tenant Improvements, Kansas City, MO*
- Municipal Buildings Assessment and Improvements, Coffeyville, KS
- Arvada City Hall and Justice Center Master Plan/Study, Arvada, CO
- Downtown Fieldhouse, Salina, KS
- Mission Community Center Finishes, Mission, KS
- Blue Springs Fieldhouse, Blue Springs, MO
- Excelsior Springs Community Center, Excelsior Springs, MO
- Fairway Aquatic Center Renovation, Fairway, KS
- Mahaffie Stagecoach Stop and Farm Historic Site Visitor Center Improvements, Olathe, KS
- Federated Rural Electric Corporate Office Programming Study, Lenexa, KS
- Gibson Student Center and Gangwish Library, Ottawa University, Ottawa, KS
- Lakemary Center Renovation/Expansion, Paola, KS
- Goessel Vo-Ag School Addition, Goessel, KS (Design-Build)
- Reynolds Journalism Institute Furniture/Material Selection, University of Missouri-Columbia
- GSA Region 6 On-Call/IDIQ A/E Services Contract, KS and MO
- GSA Region 8 On-Call/IDIQ Contract for A/E/ Services, Denver, CO
- GSA Region 6 On-Call/IDIQ Contract for U.S. Courts, KS, MO, IA, NE
- Bannister Federal Complex Relocation Studies, Kansas City, MO
- Requirements Development Packages for Bannister Federal Complex Relocation, Kansas City, MO
- FEMA Region VII Master Plan and Workplace Study, Kansas City, MO
- GSA Measurement Study – Mobility Test Bed, Kansas City, MO
- GSA Program of Requirements Update and 2312 Study for Bannister Federal Complex Relocation, Kansas City, MO
- On-Call/IDIQ National Contract for A/E Services, National Oceanic Atmospheric Administration, National Locations

** Please see FORM 3 for project details.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

DAVID DEATHERAGE, PE, LEED AP BD+C
PRINCIPAL

B. PROJECT ASSIGNMENT:

Lead M/E/P Engineer

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

PKMR Engineers, LLC

D. YEARS EXPERIENCE: **20+**
WITH THIS SERVICE PROVIDER/FIRM: **11+**
OTHER SERVICE PROVIDERS/FIRMS: **9**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Science/1991/Architectural Engineering

F. CURRENT REGISTRATION(S):

Licensed Professional Engineer
LEED Accredited Professional BD+C

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Dave Deatherage, a Principal with PKMR Engineers, has more than 20 years of professional engineering experience, including project management and design of electrical systems for government, recreation, commercial, educational, mission critical, industrial, convention, hospitality and retail facilities. His project experience includes both new and renovation work, as well as the assessment of existing systems to determine maintenance, repair and replacement strategies. Strategies have focused on long-term system performance to achieve greater energy efficiency, reduced maintenance needs and improved indoor air quality, among other considerations.

Select Project Examples

Dave served as lead M/E/P engineer and/or lead electrical engineer for each of the following projects.

- Legacy Park Amphitheatre Improvements, Lee's Summit, MO*
- Green Lantern #9, Lee's Summit, MO
- Lee's Summit Honda, Lee's Summit, MO
- Activity Center Condition Assessment and Feasibility Study, Lansing, KS*
- Fairway Aquatic Center Condition Assessment, Master Plan and Design, Fairway, KS*
- Mission Aquatic Center Condition Assessment, Feasibility Study, Design/Build, Mission, KS*
- Pleasant Hill Aquatic Center Assessment, Feasibility Study, and Design, Pleasant Hill, MO*
- Chautauqua Aquatic Center Feasibility Study and Design, Beloit, KS*
- Central Jackson County Fire Protection District Headquarters and Training Facility, Kansas City, MO*
- Lakemary Center Renovation/Expansion, Paola, KS*
- Johnson County Justice Annex Renovation, Olathe, KS (LEED Silver)
- LUX Condo Historic Renovation, Wichita, KS (LEED Silver)
- 1508 Grand Renovation, Kansas City, MO
- Kemper at the Crossroads, Kansas City, MO
- 429 Walnut, Kansas City, MO
- Cerner Corporation On-call Services Contract, Kansas City, MO
- Garmin On-call Services Contract, Lenexa, KS

**Subconsultant on SFS Architecture team.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

MIKE FALBE, PE
PRESIDENT

B. PROJECT ASSIGNMENT:

Lead Structural Engineer

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

Bob D. Campbell and Company

D. YEARS EXPERIENCE: **34**
WITH THIS SERVICE PROVIDER/FIRM: **33**
OTHER SERVICE PROVIDERS/FIRMS: **1**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Science/1981/Civil Engineering

F. CURRENT REGISTRATION(S):

Licensed Professional Engineer in Missouri, Kansas +28 Additional States

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Mike Falbe, President of Bob D. Campbell and Company, is experienced in providing structural engineering designs for new and renovated civic, community recreation, educational, institutional, health care, administrative, and industrial facilities and office buildings. He is familiar with a wide range of structural systems, including reinforced concrete framed structures of flat slab, flat plate, ribbed slab, structural steel and precast building systems.

Select Project Examples

- Johnson County Arts and Heritage Center, Overland Park, KS*
- New Longview Multi-Family Development, Lee's Summit, MO
- Lee's Summit Fire Station Headquarters Remodel, Lee's Summit, MO
- Lee's Summit Fire Station No. 7, Lee's Summit, MO
- Lee's Summit Animal Shelter Facility, Lee's Summit, MO
- Lee's Summit Gamber Senior Center, Lee's Summit, MO
- Missouri Department of Conservation – James A. Reed Wildlife Preserve and Maintenance Building, Lee's Summit, MO*
- Lee's Summit High School Renovation, Lee's Summit, MO
- Linden Square Park Amphitheater Lighting Tower Support, Gladstone, MO*
- Oregon Trail Park Improvements, Olathe, KS*
- New Livestock Barn at Mahaffie Stagecoach Stop and Farm, Olathe, KS*
- Lawrence Fire and Medical Station No. 5, Lawrence, KS*
- Camdenton City Hall and Police Facility, Camdenton, MO
- Parkville City Hall, Parkville, MO
- East Patrol Station and Crime Lab - Design Services, Kansas City, MO
- Brenham Police Headquarters, Brenham, TX
- Pearland Public Safety Building, Pearland, TX
- Lawrence Public Library Expansion and Garage, Lawrence, KS
- New Century Adult Detention Center – LEED, New Century, KS
- Shawnee County Work Release – LEED, Topeka, KS
- Johnson County Communications Center - LEED Gold, Olathe, KS
- Overland Park Xchange – Office Complex/Garage, Overland Park, KS
- UMB Office – Park Place, Leawood, KS
- KCP&L Renovation and Expansion, Kansas City, MO
- Teva Headquarters, Nall Corporate Centre, Leawood, KS
- Kearney Amphitheater, Kearney, MO
- Gladstone Community Center and Natatorium, Gladstone, MO
- The View – Grandview Community Center and Natatorium, Grandview, MO
- Belton Community Center, Belton, MO

**Subconsultant on SFS Architecture team.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

DAVID EICKMAN, PE, LEED AP
SENIOR CIVIL ENGINEER

B. PROJECT ASSIGNMENT:

Civil Engineer

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

Olsson Associates

D. YEARS EXPERIENCE: **12**
WITH THIS SERVICE PROVIDER/FIRM: **12**
OTHER SERVICE PROVIDERS/FIRMS: **0**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Science/2004/Civil Engineering

F. CURRENT REGISTRATION(S):

Licensed Professional Engineer
LEED Accredited Professional

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

David brings 12 years of engineering experience, including the design and management of land development projects. His responsibilities include project management for multiple projects and providing superior client service. David also gathered experience inspecting sanitary and storm sewers, street paving, and performed field surveys. David is also familiar with the development of specifications and tracking progress reports. His computer experience includes Civil 3D® and MicroSoft Project®.

Select Project Examples

- GSA Region 6 On-Call/IDIQ A/E Services Contract, State of Nebraska*
- National Park Service On-Call/IDIQ Contract for A/E Services,Park Units Throughout the Midwest*
- KCATA On-Call Engineering Services Contract, Kansas City Metropolitan Area
- On-Call Engineering Services Contract, Riverside, Mo
- On-Call Engineering Services Contract, Mission, KS
- Summit Fair, Lee's Summit, MO
- Bank Midwest Maple Tree Plaza, Lee's Summit, MO
- New Longview E. Commercial, Lee's Summit, MO
- Blue Beacon Green Lantern Car Wash Facility, Lee's Summit, MO

**Subconsultant on SFS Architecture team.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

BRAD SONNER, PLA, ASLA, LEED AP
LANDSCAPE ARCHITECT

B. PROJECT ASSIGNMENT:

Landscape Architect

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

Olsson Associates

D. YEARS EXPERIENCE: **22**
WITH THIS SERVICE PROVIDER/FIRM: **17**
OTHER SERVICE PROVIDERS/FIRMS: **5**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Bachelor of Landscape Architecture/1994/Landscape Architecture

F. CURRENT REGISTRATION(S):

Professional Landscape Architect
LEED Accredited Professional

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Brad has more than 22 years of experience providing land and site planning and landscape design services throughout the Midwest. His experience includes a wide range of planning involving educational campuses, communities, industrial, facilities parks, public spaces, and downtowns. He has assisted communities in visioning projects and directing large-scale community planning activities. With his understanding of community, as well as individual needs, Brad is able to communicate designs on a personal level, thereby building consensus and resulting in a project's implementation. Brad serves the client throughout this process from planning, programming, and design, to project management and completion.

Select Project Examples

- Tudor Road Improvements, Lee's Summit, MO
- New Longview Monument Sign, Lee's Summit, MO
- Douglas Square Retail, Lee's Summit, MO
- Brookview Hearthview Apartment Development at New Longview, Lee's Summit, MO
- Hy-Vee, Lee's Summit, MO
- Walgreens, Lee's Summit, MO
- Summit Fair, Lee's Summit, MO
- KDOT On-Call Landscape Architecture, Statewide Locations
- On-Call Engineering Services Contract, Riverside, MO
- On-Call Engineering Services Contract, Mission, KS
- On-Call Engineering Services Contract, Belton, MO
- On-Call Contract for Stormwater Projects, Kansas City, MO
- GSA Region 6 On-Call/IDIQ Contract, State of Nebraska*

**Subconsultant on SFS Architecture team.*

BRIEF RESUME OF KEY PERSONS, SPECIALISTS AND INDIVIDUAL SERVICE PROVIDERS THAT SHALL BE ASSIGNED TO THE CITY PROJECT.

A. NAME AND TITLE:

PAT WARD, PLS
SURVEYOR

B. PROJECT ASSIGNMENT:

Surveyor

C. NAME OF SERVICE PROVIDER/FIRM WITH WHICH ASSOCIATED:

Olsson Associates

D. YEARS EXPERIENCE: **17**
WITH THIS SERVICE PROVIDER/FIRM: **17**
OTHER SERVICE PROVIDERS/FIRMS: **0**

E. EDUCATION:
DEGREE(S)/YEAR/SPECIALIZATION

Associate of Applied Science/1996/ Pre-Engineering

Associate of Applied Science/1999/ Surveying

F. CURRENT REGISTRATION(S):

Professional Land Surveyor

G. OTHER EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED PROJECT:

Patrick is a registered land surveyor and has 17 years of experience in nearly all aspects of surveying. His duties include overall management of surveying projects, financial and personnel management, and business development.

Patrick's experience includes state, municipal and private construction projects, ranging from new retail development to road construction to stormwater studies to subsurface mine surveying, His experience includes topographic and boundary surveys, ALTA surveys, right-of-way and easement acquisition, bathymetric surveys, GPS, control surveys, and construction staking services for projects in the Kansas City Metro and surrounding areas.

Select Project Examples

- On-Call Water and Sanitary Sewer Engineering Services, Lee's Summit, MO
- Hamblen Road, Lee's Summit, MO
- Street Lighting, Lee's Summit, MO
- Tudor Road Improvements, Lee's Summit, MO
- On-Call Survey Parks and Recreation, Kansas City, MO
- On-Call Services Contract, Oak Grove, MO
- On-Call Engineering Services Contract, Belton, MO
- On-Call Engineering Services Contract, Riverside, Mo
- On-Call Engineering Services Contract, Mission, KS
- On-Call Traffic Services Contract, Olathe, KS

SFS: DRIVEN BY CONNECTIONS

We design spaces that enrich people, organizations and communities. Design is what we do; it's what we love. And what we love most is design that is dynamic and sustainable, enduring and enriching – design that builds relationships between people, their communities and the larger environment.

For 43 years, our client-focused process has resulted in architecture that connects beauty with function and our clients' vision with reality. Each project begins and ends with discovery: of an organization's unique needs; of a community's character and aspirations; of the details that spark the "big idea" behind each design.

Successful projects begin with strong relationships. We engage our clients in a collaborative dialogue throughout the process. We exchange ideas, share expertise and – above all – we listen. Through open, candid communication, we gain consensus and create truly successful design.

Since the firm's inception, we have utilized a rigorous design approach to achieve our clients' goals for quality, function, budget, schedule and sustainability. Our approach to these projects focuses on developing design solutions that provide the best long-term value:

- Creative designs within a range of architectural styles
- Design aesthetic that emphasizes longevity/timeless design
- Planning for flexibility – both for potential adjustments in space needs as well as technological advances
- Performance driven design – optimizing energy efficiency to reduce operational expenses, support programmatic needs and enhance the user experience
- Best value solutions

ON-CALL SERVICES SPECIALTY

SFS Architecture has held more than a dozen On-Call contracts with various government entities over the last 20 years, including Johnson County, KS, Kansas Department of Wildlife, Parks and Tourism, General Services Administration National Park Service and National Oceanic and Atmospheric Administration, among others.

Of note is the continued renewal of one of our On-Call contracts with General Services Administration – Region 6, which was first awarded in 2002 and has once again been renewed through 2018. In the past five years alone, SFS has completed more than 200 work orders for projects in more than 30 facilities across the Midwest under this contract. The majority of these projects have involved the assessment of existing building conditions and the development of strategies and cost estimates for recommended improvements; small renovations/repairs/alterations to existing buildings, including tenant fit-outs and interior space alterations; roof repairs or replacement; window repairs and replacement; masonry re-pointing, caulking and cleaning; repair or replacement of HVAC, energy management, electrical, water supply and drainage, electronic security, fire alarm and fire sprinkler systems; and repair or replacement of elevators and escalators.

Additional projects have spanned a wide range of project types and scopes from master plans for new facilities to extremely detailed interior design and historic preservation projects to a variety of technical studies. We have consistently met performance schedules, design quality and project scope requirements on all work orders.

FULL-SERVICE ARCHITECTURE, PLANNING AND INTERIOR DESIGN

SFS offers a full range of services, including:

- Project Administration
- Project Implementation Assistance
- Owner's Representative
- Programming
- Needs Analysis
- Facility and Site Condition Surveys / Forensics
- Facility Master Planning
- Feasibility Studies
- Technical Studies
- High Performance Building Energy Studies
- Site Selection, Site Utilization Studies, Zoning Processes
- Community Engagement
- Referendum Support
- Architectural Design/Documentation
- Interior Design/Documentation
- FF&E Design/Procurement/Administration
- Bidding/Negotiations/Bid Analysis
- Contract Award Assistance
- Contract Administration, On-Site Construction Observation
- Project Close-out, Start-up Assistance, Warranty Review, Post-construction Evaluation
- Post-Occupancy Evaluations

FOCUS ON CIVIC ARCHITECTURE

Over the last 43 years, SFS has worked with numerous cities, counties, and state and Federal agencies to plan, design and construct a wide range of facilities and spaces. Facilities have been designed to support each agency's mission, vision and values, while providing safe and secure environments for all those using the facility. Facilities have included the following, among others:

- Administration buildings/city halls; commission/council chambers; courthouses
- Workplace environments, including conference centers, training centers, collaboration spaces
- Vehicle maintenance facilities/technical repair workshops; warehouse and storage space; loading docks
- Public safety facilities: police, fire, emergency management; law enforcement centers; detention centers
- Community recreation centers: outdoor aquatic centers and splash pads, natatoriums, community centers, fieldhouses, athletic complexes, sports fields, parks, trails, open space
- Libraries, museums/art galleries, cultural/heritage centers and interpretive/education centers
- Community centers, including senior centers, conferencing centers, event spaces, food service/ dining, fitness centers/fit rooms, daycare /childcare centers
- Exterior courtyards and plazas, amphitheaters and green roofs
- Parking and parking garages

MUNICIPAL FACILITY EXPERIENCE

- On-call Architectural Services - Johnson County, KS, Countywide Locations
- On-call Architectural Services - Kansas Department of Wildlife, Parks and Tourism, Statewide Locations
- On-call Contracts for Architectural Services - General Services Administration Region 6, Federal Properties in MO, KS, NE and IA
- On-call Contract for Architectural-Engineering Services - National Park Service, National Park Units Throughout Midwest Region
- Parks and Public Works Maintenance Facility, Grandview, MO
- Public Works Maintenance Facility, Gladstone, MO
- Public Works Maintenance Facility Master Plan, Augusta, KS
- Parks Maintenance Facility, Raymore, MO
- Cedar Creek Wastewater Treatment Plant Maintenance Building, Olathe, KS
- Traffic Operations Building, Olathe, KS
- Police Storage Building, Grandview, MO
- Public Safety Center and City Hall, Merriam, KS
- City Hall and Public Safety Center Tenant Improvements, Fairway, KS
- New City Hall and Public Safety Center Master Plan, Fairway, KS
- New City Hall and Parking Garage, Lee's Summit, MO
- Municipal Buildings Renovation/Expansion (City Hall/Police Department, Youth Activity Center, Library, Fire Station, Historic Perkins Building), Coffeyville, KS
- Municipal Facilities Planning (Police/Courts/City Hall), Arvada, CO
- Public Safety Center, Gladstone, MO
- City Hall/Public Safety Facility Feasibility Study, Blue Springs, MO
- City Hall and Annex Condition Assessment and Renovation/Expansion, Belton, MO
- City Hall Master Plan and Renovation/Expansion, Prairie Village, KS
- City Hall Master Plan and Renovation/Expansion, Lenexa, KS
- Municipal Facilities Planning, Harrisonville, MO
- Municipal Facilities Planning, Oak Grove, MO
- Municipal Facilities Planning, Grain Valley, MO
- Municipal Courthouse Master Plan and Renovation, Kansas City, MO
- Johnson County Courthouse Planning Study, Olathe, KS
- Main Street Bridge Design Concept, Grandview, MO
- Fire Stations 1 and 2, Belton, MO
- Fire Station Renovation, Grandview, MO
- Fire Stations 19 and 23, Kansas City, MO
- Fire Training Academy Training Tower Renovation/Addition, Kansas City, MO
- Fire Station No. 3/Police Substation and Training Facility, Lenexa, KS
- Fire Station No. 4, Lenexa, KS
- Fire and Medical Stations No. 2, 4 and 5, Lawrence, KS
- Fire Stations No. 23, Kansas City, MO
- Fire Station No. 1, Gladstone, MO
- Central Jackson County Fire Protection District Fire Training Facility, Blue Springs, MO
- Central Jackson County Fire Protection District Fire/EMS Station No. 5, Blue Springs, MO
- Johnson County Fire District No. 2 Fire Station No. 2 and Fire Department Headquarters, Prairie Village, KS
- Johnson County Consolidated Fire District No. 2 Fire Station No. 3 Relocation Study, Prairie Village, KS
- Fire Station No. 6, Lee's Summit, MO
- Bluford Branch Library Renovation, Kansas City, MO
- Library System Master Plan, Olathe, KS
- Go Library at Olathe Community Center, Olathe, KS
- Public Library Expansion Concept Plan, Osawatomie, KS
- New Library and Student Center, Ottawa University, Ottawa, KS
- Lansing Activity Center Assessment, Lansing, KS
- New Community Center at Stagecoach Park, Olathe, KS
- New Community Center, Excelsior Springs, MO
- New Northeast Community Center Master Plan and Outdoor Sports Complex, Kansas City, MO
- Northland Region Community Center Feasibility Study, Kansas City, MO
- New Community Center Feasibility Study, Raymore, MO
- New Community Center Feasibility Study, Blue Springs, MO
- New Community Center; Community Center Expansion, Maryville, MO
- New Downtown Fieldhouse, Salina, KS
- Fieldhouse Renovation, Blue Springs, MO
- Mission Family Aquatic Center, Mission, KS
- Fairway Pool Master Plan and Improvements, Fairway, KS
- Stonegate Aquatic Center, Overland Park, KS
- Maring Aquatic Center, Chanute, KS
- New Aquatic Center, Fort Scott, KS
- New Aquatic Center, Seneca, KS
- New Chautauqua Aquatic Center, Beloit, KS
- Liberty Park Aquatic Center, Sedalia, KS
- New Aquatic Center, Marshall, MO
- New Aquatic Center, Maryville, MO
- Aquatic Center Renovation/Expansion, Pleasant Hill, MO
- New Aquatic Center, Brookfield, MO
- Osage Prairie YMCA Natatorium Addition, Nevada, MO
- Linden Square at Gladstone Village Center, Gladstone, MO
- Legacy Park Amphitheatre Improvements, Lee's Summit, MO
- Stagecoach Park Master Plan and Improvements, Olathe, KS
- Cedar Lake Park and Lake Olathe Park Master Plans, Olathe, KS
- 9/11 Memorial, Overland Park, KS
- Mahaffie Stagecoach and Stop New Livestock Barn and Visitor Center Improvements, Olathe, KS

PROJECT MANAGEMENT APPROACH

For more than 20 years, SFS has been a trusted On-call Architectural Partner to several government agencies, completing hundreds of assignments requiring a wide range of services and expertise. Our success is based on the following elements comprising our proven Project Approach.

We respond

We communicate

We manage

We collaborate

We design

We innovate

We detail and document

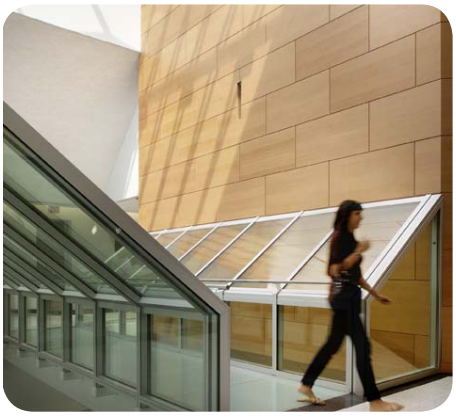
We fabricate

We celebrate

WE RESPOND; WE COMMUNICATE; WE MANAGE

Our approach to providing optimum service to the City of Lee's Summit is based on the following:

- Spirit of collaboration
- Integrated approach to design and construction
- Experienced and dedicated account/project manager
- Multi-disciplined team and established relationships with engineering and specialty consultants
- Lessons learned from diverse portfolio of work
- Rapid mobilization and quick response time
- Preplanning to identify risks and other challenges and account for potential strategies in the work plan
- Detailed work plan identifying tasks, staff assignments and schedule requirements
- Fluid project management and pro-active problem resolution
- Development and exploration of multiple options with client group to determine optimum solution and achieve consensus
- Monitoring new or additional circumstances, such as changes in project requirements, design refinements of major building systems and construction market conditions, and adjusting work plan as needed
- Constant and meaningful communication
- Continuous monitoring of quality, schedule and budget
- Utilization of detailed cost estimating template that accounts for factors such as inflation, insurance, general requirements, bonds, contractor fees and "invisible construction" allowances
- Ongoing "reality checks" to monitor and control costs
- Incorporating value-engineering principles, life-cycle costs analyses, economic evaluations and design alternatives throughout the project
- Adherence to quality control guidelines
- Project and design discipline reviews at key milestones in the process
- Development of construction phase requirements to allow for continued operations and occupancy during construction
- Construction administration services provided by key team members involved in design
- Commitment to excellence



Kerry Newman, our proposed Principal-in-Charge for this contract, will serve as the primary point-of-contact for all projects initiated by the City of Lee's Summit and will be accessible to the City at all times.

When a project is assigned, Kerry and proposed Project Manager, will quickly pull together a team whose expertise and experience best responds to the unique requirements of the task at hand. Kerry and each of our seasoned architects accustomed to managing On-Call Services.

WE COLLABORATE

Successful projects begin with strong relationships. We engage our clients in a collaborative dialogue throughout the process. We exchange ideas, share expertise and – above all – we listen. Through open, candid communication, we gain consensus and create truly successful design.

WE DESIGN

Our designs are purposeful, sustainable and beautiful, as well as affordable, constructible and maintainable. For the last 43 years, we have been drawing on the following principles to guide our design:

Light

Light is the medium of communication for architecture. As we experience light within the ever changing present moment, we constantly explore ways that natural light strikes a surface and energizes a space with movement.

Connections

Whether speaking of relationships of spaces, building to site or methods of joining materials, we believe connections should communicate the logic of their making and recognize the power of the space between.

Materials

We are interested in expressing the inherent natural quality of materials. We explore how the juxtaposition of materials will enrich both visual and tactile experiences.

Space

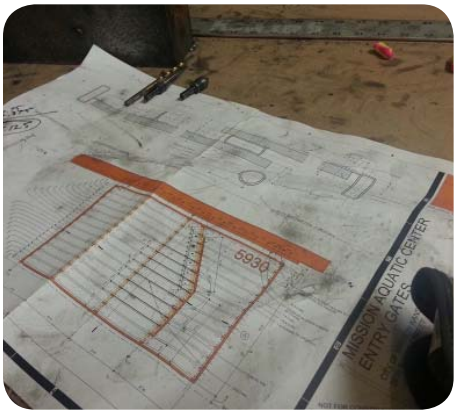
We understand space in terms of the person. We seek to define spaces that are always in tune with the human proportion and enlist an indelible positive experience.

Structure

We use structure in a direct and understandable way to define the architectural space. Celebrating the roof form and its support structure follows a desire to express a sense of shelter in our projects.

Sustainability

The success of our architecture is ultimately determined by its ability to enrich people's lives for many generations. We design our buildings to conserve energy and our natural resources, enhance their surroundings, provide healthy environments for the occupants and contribute to the experience of beauty for current and future generations.



It is recognized that when working with public funds it is critically important to develop design that provides the greatest life-time value to the City of Lee's Summit. We will provide design that not only is functional, economical and beautiful, but design that is sustainable and maintainable, flexible to accommodate future changes in need and technology and provides a healthy environment for those who use the facilities.

WE INNOVATE; WE DETAIL AND DOCUMENT

You could say innovation first happens at the 30,000 foot level – when we collaborate with the client and our AE partners to develop an overarching concept that guides the design of the site, the building, the interior environment and building systems. This concept responds to client goals for function, quality, sustainability, budget and schedule – it is specific and unique to the client, the site and program. Innovation is realized when we execute the design in the details and in the field. Research, lessons learned and the use of new or improved materials, systems and construction technologies guide us in our continual quest to design and build better buildings for our clients.

Our team uses state-of-the-art technology, including BIM technology, to develop 3D models, architectural and engineering construction documents, specifications, graphics such as site plans, floor plans and renderings, and report documentation.

Our quality control procedures help to ensure the completeness and accuracy of our documents so that projects are constructed as envisioned and detailed.

WE FABRICATE

Through our Studio Fab we act as both designer and fabricator. Custom design elements, furnishings, fixtures and environmental graphics are developed as part of larger design projects undertaken by the firm or as stand-alone commissions and then fabricated with great care by our designers or in close collaboration with artisans and specialized craftsmen. This dual role of designer/fabricator offers efficiencies for small projects as well as opportunities for excellence in craftsmanship and artistry.

WE CELEBRATE

We engage with our clients in a common effort to deliver responsive, functional, beautiful architecture. We connect and discover, communicate and collaborate, exchange ideas and challenge each other to make them better. We work together; we learn together; we laugh together. Through our shared passion for design and our shared respect for each other's expertise and contributions, we achieve exceptional outcomes and celebrate our successes.

RESPONSIVENESS TO SCHEDULE AND BUDGET

SFS has earned a reputation for our responsiveness, attention to detail, and success in maintaining strict controls over budget, schedule and quality. Because of our vast public sector experience, our project management process allows us to successfully meet the specific scheduling and budget needs of each of our clients. This proactive management is made possible by the constant monitoring of the status and coordination of all aspects of the project by the Project Manager.

Schedule control

Budget compliance

Quality

SCHEDULE CONTROL

At the start of each project, a detailed work plan is developed that identifies tasks, milestone deadlines, key meetings and responsibilities of design team members and stakeholders in a clear and concise manner. At each progress meeting, the work plan is distributed to all team members and project stakeholders to review status, upcoming responsibilities and any potential revisions to the schedule. This process keeps all team members and the client group informed of project expectations.

BUDGET COMPLIANCE

SFS works with the client group to define budget parameters and priorities. As conceptual design options are developed, SFS provides estimated associated costs for key programmatic areas. At each significant milestone in the design process, we prepare a detailed cost estimate based on detail drawings, written definition of materials and design intent. This estimate is based on current construction cost and a percentage for escalation is included as determined by the project schedule.

As the control of costs has a direct effect on the quality of the finished project, we place a great importance on accurately forecasting and monitoring project costs throughout the design process. We utilize the services of construction cost estimating consultant in the development of construction cost estimates to assist the client group in developing and refining an itemized project budget showing all potential areas of expenses such as fees, testing, furnishings, equipment and construction contingency etc. This provides us with the ability to analyze costs and to be completely aware of construction cost trends and the impact of market conditions. In addition to construction costs, the SFS team will factor in all project costs such as temporary location costs (if needed), phasing costs, moving expense, equipment costs and other associated project costs. This will allow the City of Lee's Summit to truly understand the full financial impact of each project.

QUALITY

SFS has been recognized by its peers and industry colleagues for excellence in design, craftsmanship and artistry for numerous projects. This consistent level of excellence is backed by our disciplined quality control process in place from the programming and design phases, to the production of construction documents, and through the construction administration phase.

QUALITY CONTROL AND ASSURANCE PROGRAM

SFS takes a formal approach to internal quality assurance during all phases of a project, from the programming and design phases, to the production of construction documents, and through the construction administration phase. Our experience has provided us with the knowledge needed to develop and institute an effective formal review system. The SFS team recognizes the following as being necessary for an effective quality assurance program:

- Direct involvement by highly experienced personnel participating at every level of each project phase
- Clarity of team structure, individual roles and responsibilities
- Establishment and adherence to quality control guidelines
- Access to the firm's collective knowledge and experience
- Pro-active efforts and accountability on the part of the entire staff
- Follow-up on roles/responsibilities, commitments and agreements
- Dedication/participation of all team members throughout the project

The SFS team's quality assurance program is based on milestone project and design discipline reviews at key project phases. Ultimately, quality control comes from the commitment of both management and staff to produce quality design with attention to detail. Listed below are four key components of the quality assurance program.

Client scope review and project start-up

Discipline reviews

Management team project reviews

Client reviews

CLIENT SCOPE REVIEW AND PROJECT START-UP

Prior to the start of design of the project, the project team will evaluate the project scope and goals to ensure that the needs are fully understood. We identify and obtain additional information that is needed and assign project tasks. The results of these efforts are a confirmed scope and production schedule.

DISCIPLINE REVIEWS

The individual discipline leads for each firm in the areas of architectural, civil, structural, mechanical and electrical designs will conduct milestone review of design elements. These reviews assess all aspects of the proposed design solutions. The result of the review is an agreement that the proposed design follows sound architectural and engineering standards.

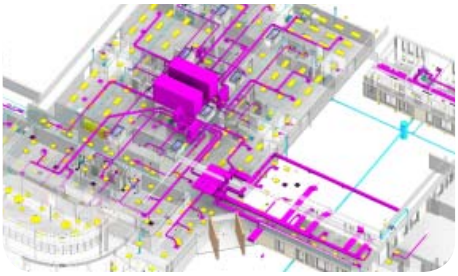
CLIENT SCOPE REVIEW AND PROJECT START-UP

The management team project review assures that the design is consistent with program requirements, assures compliance with applicable codes, and verifies that proper coordination between disciplines has occurred. Coordination between disciplines is critical during all phases of the project to confirm that all systems mesh seamlessly. Interdisciplinary coordination includes review of architectural and engineering modifications. The team will also be responsible for providing any required information to local, state and federal agencies for input on the design.

CLIENT SCOPE REVIEW AND PROJECT START-UP

Contact between the design team, construction manager and the client is critical during all stages of design. Formal presentation, cost estimates and client approvals will occur at the conclusion of each design phase. An official documentation of the decision making process ensures that the entire team is aware of key decisions and comprehends their affect on the completed project.

*SFS has transformed buildings into new uses by making alterations that are sympathetic to the building's original bones. Our **adaptive reuse** work has brought new life to old places and new purposes for existing structures.*



*Placement of new infrastructure into an existing structure is a challenge as systems are more invasive into the building fabric today than in the past. The use of **Building Information Modeling** (BIM) can increase the coordination abilities of the design team by furthering the routing of building systems through an existing building.*

*Throughout our portfolio of work, SFS has been recognized for designs which are sensitive to the existing **historic site contexts**. Whether it is a campus or community, our projects are planned not as an isolated entity but as an integral part of the larger context.*

REPAIR/RENOVATION/RE-PURPOSING

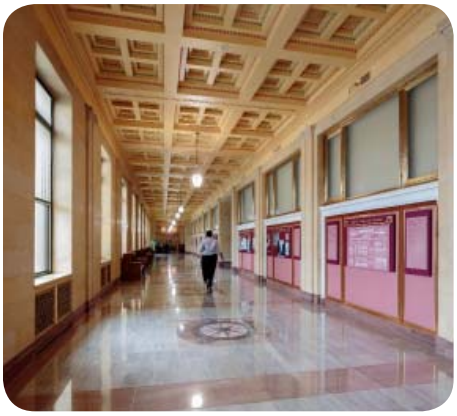
More than 60% of the work undertaken by SFS has involved the **renovation of existing buildings**. Projects completed by SFS and team members include:

- Repair and alteration
- Interior remodels and tenant improvements
- Interior renovation of specific architectural elements or building areas
- Building envelope improvements
- System retrofits or replacements
- Total building renovation
- Exterior restoration/preservation
- Historic preservation/restoration
- High performance green building upgrades

Example scopes of work include:

- Feasibility studies
- Master plans
- Space configuration
- Clean and seal exterior facades
- Exterior door replacement
- Wall repairs
- Patch and paint stairs
- Exterior restoration
- Interior and exterior painting
- Roof investigations
- Lobby restoration
- Infrastructure design
- Tenant fit-out
- Elevator door replacement and elevator modernization
- Window replacement
- Security improvements
- Restrooms upgrades
- Boiler and electrical renovation
- Skylight inspection and repairs
- As-built drawing development and consolidation
- Plumbing upgrades
- Woodwork restoration
- Sidewalk replacement

These projects have also required extensive coordination among various disciplines and specialty consultants to address space planning, MEP, structural, historic preservation, acoustics and many other related issues. In addition, virtually every renovation project undertaken by SFS has been executed in fully occupied buildings requiring continuing operations or completion in phases due to funding.



TECHNICAL STUDIES

SFS has completed numerous technical studies that have responded to a broad range of issues and required creative, cost-effective and sustainable solutions. Various studies have included the following:

- Facility and site assessments
- Real property master planning
- Facility master planning and feasibility studies for new and existing facilities
- Space planning
- Energy studies in support of High Performance Green Buildings upgrades
- Environmental impact assessments
- Move plans
- Historic building preservation planning
- Seismic and structural evaluations, including historic properties
- Envelope system integrity reviews
- Forensic studies
- Problem analysis
- Roof evaluations
- Fire safety reviews/studies
- Handicapped accessibility reviews
- Code compliance reviews
- Constructability reviews
- Peer reviews

BUILDING CONDITION ASSESSMENT / FORENSICS EXPERTISE

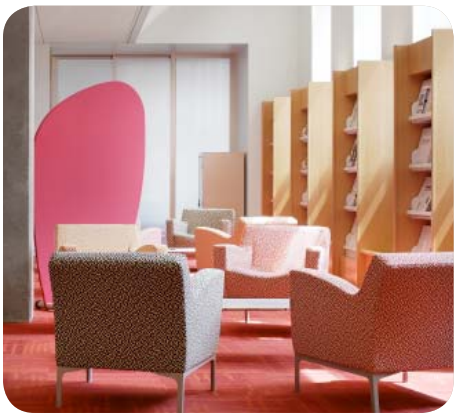
SFS has significant experience assessing and documenting the existing conditions of facilities, systems and sites and then developing plans prioritizing needed improvements and outlining strategies for implementing recommended courses of action. This information has been utilized by government agencies to develop capital improvement plans and budgets. Assessments have evaluated maintenance history; roof, structure, and building envelope; M/E/P and life safety systems; accessibility; code compliance; security; site; environmental concerns; as well as other exterior and interior issues. Facilities have ranged in size from 1,000 SF to 1.3 million SF. Most recently, SFS has completed comprehensive assessments of more than 45 Federal properties in the Midwest comprising over 7.4 million SF of space. Data gathered during the assessments has been compiled and analyzed, issues prioritized, and strategies for improving deficiencies outlined in a final plan report. Additional experience includes forensic studies related to specific issues, such as roof leaks, deterioration of stonework, window repairs and restoration and exterior envelope analysis.

HIGH PERFORMANCE WORKSPACE

In response to changing work patterns, such as telework and mobility, and efforts to decrease space needs, SFS has been working with its clients to transform their workplace.

These projects have included:

- Utilizing methods to engage employees in the development of workplace strategies, such as surveys and focus groups
- Using employee work pattern diagnostic techniques to determine space programming and design requirements
- Planning a work environment that can effectively support the full range of activities employees must perform at work
- Using Balanced Scorecard Methodology or other similar approaches to assess organizational goals and determine workplace recommendations
- Conducting visioning sessions with leadership to establish strategic goals and priorities for their future business practices
- Achieving client sustainability goals through strategic workplace strategies, such as:
  - Improved indoor air quality
  - Optimized energy performance
  - Daylighting and other lighting strategies
- Developing workplace strategies by engaging employees in the discussion and incorporating the strategies into organization workplace guidelines and/or business protocols
  - Workspace sharing
  - Mobile work
  - Teleworking
  - Open office work environments
  - Collaboration spaces
  - Reconfigured standards for workspaces and furniture
  - Elimination of storage and support spaces
  - Integrated technology to support mobility and collaboration
- Developing and implementing change management strategies to facilitate occupant engagement and acceptance of developing workplace environments
  - Mobile test bed development and monitoring
  - Technology training
  - Establishing ground rules for the new workplace, such as leaving your shared desk clean, utilizing a phone booth for conference calls, using your indoor voice in open office setting, identifying concentrative work zones as a "quiet area," etc.
- Implementing interior design and FF&E strategies that do not rely on lavish materials, rather rely on scale, proportion, lighting, acoustics, technology, simple palettes of colors and materials and sustainable practices to improve productivity, support collaboration, attract and retain employees and respond to changing work patterns



SUSTAINABLE DESIGN / HIGH PERFORMANCE BUILDINGS

SFS understands the City of Lee's Summit's commitment to developing the most energy efficient, durable and environmentally sensitive facilities possible, and we have proven success working with our clients to meet sustainability goals. Our experience includes sustainable design and engineering, sustainability master planning, energy audits, alternative energy, LEED consulting and High Performance Green Building studies and design.

We believe that successfully designed buildings are a product of the context from which they grow:

- The larger environment – context, community, neighborhood, vehicular and pedestrian movement
- The specific site – views, landform, character, vegetation, legal parameters or use and form
- The influence of nature – sun, shade, climate, wind movements, protection and shelter
- The historical, cultural, and personal perceptions of the client and users
- The economic realities – achieving the balance between dreams and the best use of available funds

Throughout the design process, we work with stakeholders to develop and evaluate opportunities for sustainable solutions based on programmatic, environmental and budgetary impact. Solutions have included:

- Optimized building envelope, glazing and sun control
- Efficient and appropriate mechanical system type, size and design
- Building/system commissioning
- High-quality daylighting integrated with efficient electric lighting systems
- Building materials (internal and external)
- Native landscaping
- Careful planning and routing of infrastructure
- Improved indoor air quality
- Alternative energy sources, including solar/photovoltaics, geothermal heating and cooling, combined heat and power, thermal ice storage, wind
- Lighting controls
- Daylight harvesting

CONSTRUCTION DELIVERY METHODS

SFS has worked with clients to evaluate and select the most appropriate construction delivery method for the work at hand. This evaluation takes into consideration the complexity and location of the project, contractor pool, staff resources, schedule, budget and current market conditions. Our experience includes traditional design-bid-build, design build, construction management at risk, and construction management as agent. For design build projects, SFS has worked with clients to develop RFP bridging documents and to evaluate design-build proposals. We have also served as Project Manager, Owner's Representative and/or Construction Administrator for design-build projects.

SPECIALTY CONSULTANTS

SFS understands that unique requirements sometimes arise that require the expertise of specialty consultants. SFS has identified qualified consultants with whom we have worked on a number of successful projects and who would be available to assist us as needs arise. Based on our past experience, we anticipate specialty consultants beyond those identified in this submittal may be needed at various times throughout the life of the On-Call contract. Like we have on previous On-Call contracts, SFS will work with you to identify the most appropriate consultant for any specialized scope of work.

FAMILIARITY WITH LEE'S SUMMIT

SFS has been practicing architecture in the greater Kansas City metropolitan area for 43 years, and during that time has completed numerous projects for various public and private sector clients in Lee's Summit and other communities in eastern Jackson County. Current and past projects within the City of Lee's Summit include:

- Legacy Park Amphitheatre Improvements
- New City Hall and Parking Garage Space Needs Study, Master Plan and Design
- Water Utilities Department Space Needs Study and Conceptual Design
- Fire Station No. 6 Feasibility Study and Design
- Missouri Department of Conservation Regional Office Building and Maintenance Facility
- St. Michael the Archangel Catholic High School

We are confident of our ability to work with Lee's Summit on this important On-call Architectural Services contract, based on our past record of successful projects completed for Lee's Summit, other Jackson County communities and other clients under On-call contracts. The very nature of our work requires frequent trips to the communities we are serving and interface with local government agencies. Our proximity to Lee's Summit will enable us to respond quickly in the field and to assist the City at a moment's notice. Our knowledge of City design, engineering, construction and development standards will also help to facilitate project delivery.

SFS Architecture, Inc.		**Kerry K. Newman, AIA, LEED AP**
Company Name		Authorized Person (Print)
2100 Central Street, Suite 31		
Address		Signature
Kansas City, MO 64108		**Principal**
City/State/Zip		Title
816.474.1397	**816.421.8024**	**March 11, 2016**
Telephone #	Fax #	Date
431000800		**Missouri C Corporation**
Tax ID No.		Entity Type

respondent, proof of the licenses (i.e. xerographic copy of the paid receipt or xerographic copy of the actual license) shall be provided to the City to be kept in the bid file as part of the permanent record. It shall be the responsibility of the successful respondent to contact the Development Center, (816) 969-1220, for information to obtain business licenses. A business license shall not be required if the awarded contractors' place of business does not reside in the City of Lee's Summits' city limits and is only delivering products or equipment.

10.0 COMPLIANCE: The following items shall be provided by the successful proposer to the City prior to the issuance of an agreement: Business License (if applicable), Certificate of Insurance (naming the City of Lee's Summit as additionally insured for General Liability only-(if applicable)), Work Authorization Affidavit, and E-Verify Signature page (if applicable).

11.0 WORK AUTHORIZATION AFFIDAVIT: Any agreement in excess of five thousand dollars ($5,000), the bidder or business entity, as defined in § 285.530, RSMo, shall, 1. Provide; by sworn affidavit affirming that it does not knowingly employ any person who is an unauthorized alien and 2. Provide documentation affirming its enrollment and participation in a federal work authorization program with respect to the employees working in connection with this agreement. The required documentation must be from the federal work authorization program provider (e.g. the electronic signature page from the E-Verify program's Memorandum of Understanding). Letter from Proposers reciting compliance is not sufficient.

The Department of Homeland Security, U.S. Citizenship and Immigration Services, (USCIS) in partnership with the Social Security Administration (SSA) operate an FREE internet-based program called E-Verity, http://www.dhs.gov/everify that allows employers to verify the employment eligibility of their employees, regardless of citizenship. Based on information provided by employees on their Form I-9, E-Verify checks the information electronically against records contained in DHS and Social Security Administration databases. There are penalties for employing an unauthorized alien, including suspension of the Consultant's business license, termination of the agreement, debarment from City and State work for a period of three years or permanently, and withholding 25% of the total amount due to the Proposer. All submittals **should** include the signed and notarized Work Authorization Affidavit and the electronic signature page from the E-Verify program.

CITY OF LEE'S SUMMIT, MISSOURI
WORK AUTHORIZATION AFFIDAVIT
PURSUANT TO SECTION 285.530, RSMo (FOR ALL BIDS IN EXCESS OF $5,000.00)
Effective 1/1/2009

County of Jackson)
) ss.
State of Missouri)

My name is Kerry Newman I am an authorized agent of SFS Architecture, Inc. ("Proposer"). Proposer is enrolled and participates in a federal work authorization program for all employees working in connection with services provided to the City of Lee's Summit, Missouri. Proposer does not knowingly employ any person who is an unauthorized alien in connection with the services being provided.

Proposer shall not knowingly employ or agreement with an illegal alien to perform work for the City of Lee's Summit, Missouri or enter into an agreement with a sub-consultant that knowingly employs or contracts with an illegal alien.

Affiant

Kerry K. Newman, AIA, LEED AP
Printed Name

Subscribed and sworn to before me this 9th day of March, 2016.

Notary Public

NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

DIANA R. PACHECO
Notary Public-Notary Seal
STATE OF MISSOURI
Jackson County
My Commission Expires May 10, 2018
Commission # 14879557
SEAL

12.0 SAMPLE AGREEMENT:

The City has included with this RFQ a sample agreement for the services requested. This sample is provided for illustrative purposes only. The City reserves the right to submit an agreement which differs from the following example.

E-Verify™

E-VERIFY IS A SERVICE OF DHS

Company ID Number: 185939

To be accepted as a participant in E-Verify, you should only sign the Employer's Section of the signature page. If you have any questions, contact E-Verify at 888-464-4218.

Employer SFS Architecture, Inc.

John Scott	
Name (Please Type or Print)	Title
Electronically Signed	01/30/2009
Signature	Date

Department of Homeland Security – Verification Division

USCIS Verification Division	
Name (Please Type or Print)	Title
Electronically Signed	01/30/2009
Signature	Date

SFS Hourly Rates
2016

Principal Architect	$160.00
Project Manager	$110.00
Architect	$90.00
Architectural Staff/CAD/BIM	$75.00
Interior Designer	$70.00
Clerical	$55.00

PEARSON KENT MCKINLEY RAAF ENGINEERS, LLC
13300 W 98TH STREET LENEXA, KS 66215

2016 Hourly Rates

Senior Principal	$160 / Hr
Principal	$150 / Hr
Project Manager	$135 / Hr
Senior Engineer	$125/ Hr
Engineer	$115 / Hr
Designer	$105 / Hr
CAD Technician	$80 / Hr
Administrative	$65 / Hr

BOB D. CAMPBELL AND COMPANY
Structural Engineers

HOURLY RATES EFFECTIVE JANUARY 1, 2016

Principal	$175.00
Registered Engineer	$150.00
Staff Engineer	$125.00
Technician	$105.00
CADD Drafter II	$100.00
CADD Drafter I	$70.00
Clerical	$50.00

Olsson Associates Hourly Rates
2016

Project Principal	$180.00
Project Engineer	$115.00
Assistant Engineer	$95.00
Design Associate	$85.00
Assistant Landscape Architect	$75.00

PART III

INSURANCE REQUIREMENTS

GOVERNING RESPONSES AND SUBSEQUENT CONTRACTS

CERTIFICATE OF INSURANCE. The Consultant shall secure and maintain, throughout the duration of this contract, insurance of such types and in at least the amounts that are required herein. Consultant shall provide certificate(s) of insurance confirming the required protection on an ACORD 25 (or equivalent form). The City shall be notified by receipt of written notice from the insurer at least thirty (30) days prior to material modification or cancellation of any policy listed on the certificate(s). The City reserves the right to require formal copies of any Additional Insured endorsement, as well as the right to require completed copies of all insuring policies applicable to the project. The cost of such insurance shall be included in the Consultant's bid.

NOTICE OF CLAIM. The Consultant shall upon receipt of notice of any claim in connection with this contract promptly notify the City, providing full details thereof, including an estimate of the amount of loss or liability. The Consultant shall also promptly notify the City of any reduction in limits of protection afforded under any policy listed in the certificate(s) of insurance in excess of $10,000.00, whether or not such impairment came about as a result of this contract. If the City shall subsequently determine that the Consultant's aggregate limits of protection shall have been impaired or reduced to such extent that they are inadequate for the balance of the project, the Consultant shall, upon notice from the City, promptly reinstate the original limits of liability required hereunder and shall furnish evidence thereof to the City.

INDUSTRY RATING.

The City will only accept coverage from an insurance carrier who offers proof that it:

Is licensed to do business in the State of Missouri;
Carries a Best's policyholder rating of "A" or better;
Carries at least a Class VII financial rating; OR
Is a company mutually agreed upon by the City and the Consultant.

SUB-CONSULTANT'S INSURANCE. If any part of the contract is to be sublet, the Consultant shall either:

Cover all sub-consultant's in the Consultant's liability insurance policy or,

Require each sub-consultant not so covered to secure insurance in the minimum amounts required of the Consultant and submit such certificates to the City as outlined herein.

SELF-INSURED RETENTIONS/DEDUCTIBLES. Any Consultant that maintains a Self-Insured Retention or Deductible (in excess of $50,000) must be declared on the Certificates provided the City such amounts shall be the sole responsibility of the Consultant. The City reserves the right to approve such self-insured retentions/deductibles and may require guarantees from the Consultant for such assumed limits.

PROFESSIONAL LIABILITY: Professional liability insurance protection must be carried by the contractor, for the duration of the contract, in the minimum amount of $1,000,000 including errors and/or omissions.

COMMERCIAL GENERAL LIABILITY POLICY

Limits:

Each occurrence:	$1,000,000
Personal & Advertising Injury:	$1,000,000
Products/Completed Operations Aggregate:	$1,000,000
General Aggregate:	$1,000,000

Policy must include the following conditions:

Bodily Injury and Property Damage
Insured Contract's Contractual Liability
Explosion, Collapse & Underground (if risk is present)
Additional Insured: City of Lee's Summit, Missouri

AUTOMOBILE LIABILITY. Policy shall protect the Consultant against claims for bodily injury and/or property damage arising out of the ownership or use of any owned, hired and/or non-owned vehicle and must include protection for either:

Any Auto; OR
All Owned Autos; Hired Autos; and Non-Owned Autos

Limits:

Each Accident, Combined Single Limits,
Bodily Injury and Property Damage: $500,000

City of Lee's Summit, Missouri does NOT need to be named as additional insured on Automobile Liability

WORKERS' COMPENSATION. This insurance shall protect the Consultant against all claims under applicable state Workers' Compensation laws. The Consultant shall also be protected against claims for injury, disease or death of employees which, for any reason, may not fall within the provisions of a Workers' Compensation law and contain a waiver of subrogation against the City. The policy limits shall not be less than the following:

Workers' Compensation:	Statutory
Employer's Liability:	
Bodily Injury by Accident:	$100,000 Each Accident
Bodily Injury by Disease:	$500,000 Policy Limit
Bodily Injury by Disease:	$100,000 Each Employee

GENERAL INSURANCE PROVISIONS

1) The insurance limits outlined above represent the minimum coverage limit and do not infer or place a limit of liability of the Consultant nor has the City assessed the risk that may be applicable to the Consultant.
2) The Consultant's liability program will be Primary and any insurance maintained by the City (including self-insurance) will not contribute with the coverage maintained by the Consultant.
3) Coverage limits outlined above may be met by a combination of primary and excess liability insurance programs.
4) Any coverage provided on a Claims Made policy form must contain a 3-year tail option (extended reporting period) or the program must be maintained for 3-years subsequent to completion of the Contract.
5) Any failure on the part of the Consultant with any policy reporting provision shall not affect the coverage provided to the City.
6) When "City" is utilized, this includes its officers, employees and volunteers in respect to their duties for the City.

Before, entering into contract, the successful respondent shall furnish to the City of Lee's Summit Purchasing Office a Certificate of Insurance verifying all of the foregoing coverages and identifying the City of Lee's Summit as an "additional insured" on the general liability. This inclusion shall not make the City a partner or joint venture with the contract consultant in its operations hereunder.

Prior to any material change or cancellation, the City of Lee's Summit will be given thirty (30) days advance notice by registered mail to the stated address of the certificate holder. Further, the City will be immediately notified of any reduction or possible reduction in aggregate limits of any such policy where such reduction, when added to any previous reductions, would exceed 10% of the aggregate.

In the event of an occurrence, it is further agreed that any insurance maintained by the City of Lee's Summit, shall apply in excess of and not contribute with insurance provided by policies named in this contract.

Personal/Advertising Injury
Independent Contractors
Additional Insured: City of Lee's Summit, Missouri

The certificate holder on the Certificate of Insurance shall be as follows:

City of Lee's Summit
220 S.E. Green Street
Lee's Summit, MO 64063 -2358

The City of Lee's Summit does not need to be named as additional insured on any Auto Liability Insurance requirements.

LEE'S SUMMIT MISSOURI

PART IV

GENERAL CONDITIONS
GOVERNING RESPONSES AND SUBSEQUENT CONTRACTS
City of Lee's Summit, MO

1. SCOPE: The following terms and conditions, unless otherwise modified by the City of Lee's Summit within this document, shall govern the submission of proposals and subsequent contracts. The City of Lee's Summit reserves the right to reject any proposal that takes exception to these conditions.

2. DEFINITIONS AS USED HEREIN:

a. The term "request for qualifications" means a solicitation of a formal, sealed qualifications submittal.
b. The term "respondent" means the person, firm, corporation, or "contractor" or "service provider" or "seller" who submits a formal sealed qualifications submittal and who may enter into an agreement with the City to perform such services.
c. The term "City" means City of Lee's Summit, MO.
d. The term "City Council" means the governing body of the City of Lee's Summit, MO. The term "Board" means the governing body of the City of Lee's Summit Parks and Recreation Board. The term "Board Administrator" means the Parks and Recreation Board's department administrator.
e. The term "Service Provider" means the respondent awarded an agreement under this submittal.
f. The term "Unit cost", "Unit Price", or "Price" are reflective of those product items that are proposed for use in this contract. The proposed unite price shall be shown and such a price shall include packing unless otherwise specified. Freight or shipping shall be included in the Unit Price unless requested as a single line item.

3. COMPLETING SUBMITTAL: All information must be legible. Any and all corrections and/or erasures must be initialed. Each submittal must be signed in ink by an authorized representative of the respondent and required information must be provided. The contents of the qualifications submittal submitted by the successful respondent of this RFQ will become a part of any contract award as a result of this solicitation.

4. REQUEST FOR INFORMATION: Any requests for clarification of additional information deemed necessary by any respondent to present a proper submittal shall be submitted via email to the Procurement Officer responsible for the project; or submitted in the questions section of the City's e-bidding system, referencing the RFQ number, a minimum of five (5) calendar days prior to the proposal submission date. Any request received after the above stated deadline will not be considered. All requests received prior to the above stated deadline will be responded to in writing by the City in the form of an addendum addressed to all prospective respondents.

5. CONFIDENTIALITY OF SUBMITTAL INFORMATION: Each submittal must be uploaded in the City's e-bidding system or as otherwise stipulated in the Request for Qualifications. All submittals and supporting documents will remain confidential until a final agreement has been executed. Information that discloses proprietary or financial information submitted in response to qualification statements will not become public information. This is in accordance with the Missouri Sunshine Law.

6. SUBMISSION OF SUBMITTAL: Submittals are to be uploaded into the City's e-bidding system or as otherwise stipulated in the Request for Qualifications prior to the date and time indicated on the cover sheet. At such time, all submittals received will be formally opened. The opening will consist of only the name and address recording of respondents.

7. ADDENDA: All changes, additions, modifications and/or clarifications in connection with this submittal will be issued by the City in the form of a Written Addendum. All addendums will be signed and uploaded with the submittal. Verbal responses and/or representations shall not be binding on the City.

8. LATE SUBMITTALS AND MODIFICATION OR WITHDRAWALS: A submittal may only be withdrawn by one of the following methods prior to the official closing date and time specified: 1. A submittal may be withdrawn by signed, written notice. 2. A submittal may also be withdrawn in person by the respondent or its authorized representative who provides proper identification. 3. A submittal may be withdrawn via email by the respondent or its authorized representative. A submittal may only be modified by one of the following methods prior to the official closing date and time specified: 1. A submittal may be modified by signed, written notice provided in a sealed envelope with the RFQ solicitation number, description and the word "modification" identified on the envelope. 2. A RFQ modification may also be submitted in person by the respondent or its authorized representative who provides proper identification and provides written notice in a sealed envelope with the RFQ solicitation number, description and the word "modification" identified on the envelope. All modifications **shall not** be opened until the official closing date and time to preserve the integrity of the RFQ solicitation process. Telephone, telegraphic or electronic requests to modify a RFQ solicitation shall not be honored. No modification or withdrawal of any response will be permitted after the RFQ solicitation official closing date and time specified. Submittals received after the date and time indicated on the cover sheet shall not be considered. Submittals that are resubmitted or modified must be sealed and uploaded into Public Purchase or as otherwise stated in the Request for Qualifications prior to the submittal submission deadline. Each respondent may submit only one (1) response to this RFQ.

9. BONDS: When a Bond is required it shall be executed with the proper sureties, through a company licensed to operate in the State of Missouri, and hold a current Certificate of Authority as an acceptable surety under 31 CFR Part 223 (and be listed on the current U.S. Department of the Treasury Circular 570 and have at least A Best's rating and a FPR9 or better financial performance rating per the current A.M. Best Company ratings.)

10. NEGOTIATION: The City reserves the right to negotiate any and all elements of this submittal.

11. TERMINATION: Subject to the provisions below, any agreement derived from this Request For Qualifications may be terminated by either party upon thirty (30) days advance written notice to the other party; but if any work or service hereunder is in progress, but not completed as of the date of termination, then said agreement may be extended upon written approval of the City until said work or services are completed and accepted.

a. TERMINATION FOR CONVENIENCE: In the event that the agreement is terminated or cancelled upon request and for the convenience of the City, without the required thirty (30) days advance written notice, then the City shall negotiate reasonable termination costs, if applicable.

b. TERMINATION FOR CAUSE: Termination by the City for cause, default or negligence on the part of the Service Provider shall be excluded from the foregoing provision; termination costs, if any, shall not apply. The thirty (30) days advance notice requirement is waived in the event of Termination for Cause.

c. TERMINATION DUE TO UNAVAILABILITY OF FUNDS IN SUCCEEDING FISCAL YEARS: When funds are not appropriated or otherwise made available to support continuation of performance in a subsequent fiscal year, the contract shall be cancelled and the Service Provider shall be reimbursed for the reasonable value of any nonrecurring costs incurred but not amortized in the price of the supplies or services delivered under the contract.

12. TAX EXEMPT: The City and its Agencies are exempt from State and local sales taxes. Sites of all transactions derived from this proposal shall be deemed to have been accomplished within the State of Missouri.

13. SAFETY: All practices, materials, supplies, and equipment shall comply with the Federal Occupational Safety and Health Act, as well as any pertinent Federal, State and/or local safety or environmental codes.

14. RIGHTS RESERVED: The City reserves the right to reject any or all proposals, to waive any minor informality or irregularity in any submittal, and to make award to the respondent deemed to be most advantageous to the City.

15. RESPONDENT PROHIBITED: Respondents are prohibited from assigning, transferring, conveying, subletting, or otherwise disposing of this submittal or any resultant agreement or its rights, title, or interest therein or its power to execute such agreement to any other person, company or corporation without the previous written approval of the City.

16. DISCLAIMER OF LIABILITY: The City, or any of its agencies, will not hold harmless or indemnify any respondent for any liability whatsoever.

17. INDEMNITY AND HOLD HARMLESS: Service Provider agrees to indemnify, release, defend, and forever hold harmless the City, its officers, agents, employees, and elected officials, each in their official and individual capacities, from and against all claims, demands, damages, loss or liabilities, including costs, expenses, and attorneys fees incurred in the defense of such claims, demands, damages, losses or liabilities, or incurred in the establishment of the right to indemnity hereunder, caused in whole or in part by Service Provider, his sub-contractors, employees or agents, and arising out of services performed by Service Provider, his subcontractors, employees or agents under this agreement to the extent permitted by the Constitution and the Laws of the State of Missouri.

18. LAW GOVERNING: All contractual agreements shall be subject to, governed by, and construed according to the laws of the State of Missouri. Any dispute regarding this contractual agreement shall be decided by a Missouri Court.

19. COMPLIANCE WITH APPLICABLE LAW: Service Provider shall comply with all federal, state or local laws, ordinances, rules, regulations and administrative orders, including but not limited to Wage, Labor, Unauthorized Aliens, EEO and OSHA-type requirements which are applicable to Service Provider's performance under this contract. Service Provider shall indemnify and hold the City harmless on account of any violations thereof relating to Service Provider's performance under this agreement, including imposition of fines and penalties which result from the violation of such laws.

20. ANTI-DISCRIMINATION CLAUSE: No respondent on this request shall in any way, directly or indirectly discriminate against any person because of age, race, color, handicap, sex, national origin, or religious creed.

21. DOMESTIC PRODUCTS: The City of Lee's Summit has adopted a formal written policy to encourage the purchase of products manufactured or produced in the United States (City of Lee's Summit Resolution No. 87-18, MO. State Statute No. 34.353, Section 3, (5)).

22. CONFLICTS: No salaried officer or employee of the City and no member of the City Council shall have a financial interest, direct or indirect, in this contract. A violation of this provision renders the contract void. Federal conflict of interest regulations and applicable provisions of Sections 105.450 – 105.496 shall not be violated. Service Provider covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services to be performed under this agreement. The Service Provider further covenants that in the performance of this contract no person having such interest shall be employed.

23. DEBARMENT: By submission of its response, the Service Provider certifies that neither it nor its principals is presently debarred or suspended by any Federal Department or agency, including listing in the U.S. General Services Administration's List of Parties Excluded from Federal Procurement or Non-Procurement programs; or if the amount of this response is equal to in excess of $100,000, that neither it nor its principals nor its subcontractors receiving sub-awards equal to or in excess of $100,000 is presently disbarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by an Federal Department , agency or prevision of law. If the Service Provider is unable to certify any of the statements in this certification, the responder must attach an explanation to its response.

24. FUND ALLOCATION: Continuance of any resulting Agreement, Contract, or issuance of Purchase Orders is contingent upon the available funding and allocation of City funds. The Service Provider understands that the obligation of the City to pay for goods and/or services under the agreement is limited to payment from available revenues and shall constitute a current expense of the City and shall not in any way be construed to be a debt of the City in contravention of any applicable constitutional or statutory limitations or requirements concerning the creation of indebtedness by the City nor shall anything contained in the agreement constitute a pledge of the general tax revenues, funds or moneys of the City, and all provisions of the agreement shall be construed so as to give effect to such intent.

25. FREIGHT/SHIPPING: Freight/shipping shall be F.O.B. Destination whereby all transportation charges shall be paid by Service Provider.

26. Davis Bacon Act: The wages for any work utilizing this agreement in which federal funding is utilized shall comply with any and all applicable federal laws and/or requirements to include but not limited to the Davis Bacon Act.

BILL NO. ORDINANCE NO.

AN ORDINANCE APPROVING THE AWARD OF ON-CALL AGREEMENT FOR ARCHITECTURAL AND ENGINEERING SERVICES (RFQ NO. 2016-070)

WHEREAS, establishing an On-call Architect and Engineering contract streamlines the process and provides various City departments the ability to obtain professional architectural and engineering services on projects with a scope of under $100,000 for design and construction; and,

WHEREAS, The On-call contact provides the following to the City:

- Allows for a quick response time within twenty-four hours to a request from the City.
- Provides the City with the ability to rapidly engage licensed design professionals to perform evaluations and provide recommendations during emergency situations, resulting in a two-hour response time.
- Troubleshooting of existing problems within structures and provides services to determine appropriate solutions and potential costs.
- Assist the City in preparation of a program to identify major items that should be placed on a preventive maintenance or replacement schedule, such as roofs, HVAC systems and other items relating to City facilities.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT. MISSOURI, as follows:

SECTION 1. That the City Council of the City of Lee's Summit, Missouri hereby authorizes the award of an on-call agreement for architectural and engineering services to SFS Architecture.

SECTION 2. That the City Council of the City of Lee's Summit hereby authorizes the execution, by the City Manager, of award of RFQ 2016-070 for a one-year agreement with four possible one-year renewal options for on-call architectural and engineering services to SFS Architecture, Inc. for multiple City departmental use, said agreement is on file with the Lee's Summit Central Building Services Department and is incorporated by reference as if fully set forth herein.

SECTION 3. That this Ordinance shall be in full force and effect from and after the date of its passage and adoption, and approval by the Mayor.

PASSED by the City Council of the City of Lee's Summit, Missouri, this ____ day of _____, 2016.

_____

Mayor Randall L. Rhoads

ATTEST:

_____

City Clerk Denise R. Chisum

APPROVED by the Mayor of said city this _____day of _____, 2016.

_____

Mayor Randall L. Rhoads

ATTEST:

_____

City Clerk Denise R. Chisum

APPROVED AS TO FORM:

_____

Trevor L. Stiles, Chief of Litigation

Office of the City Attorney

LEE'S SUMMIT
MISSOURI

Packet Information

File #: TMP-0193, **Version:** 1

AN ORDINANCE AUTHORIZING EXECUTION OF MODIFICATION NO. 1, RFQ NO. 2016-091 , TO AN AGREEMENT WITH BURNS AND MCDONNELL FOR PROFESSIONAL ENGINEERING SERVICES FOR SANITARY SEWER FLOW MONITORING FOR WATER UTILITIES, AN INCREASE IN FEE OF $15,800 FOR A NEW CONTRACT AMOUNT OF $154,940

- The most recent comprehensive sanitary sewer flow monitoring in Lee's Summit was completed in 1997 and 1998.

- Since that time, the City has undertaken a rigorous repair and maintenance program on the vitrified clay pipe lines throughout the older portions of the city.

- A new flow monitoring program has begun this spring to provide information about our current flows and maintenance program results

- To better understand the flows we are seeing in system during the current flow monitoring the City has installed some of its own flow meters further up in the drainage basins.

- This contract modification is for the analysis of the data which the City is collecting via its flow meters and inclusion of that data in the report Burns and McDonnell will be writing under this contract.

History

In mid 1990's, the City of Lee's Summit undertook a comprehensive sanitary sewer flow monitoring program across the city. The result of this program was the data that created a Wastewater Master Plan which was used justify our expenditures on line maintenance, line rehabilitation and replacement, line upsizing, excess flow holding basin design, and other improvements.

Now with so many of the identified projects completed and improvements to the system made, we feel it is once again time to check to see where we are at. To do this, Water Utilities has initiated a limited flow monitoring program with Burns and McDonnell on the interceptor sewers in the basins where the majority of the inflow and infiltration work was completed. The current flow monitoring has given us some very good data which we can use but has also given us some questions which we need to further study. To do this the City has installed all six of its flow meters further up in the study basins on smaller lines to better isolate the flow data. This contact amendment is to have Burns and McDonnell analyze this additional data and include it in the current study.

Recommendation: Staff recommends approval of AN ORDINANCE AUTHORIZING EXECUTION OF MODIFICATION NO. 1, RFQ NO. 2016-091 , TO AN AGREEMENT WITH BURNS AND MCDONNELL FOR PROFESSIONAL ENGINEERING SERVICES FOR SANITARY SEWER FLOW MONITORING FOR WATER UTILITIES, AN INCREASE IN FEE OF $15,800 FOR A NEW CONTRACT AMOUNT OF $154,940

Presenter: Jeff Thorn Assistant Director Lee's Summit Water Utilities

Committee Recommendation: I MOVE TO RECOMMEND TO CITY COUNCIL APPROVAL OF AN ORDINANCE AUTHORIZING EXECUTION OF MODIFICATION NO. 1, RFQ NO. 2016-091 , TO AN AGREEMENT WITH BURNS AND MCDONNELL FOR PROFESSIONAL ENGINEERING SERVICES FOR SANITARY SEWER FLOW MONITORING FOR WATER UTILITIES, AN INCREASE IN FEE OF $15,800 FOR A NEW CONTRACT AMOUNT OF $154,940

MODIFICATION NO. 1
PROFESSIONAL ENGINNEERING SERVICES FOR
SANITARY SEWER FLOW MONITORING
DATED APRIL 14, 2016
(RFQ NO. 2016-091)

Modification of the flow monitoring contract to add additional analysis of City of Lee's Summit Water Utilities supplied data for inclusion in the final report.

THIS MODIFICATION TO PROFESSIONAL ENGINNEERING SERVICES FOR SANITARY SEWER FLOW MONITORING made and entered into this_____day of _____, 2016, by and between the City of Lee's Summit, Missouri (hereinafter "City"), and Burns and McDonnell Engineering Company, Inc. (hereinafter "Engineer").

WITNESSETH:

WHEREAS, City and Engineer entered into an Design Services Agreement dated April 14, 2016 (RFQ No. 2016-091) for professional engineering services for Design Engineering Services (hereinafter "Base Agreement"); and

WHEREAS, City and Engineer desire to amend the provisions of the Base Agreement as provided herein; and

WHEREAS, Engineer has submitted a proposal for the amended engineering services and an estimate of engineering costs to perform said services; and

WHEREAS, the City Manager is authorized and empowered by City to execute contacts providing for professional engineering services.

NOW, THEREFORE, in consideration of the mutual covenants and considerations herein contained, IT IS HEREBY AGREED by the parties hereto to amend the following Articles contained in the Base Agreement as follows:

ARTICLE I
SCOPE OF DESIGN SERVICES TO BE PROVIDED BY THE ENGINEER

Article I of the Base Agreement is hereby amended as follows:

The Base Agreement is hereby amended to add services to be provided by Engineer related to changing the building design and providing value engineering to the project align the project with the budget as set forth in Exhibit A and described in Exhibit B attached hereto and incorporated by reference as if fully set forth herein.

All other provisions of article one of the Base Agreement as modified shall remain in full force and effect.

ARTICLE IV
PAYMENTS TO ENGINEER

Payment to the Engineer for the services described in Exhibit A shall not exceed $15,800.

The total not to exceed amount for all services to be provided by the Engineer in the Base Agreement as amended shall not exceed the amount of $154,940.

All remaining provisions of Article IV of the Base Agreement shall remain in full force and effect.

ARTICLE VIII
ALL OTHER TERMS REMAIN IN EFFECT

All other terms of the Base Agreement not amended by this Modification to Design Services Agreement shall remain in full force and effect.

This Modification No. 1 to Design Services Agreement shall be binding on the parties thereto only after it has been duly executed and approved by City and Engineer.

IN WITNESS WHEREOF, the parties have caused this Modification to Design Services Agreement to be executed on the_____day of_____, 2016.

CITY OF LEE'S SUMMIT

_____
STEPHEN A. ARBO, CITY MANAGER

APPROVED AS TO FORM:

_____
JACKIE HEANUE
CHIEF OF OPERATIONS , OFFICE OF THE CITY ATTORNEY

ENGINEER: BURNS AND MCDONNELL ENGINEERING COMPANY, INC.

_____
BY: _____
TITLE:_____

Attest:

_____

EXHIBIT A

City of Lee's Summit, MO
Sanitary Sewer Flow Monitoring
Burns & McDonnell

Additional Meters Costs		50-Day Metering Costs			
		Quant	Units	Unit Cost	Total
1	Project Admin/Management		Hourly	$4,000	$4,000
2a	Installation of Flow Meters	0	Site	$0	$0
2b	Installation of Rain Gauges	0	Site	$200	$0
3a	Maintenance and Monitoring of Flow Meters	0	Meter-days	$36	$0
3b	Maintenance and Monitoring of Rain Gauges	0	Gauge-days	$10	$0
4	Flow Data Analysis		Hourly	$7,600	$7,600
5	Reporting		Hourly	$4,200	$4,200
Total Sanitary Sewer Flow Monitoring					**$ 15,800**

EXHIBIT "B"

ADDITIONAL SCOPE OF SERVICES

FOR SANITARY SEWER FLOW MONITORING

This additional scope of services describes the additional work elements to be performed by Burns & McDonnell Engineering Company, Inc. (hereinafter referred to as ENGINEER) in development of sanitary sewer flow monitoring report for the system serving the City of Lee's Summit (hereinafter referred to as OWNER). This scope of services includes additional tasks that are anticipated for the work originally outlined in Exhibit B in the agreement dated April 14, 2016. The details of each task reflect a reasonable level of effort anticipated.

Task 1: Flow Monitoring

Six additional flow meters will be installed and monitored as part of the project. One meter is owned by the ENGINEER. Five meters are owned by the OWNER. All meters will be installed and maintained by the OWNER during the duration of the Flow Monitoring period.

Deliverables:

1. Flow hydrographs and rainfall hyetographs for each flow monitoring location and each rain gauge in electronic copy format.

Task 2: Data Analysis and Report

The flow and rainfall data collected in Task 1 will be processed to develop a Flow Monitoring Report described in this task. Flow data from the additional meters shall be incorporated into one final report as outlined in the original scope of services and following. Principal components of sanitary sewer system flows will be deconstructed from the flow meter hydrographs in the following general manner:

a. Provide an analysis of flow metering data to estimate average dry weather flow (ADWF) and peak dry weather flow (PDWF).
b. Develop and provide ADWF curves for each metering site. These curves will reflect 15-minute interval variations over time for weekdays and weekends.
c. Identify rainfall events for evaluation, and determine wet weather flow vs. rain volumes by calculating wet flow volume (total flow, less ADWF, integrated over time during wet weather impact).
d. Develop scatter graphs of flow depth (in feet) against velocity (in feet per second) for each flow meter.
e. Develop normalized peak flow versus rainfall depth curves for each flow meter. Separate curves will be developed for infiltration & inflow (I&I) and will include projected peak flow for the design storm event. Indicate if the flow meter site is impacted by upstream flow split and/or downstream conveyance performance.
f. Estimate groundwater induced infiltration and rainfall dependent inflow for each flow meter site.
g. Review results with the OWNER to address any issues as to data validity, missing data, or other problems.

h. Prioritize basins from most severe to least severe I&I, taking into consideration inflow and infiltration separately, total I&I, and I&I per inch-diameter mile of sewer.
i. Submit rough draft of Flow Monitoring Report to OWNER for discussion, review and comments
j. Submit final draft of Flow Monitoring Report to OWNER

Deliverables:

1. Raw Flow Monitoring Data, Final Flow Monitoring Data, Site Sheets and Photos – one (1) electronic format copy
2. Flow Monitoring Report Rough Draft – four (4) hardcopies and one (1) electronic format copy.
3. Flow Monitoring Report Final Draft – four (4) hardcopies and one (1) electronic format copy.

Fee Estimate
For Additional Sanitary Sewer Flow Monitoring

City of Lee's Summit, MO
Sanitary Sewer Flow Monitoring
Burns & McDonnell

Additional Flow Monitoring		**50-Day Metering Costs**			
		Quant	**Units**	**Unit Cost**	**Total**
1	Project Admin/Management		Hourly	$4,000	$4,000
2a	Installation of Flow Meters	0	Site	$500	$0
2b	Installation of Rain Gauges	0	Site	$300	$0
3a	Maintenance and Monitoring of Flow Meters	0	Meter-days	$56	$0
3b	Maintenance and Monitoring of Rain Gauges	0	Gauge-days	$10	$0
4	Flow Data Analysis		Hourly	$7,600	$7,600
5	Reporting		Hourly	$4,200	$4,200
Total Additional Flow Monitoring					**$15,800**

BILL NO. 16-

AN ORDINANCE AUTHORIZING EXECUTION OF MODIFICATION NO. 1, RFQ NO. 2016-091, TO AN AGREEMENT WITH BURNS AND MCDONNELL FOR PROFESSIONAL ENGINEERING SERVICES FOR SANITARY SEWER FLOW MONITORING FOR WATER UTILITIES, AN INCREASE IN FEE OF $15,800 FOR A NEW CONTRACT AMOUNT OF $154,940

WHEREAS, The most recent comprehensive sanitary sewer flow monitoring in Lee's Summit was completed in 1997 and 1998; and,

WHEREAS, The City has undertaken a rigorous repair and maintenance program on the vitrified clay pipe lines throughout the older portions of the city; and,

WHEREAS, A new flow monitoring program has begun this spring to provide information about our current flows and maintenance program results; and,

WHEREAS, To better understand the flows we are seeing in system during the current flow monitoring the City has installed some of its own flow meters further up in the drainage basins and this contract modification is for the analysis of the data which the City is collecting via its flow meters and inclusion of that data in the report Burns and McDonnell will be writing under this contract.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT. MISSOURI, as follows:

SECTION 1. That the City Council of City of Lee's Summit hereby authorize the expenditure of $15,800.00 for a new contract amount of $154,940.00 for professional engineering services for sanitary sewer flow monitoring, services to be performed under the City's on-call contract with Burns and McDonnell. The City Manager is hereby authorized to execute an Agreement for the same by and on behalf of the City of Lee's Summit, Missouri, subject to approval of the City Attorney and Director of Finance.

SECTION 2. That this Ordinance shall be in full force and effect from and after the date of its passage and adoption, and approval by the Mayor.

PASSED by the City Council of the City of Lee's Summit, Missouri, this ____ day of _____, 2016.

_____

ATTEST: Mayor *Randall L. Rhoads*

_____

City Clerk *Denise R. Chisum*

APPROVED by the Mayor of said city this _____day of _____, 2016.

BILL NO. 16-

ATTEST: _____
Mayor *Randall L. Rhoads*

_____
City Clerk *Denise R. Chisum*

APPROVED AS TO FORM:

_____
City Attorney *Brian W. Head*

LEE'S SUMMIT
MISSOURI

Packet Information

File #: 2016-0281, **Version:** 1

Discussion - Transit Study

Issue/Request:
Discussion - Transit Study

Key Issues:
A presentation of the attached Transit Study will be made to City Council Public Works Committee followed by discussion. The Transit Study is an assessment of existing transit services, ridership demand and options that may be considered to address current and future transit needs and opportunities for enhanced service, service alternatives, improved financial program management and/or increased use.

Although no recommendation for approval by the City Council from Public Works Committee is requested at this time, the Public Works Committee may provide staff helpful direction upon their review of the study and its conclusions for the initiation and implementation of transit service and/or management changes.

Proposed Committee Motion:

Background:

The Transit Study is the basis (or plan) for new, sustained or changed transit services offered in Lee's Summit. A study was first done in 2000. Another, the most recent study was started in 2007 and completed in 2009. Thus, it has been about 8 years since the last study. Like other planning documents for infrastructure or service programs (e.g. Thoroughfare Master Plan, Greenway Master Plan), the Transit Study has limited applicability over time before an update is necessary to account for the many changes in demographics, community growth/development, service innovations and alternatives, funding, etc. This Transit Study for Lee's Summit was authorized and managed by staff through its agreement with the Kansas City Area Transportation Authority (KCATA) as the designated administrator of Lee's Summit's Federal Transit Administration Funding and their on-call consultant, Olsson Associates. Representatives from KCATA and Olsson Associates should be available for the study presentation and discussion. They may also be available for questions and response to not only local transit issues, but regional transit projects, programs and services whether or not directly impacting Lee's Summit.

Impact/Analysis:

Timeline:

Other Information/Unique Characteristics:

Presenter: Michael Park, PE, PTOE, City Traffic Engineer - Public Works

Recommendation:

City Council Recommendation: The City Council referred this discussion to the Public Works Committee.

Lee's Summit Transit Service Assessment

Prepared For

City of Lee's Summit, Missouri

and

Kanas City Area Transportation Authority

January 2016

Olsson Associates Project No. 013-2967

OLSSON ASSOCIATES

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Table of Contents

Executive Summary

The *Lee's Summit Transit Service Assessment,* commissioned by the City of Lee's Summit, Missouri and the Kansas City Area Transportation Authority (KCATA), examines the existing public transportation options available to Lee's Summit residents and how transit can better serve the public's needs of today as well as how it can be improved for future years to come. Other elements include the results of a household survey, analysis of inter-city and intra-city movements, recommended amenity improvements and a funding plan for future transit services.

The existing transit options in and around Lee's Summit consist of two fixed-route services and two demand-response services. Routes 152 and 251 operate in and around the city limits of Lee's Summit, but each route's alignment does not support movement inside the city as much as it connects residents to areas outside of Lee's Summit. As for existing intra-city transit, the demand-response services are offered by KCATA and OATS, Inc. While KCATA operates demand-response bus service to the central area of the city, OATS operates within the entire city of Lee's Summit. Because of the redundancies created by the two demand-response services, a separate analysis evaluated multiple service alternatives. After identifying how each service compared in relation to service efficiency, service performance and service costs, initial analysis suggests that OATS could provide a more cost-effective citywide demand-response service than KCATA. This recommendation is part of the first transit strategy developed in the report.

This study also examined when Lee's Summit commuters travel to work, where they commute and where they live within Lee's Summit. In order to reach areas of the metro where the majority of commuters work, commuters must take the existing commuter route north towards downtown and connect to a departing southbound route towards the Plaza or south Johnson County, Kansas. While this analysis identified where transit connections for Lee's Summit commuters are lacking, further discussions must be made before recommending any future regional connections.

The City of Independence, Missouri was examined as a peer city to Lee's Summit primarily due to its similar size of population and geographical proximity. By using a peer city rider per revenue hour ratio and applying a revenue hour per capita ratio, broad ridership projections were created by comparing similar cities where one city has a transit network and the other has limited transit options. The gap between current internal-transit trips in Lee's Summit and projected internal-transit trips was found to be approximately 154,177 trips. This is based on a fairly basic route structure similar to Independence's that provides relatively low-frequency fixed-route transit service across the city. In addition to the effort of forecasting future transit demand, population forecasts were reviewed to estimate how many additional transit-dependent people could be expected in Lee's Summit's future, and how that would affect the demand for transit. From the current potential demand of 171,289 annual one-way trips, the population growth by 2040 of over 28,000 people increases the projected ridership to 220,871 annual one-way trips within Lee's Summit alone.

Gaps in existing transportation services may be addressed through several different strategies. The strategies are not intended as necessarily incremental in nature, although they could be implemented in progressive steps. Rather, the strategies are intended to provide a snapshot of how various alternatives would address the current gap in transit need. Generally, the

strategies, as described, require additional amounts of investment in programs and capital costs, but would achieve progressively lower costs per rider while expanding the availability of transportation options to additional Lee's Summit residents. Prior to making any recommendations for significant changes to existing service, such as Strategies 2 through 4+, additional analysis of potential services and citywide consensus building should be undertaken.

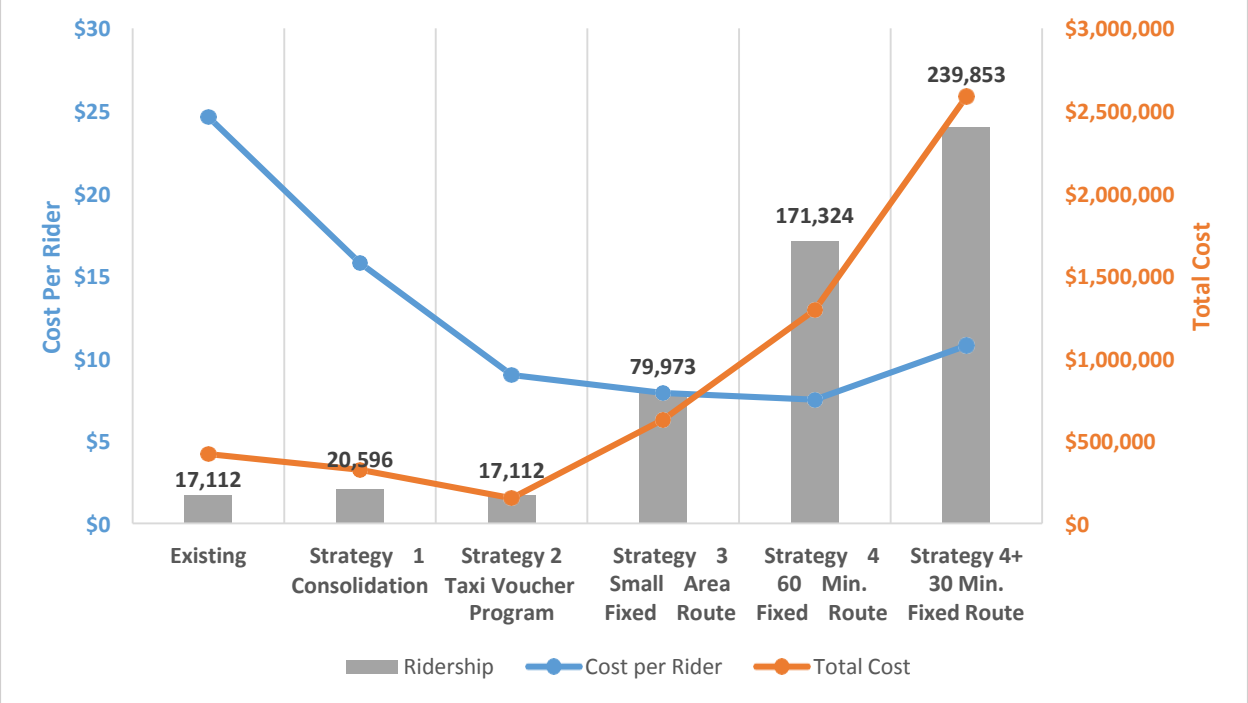
Strategy 1 recommends OATS to operate a consolidated demand-response service and increase that service to also operate on Saturdays. Strategy 2 details a taxi service alternative if the city desires to scale back the commitment to transit. Strategy 3 calls for citywide demand-response with a fixed-route service operating at a one-hour frequency within the highest potential area for transit ridership. Strategy 4 and 4+ replace the demand-response service with a citywide fixed-route service operating at either a 60 or 30-minute frequency. The table and graph below summarize the costs, ridership, and cost per rider of the various strategies.

Table 1: Summary of Costs and Ridership by Mode and Strategy

		Existing	Strategy 1	Strategy 2	Strategy 3	Strategy 4	Strategy 4+
Demand-Response	**Ridership** **Cost**	17,112 **$420,773**	20,596 **$325,011**	17,112 **$154,008**	2,954 **$51,023**	-/-	-/-
Fixed-Route	**Ridership** **Cost**	-/-	-/-	-/-	72,973 **$441,426**	163,166 **$987,016**	228,432 **$1,974,031**
Complementary Paratransit	**Ridership** **Cost**	-/-	-/-	-/-	3,648 **$136,842**	8,158 **$296,104**	11,422 **$592,209**
Total	**Ridership** **Cost**	17,112 **$420,773**	20,596 **$325,011**	17,112 **$154,008**	79,973 **$629,292**	171,324 **$1,292,991**	239,853 **$2,585,981**
	Cost / Rider	**$24.63**	**$15.78**	**$9.00**	**$7.91**	**$7.50**	**$10.78**

Note: Strategies 1, 3 and 4 assume service operates six days per week.

Figure 1: Summary of Costs and Ridership by Strategy



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Introduction

The purpose of this document is to review existing public transportation services in Lee's Summit and examine the opportunities and strategies for providing alternative modes of public transportation and enhancements to meet the current and projected demand. Other elements include the results of a household survey, analysis of inter-city and intra-city movements, recommended amenity improvements and a funding plan for future transit services. Appendix A evaluates existing demand-response services offered in Lee's Summit and an examination of consolidation alternatives for those services. Appendix B is the 2015 City of Lee's Summit Transit Survey Final Report, submitted by the ETC Institute.

This following section details the current general public transportation and targeted transportation services available to residents in Lee's Summit. These services are operated by the KCATA, OATS, Jackson County and other private/volunteer organizations.

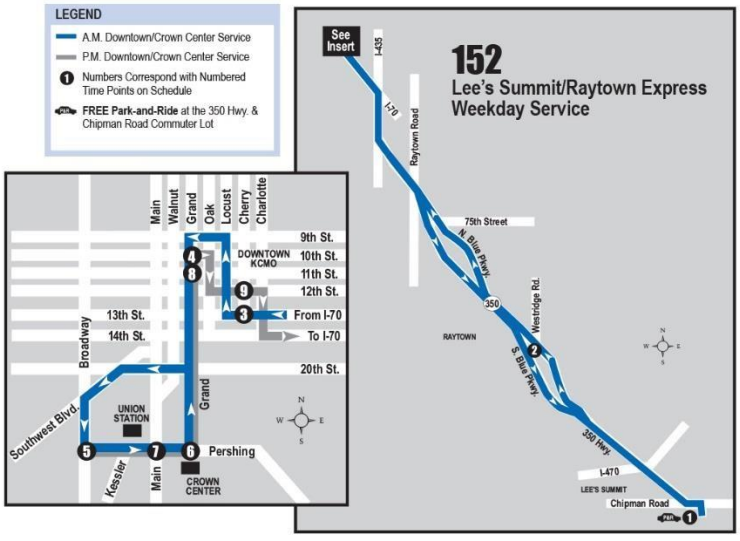
General Public Transportation Services

Services available to the general public in Lee's Summit include two KCATA fixed-routes and demand-response services in the form of a MetroFlex route in the city's core and a citywide service contracted by OATS, Inc.

Fixed-Route

KCATA Route 152 – Lee's Summit/Raytown Express

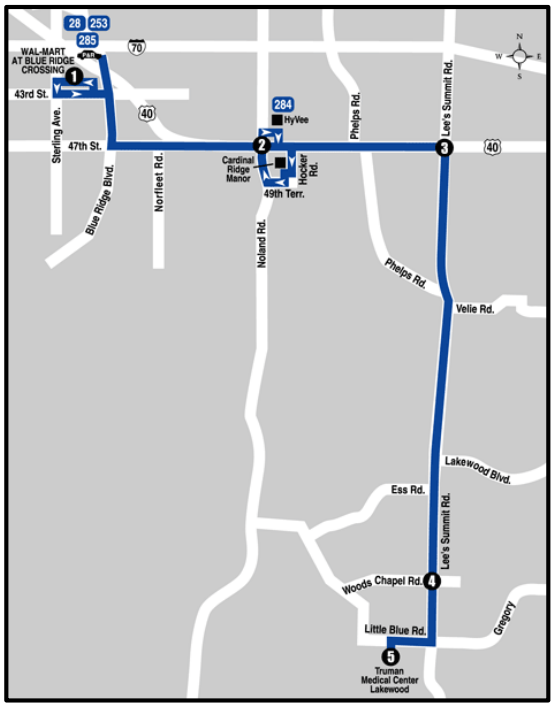
Figure 2: Route 152 Alignment



Route 152 transports commuters to multiple high employment areas in downtown Kansas City, Missouri and along the 350 Highway corridor. Unlike many fixed-routes, Route 152 is considered a commuter route, with a $3.00 one-way fare. However, most commuter route riders purchase 31-day passes for $95, which lowers the fare by nearly 30 percent. Route 152 is available Monday through Friday, during the peak traffic periods. Average daily ridership for this route amounts to around 204 passengers from Lee's Summit. Four northbound trips and one southbound trip operate in the morning. The evening rush hour provides four southbound trips and one northbound trip. The southernmost origin is located at the Park & Ride near 350 Highway and Chipman Road. The route continues along 350 Highway before exiting onto US 71 Highway, en route to downtown. After entering the downtown loop, the bus travels south along Grand Boulevard towards Union Station and Crown Center. The route's complete alignment is shown in Figure 2.

KCATA Route 251 – TMC Lakewood Connector

Figure 3: Route 251 Alignment



Although Route 251's alignment is adjacent to Lee's Summit's city limits, the route operates within Kansas City, Missouri. Thus, the local funding responsibility is with Kansas City and not Lee's Summit. Route 251 offers weekday service between Truman Medical Center at Lakewood and the Blue Ridge Crossing shopping center. Other routes accessible at Blue Ridge Crossing include routes 47, 28 and 31.

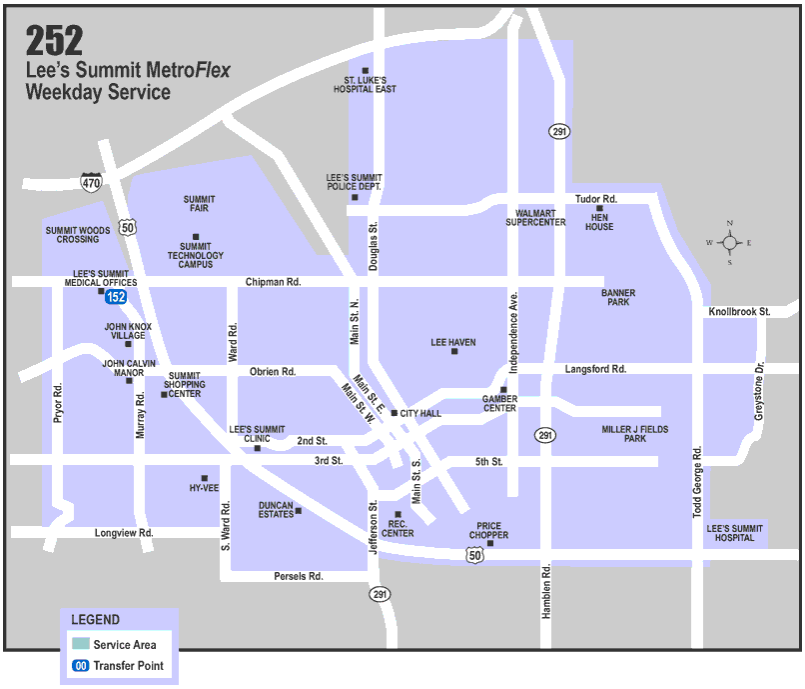
- Route 47 connects downtown, the Country Club Plaza, and the Truman Sports Complex operating mostly along 47th Street, Broadway Boulevard and Main Street.
- Route 28 operates mostly along Blue Ridge Boulevard and US 40 Highway through parts of Raytown and Kansas City before terminating downtown.
- Route 31 links Penn Valley Community College on the west end and Blue Ridge Crossing on the east end of the route by travelling mostly along US 40 Highway and 31st Street.

While Route 251 gives riders the ability to transfer to other routes at Blue Ridge Crossing, as described above, ridership is focused towards accessing the regional resources at both ends of the route and around the Noland Road intersection. Beginning from the southern terminus at Truman Medical Center at Lakewood, Route 251 travels north along Lee's Summit Road before continuing west along US 40 Highway / 47th Street. The northbound route ends its trip along Blue Ridge Boulevard as it makes a final loop around the Blue Ridge Crossing shopping center. The route, shown in Figure 3, averages 26 daily riders as it operates six northbound and southbound trips at an hourly frequency Monday through Friday. Unlike the Lee's Summit/Raytown Express standard fare price of $3.00, the Truman Medical Center Lakewood Connector charges a one-way regular fare of $1.50 or a reduced fare of $0.75 for eligible riders.

Demand-Response

KCATA Route 252 – Lee's Summit MetroFlex

Figure 4: Route 252 MetroFlex Alignment

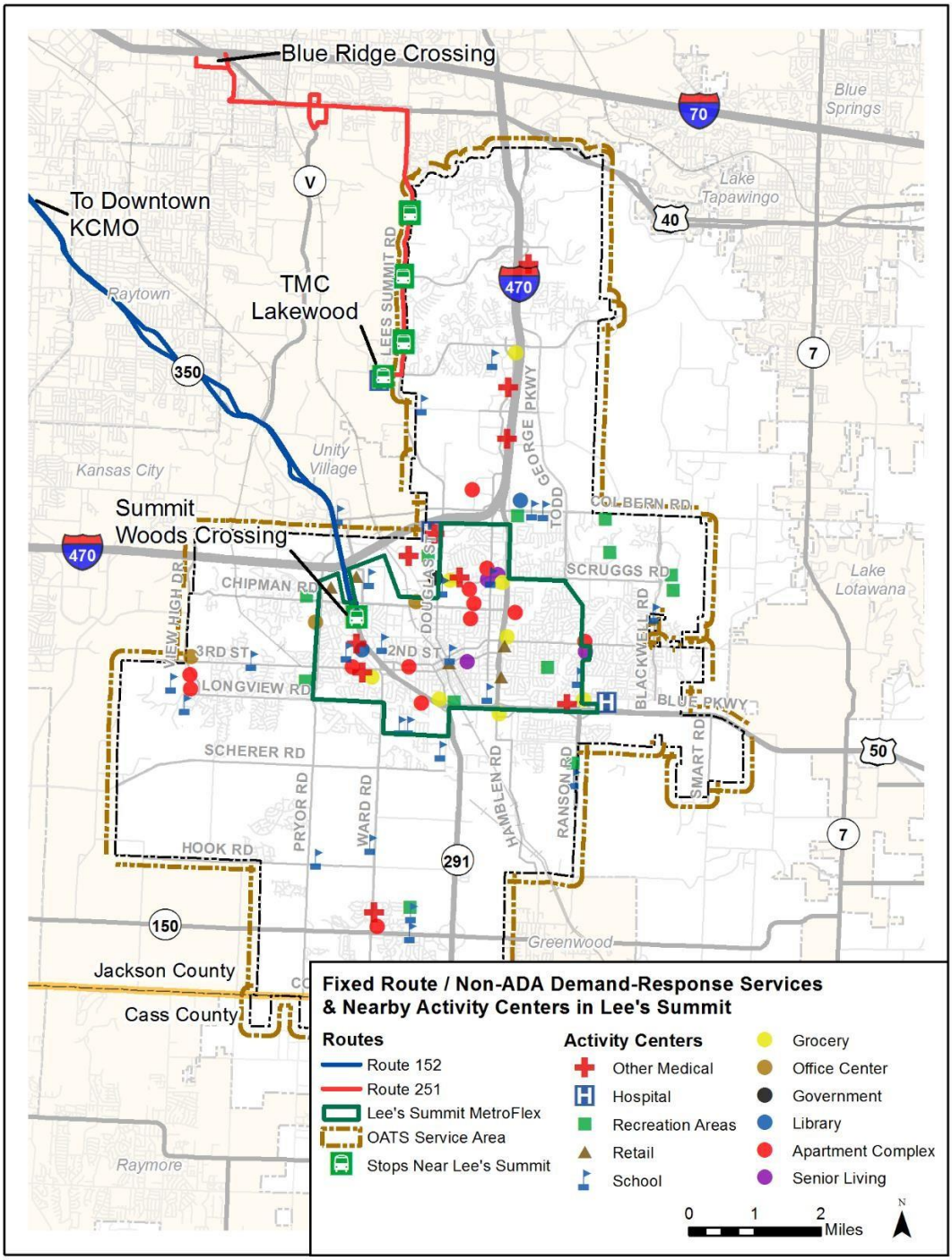


The Route 252 MetroFlex service is an on-demand curb-to-curb bus service offered weekdays, 8:00 a.m. to 5:30 p.m., or 9.5 service hours per day. While the previously described fixed-routes offer Lee's Summit residents the ability to travel to destinations mostly outside the city, the Lee's Summit MetroFlex gives riders the ability to travel to destinations within the city limits. The service area is roughly a three-mile long by four-mile wide area between Pryor Road and just east of Todd George Road. The north/south boundaries are south of I-470 and north of US 50 Highway, Persels Road and Longview Road. Fares are $1.50 for each one-way trip or $0.75 for reduced fares including eligible youth, elderly or disabled riders. Both trip origins and destinations must occur within the service area and trip reservations must be 24 hours prior to either a departure or arrival time. Subscription reservations can be made for regularly scheduled trips. The Lee's Summit MetroFlex service has an average daily ridership of 34 riders.

OATS, Inc. Services

In addition to a contract with Lee's Summit, OATS contracts with several other local communities and agencies in the Kansas City metro area to provide transportation services. OATS is responsible for operating transit services in 87 of the 114 counties in Missouri, totaling over 1.5 million annual one-way trips with a staff of 700 and several other volunteers. As part of the contract with Lee's Summit, OATS provides general public demand-response door-to-door service for all trip purposes, within the city limits, on weekdays from 7:00 a.m. to 6:30 p.m. While anyone is able to use the citywide service, elderly riders make up the majority of the 8,442 annual trips, or 33 daily trips. Reservations must be made 24 hours in advance. The current fare is $2 per one-way trip. Both the fixed-route and demand-response general public transportation services are presented in Figure 5, along with Lee's Summit activity centers.

Figure 5: General Public Transportation and Activity Centers in Lee's Summit



Targeted Transportation Services

Share-a-Fare ADA Service

In addition to the fixed-route services available to Lee's Summit residents, KCATA's Share-a-Fare provides complementary paratransit trips as required by the Americans with Disabilities Act (ADA). Eligibility is based on the rider's inability to use the fixed-route bus system due to a disability. Riders can reserve trips from any origin to any destination within three-quarters of a mile of a KCATA fixed-route bus during the same days and hours of operation as a fixed-route, not including express, commuter, or MetroFlex routes. This guideline explains why the area around Route 251 is included, but the areas around express Route 152 and the MetroFlex are not. Users are also required to recertify their eligibility for the program every three years. As a result of ADA regulations, ADA fares can be twice the fare of a comparable fixed-route bus trip, so one-way fares are $3 for ADA trips.

Developmental Disability Services of Jackson County (EITAS)

Under the EITAS (Empowering Individuals Through Advocacy and Support) program, transportation from home to work, other day services and other types of trips within Jackson County are offered to citizens with developmental disabilities. While trips to and from work or other day activities do not require a fare, other demand-response trips cost the rider $5 per trip. This demand-response service is available weekdays from 6:00 a.m. to 6:00 p.m. and serves nearly 450 users per day, totaling over 230,000 trips annually. Since Lee's Summit is located in Jackson County, city residents living in Jackson County with a developmental disability would be eligible to apply for the service.

Jewish Family Services (JET Express)

Provided by Jewish Family Services, JET Express is a volunteer driver program offering transportation to people 65 years and older in southern Jackson County, Missouri and Johnson County, Kansas. Availability of service relies mostly on volunteer drivers. Other than the minivan used for the JET Express Plus, operated by Jewish Family Services employees for $10.00 per one-way trip, each volunteer's personal vehicle is used for JET Express trips. JET Express is available Sunday through Thursday from 8:00 a.m. to 9:00 p.m. and Friday to Saturday from 8:00 a.m. to 10:00 p.m. for $5.00 per one-way trip. Eligible riders are limited to only two round trips per week, and restricted to no more than 30-miles per round trip. In 2013, annual ridership reached nearly 2,000 with a total user base of 200 participants.

Private Elderly Home Services

Apart from services like JET Express, there are multiple privately owned and operated senior centers and senior housing entities in Lee's Summit that offer transportation services. While some senior centers offer transportation to qualifying riders in a defined area, others require membership to be eligible. There are senior centers in Lee's Summit that would benefit from improved transportation connections, including John Knox Village, Home Instead Senior Care, Comfort Keepers, Benton House and Senior Helpers. Figure 6 shows the senior facilities located in Lee's Summit.

Youth Oriented Transportation Options

With the exception of bus transportation to school, there are no alternative transit options directly targeted to Lee's Summit residents under 18 years old. All the previously mentioned general public transportation options are available to youth riders. While there are no special fares for OATS riders, eligible riders of the MetroFlex can submit an application for a Youth Reduced Farecard. This allows riders, age 12 to 18-years old, to use the service for only 75 cents, or half the normal fare. Although transit options are cheaper for youth riders, their schedules may not always coincide with what services are available. Because school is in session till at least the late afternoon period, youth riders are limited to using transit only after school and on weekends. While neither service offers evening or weekend service, youth riders may use the MetroFlex up until 5:30 p.m. and OATS until 6:30 p.m.

According to the U.S. Census, 8 percent of families with children in Lee's Summit lived below the poverty level in 2013. For these families in particular, transporting children to activities in the community can be difficult when access to a personal vehicle is limited. Figure 7 shows where existing intra-city transit options are in relation to areas with an above average rate of low-income children and where the youth related activity centers are found in Lee's Summit. Future transportation efforts could better connect these identified families with the broad range of youth activities and youth jobs available in the city. Potential strategies for improving these intra-city connections may not only include improved transit options, but also ways of connecting the bicycle and pedestrian network with those same transit options.

Figure 6: Senior Facilities in Lee's Summit

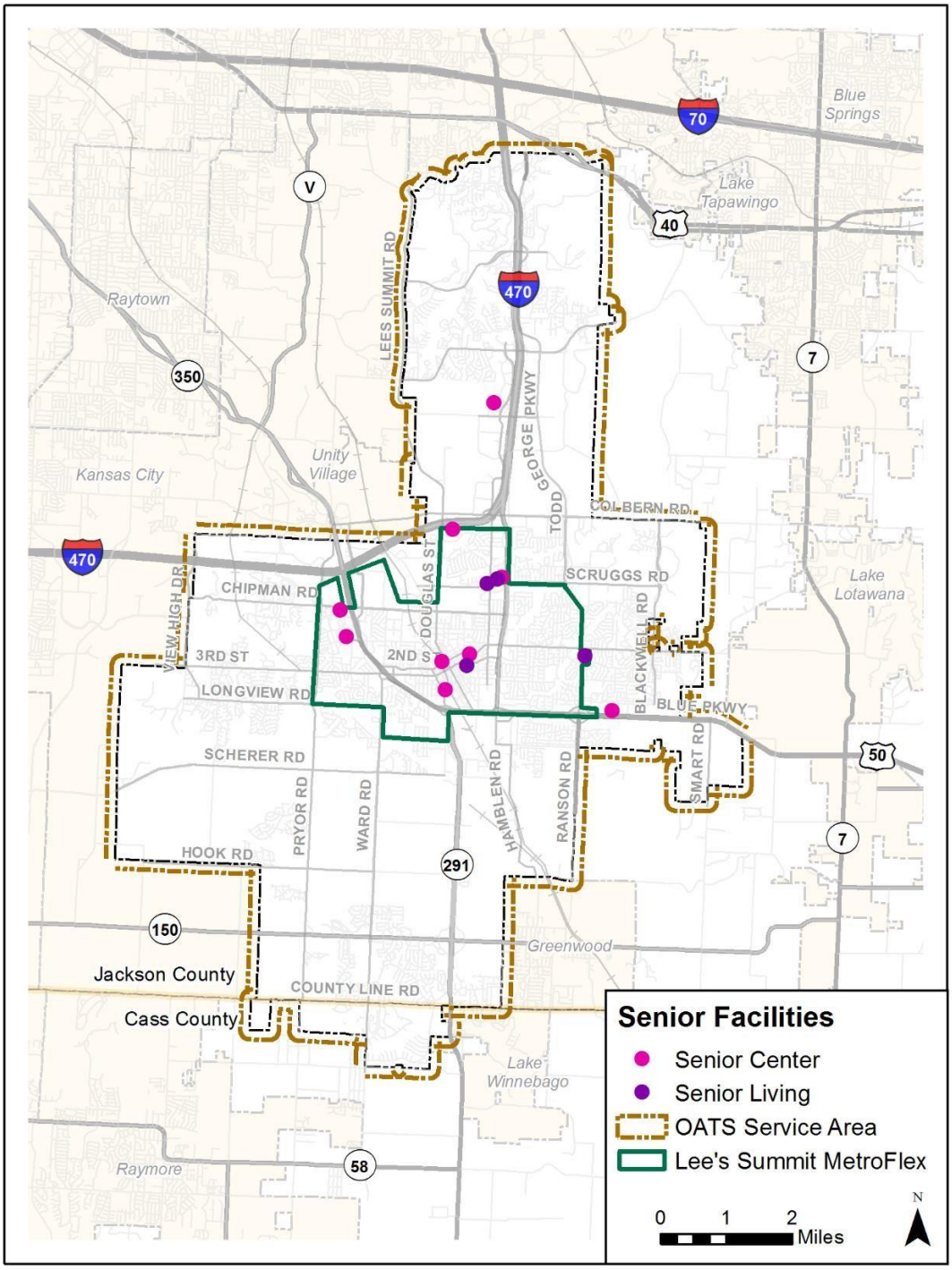
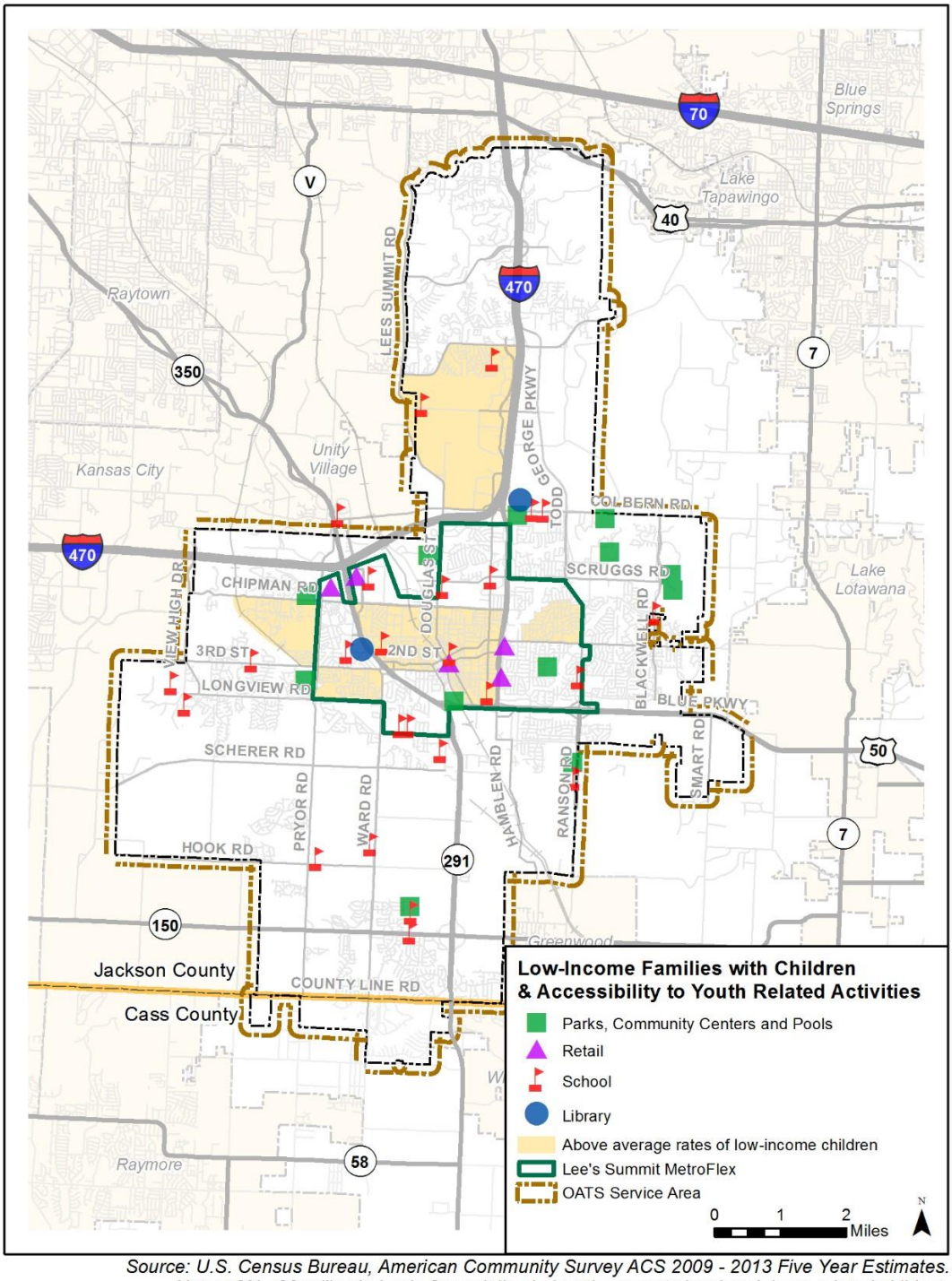


Figure 7: Low-Income Families with Children & Accessibility to Youth Related Activities



Source: U.S. Census Bureau, American Community Survey ACS 2009 - 2013 Five Year Estimates.
Notes: 8% of families in Lee's Summit live below the poverty level and have related children.

Past Studies

RideKC Coordination of ADA Paratransit and other Demand Responsive Services (2015)

This study examined strategies for coordination of ADA paratransit services and other demand-responsive services in the Kansas City region. With the help of stakeholders from the Mobility Advisory Committee including transportation providers, underserved populations, philanthropic organizations, and local government authorities, the study team proposed coordination plans that were developed for three priorities:

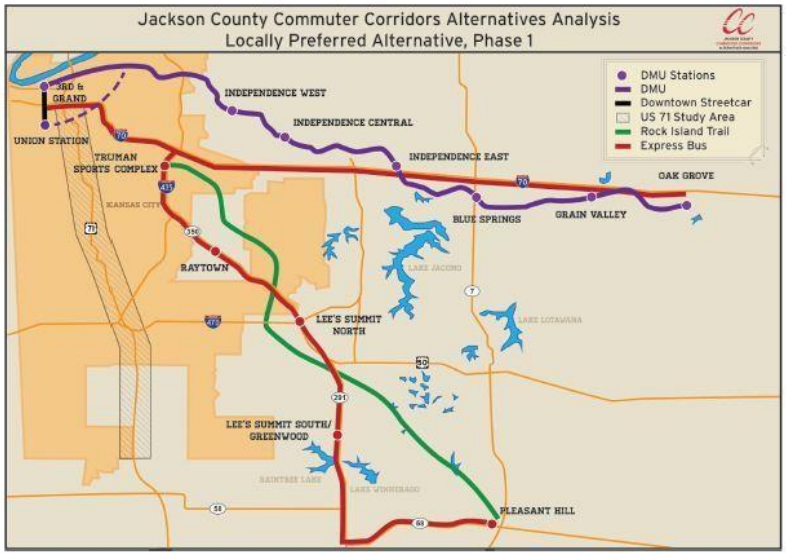
1. ***Coordination of ADA Paratransit Services*** between KCATA, City of Independence, Unified Government Transit, Johnson County Transit and the formation of a regional call and control center.
2. ***Regional Eligibility*** for all major transit providers by using a common eligibility application and implementing tools like a regional identification fare card.
3. ***Expanded Information and Referral Services*** with upgrades to Link for Care, a one-click service affiliated with K.U. Medical Center, and integration with a similar style service called Care Connection. Additional marketing and outreach efforts were recommended, including the establishment of a transportation resource center.

These priorities are intended to be ongoing and could all be fully implemented by 2017. While the coordination efforts of the major transit agencies will greatly benefit their riders, the expansion of information and referral services will most affect Lee's Summit residents by providing a more coordinated experience when accessing information about different transit options.

Jackson County Commuter Corridors Alternatives Analysis (2013)

The purpose of the alternatives analysis was to help refine and determine implementation strategies for two of the corridors identified in the Smart Moves Conceptual Map. Through this study, Jackson County wanted to improve their transit system performance and usage, thereby addressing the identified transportation needs in two study corridors and decreasing problems caused by congestion. The two corridors referenced are the I-70 Corridor, beginning in Kansas City and extending eastward on I-70, and the Rock Island Corridor, which starts in Kansas City and extends southeast along Highway 350 towards Lee's Summit, seen in Figure 8. Improvements on the Rock Island Corridor could have major impacts on congestion, commute time, and the overall

Figure 8: Phase One - Locally Preferred Alternative



experience for Lee's Summit commuters. Final projections were made recommending the East Corridor was best supported by railcar and the Southeast (Rock Island) Corridor would be best served by express bus and eventually connected to railcar.

In the fall of 2015 a 17.7 mile section of railroad right-of-way along the Rock Island Corridor was purchased by Jackson County, Missouri and the KCATA. This section stretches from the Truman Sports Complex through Kansas City, Raytown and Lee's Summit. While initial plans are to create a walking and biking trail, future transportation and development opportunities are still to be determined. Not only will the corridor allow for connections from downtown Kansas City to outlying suburbs, but will also eventually connect with the Katy Trail – which currently runs nearly 240 miles from St. Louis to Clinton, Missouri.

Smart Moves Regional Transit Implementation Plan Phase I: Urban Corridors (2011)

The Regional Transit Implementation Plan provided an implementation strategy to guide the development of a Bus Rapid Transit (BRT) system capable of delivering area residents and employees across the metro region. Through the study of socio-economic data and ridership reports, conclusions were reached on how the corridors could be best served by BRT. Five urban corridors were suggested, including: Main Street MAX, Troost Avenue, State Avenue, Metcalf Avenue/ Shawnee Mission Parkway, and North Oak, along with two eastern Jackson County corridors. As it stands, none of the five urban corridors would provide service to the Lee's Summit area. However, the project concluded opportunities existed to implement additional routes to eastern Jackson County in the future.

The study's purpose was to provide further definition of a regional bus rapid transit service along the urban corridors, as defined in Smart Moves. This phase of the plan outlined the next steps that could be taken for all the above mentioned corridors. Many of these corridors are already actively being used, but lacked essential infrastructure to truly serve as urban corridors with BRT service.

Smart Moves Regional Transit Implementation Plan Phase II: Commuter Corridors (2011)

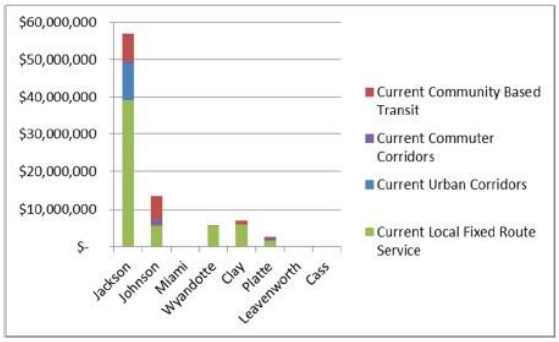
The Phase II: Commuter Corridors report revisited the idea of commuter rail by producing a comprehensive analysis of dormant rail lines along multiple corridors that would potentially benefit from funding by the Federal Transit Administration (FTA) that otherwise would not have been available. There are several dormant and underused rail lines running parallel to some of the most heavily congested highways in surrounding areas of Kansas City. Using Union Station as a transportation hub would allow rail lines to connect from outlying areas like the Kansas City International Airport (MCI), Village West, Grandview, Liberty, Independence, Blue Springs, and Lee's Summit and bring commuters into downtown Kansas City, Missouri via rail lines.

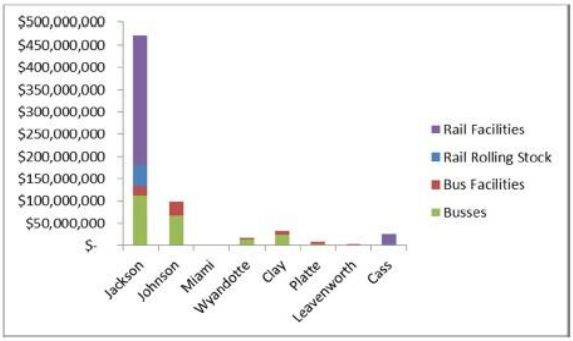
Figure 9: Commuter Rail Lines

Smart Moves Regional Transit Implementation Plan Phase III: Urban Corridors/Commuter Rail Integration (2011)

This study integrated the findings from phase I and phase II studies, identified redundancies in service strategies between the corridors and created strategic connections from the urban corridors to the commuter corridors. Through the use of BRT, rail based services, and standard bus routes, integration of the corridors would serve a large portion of the Kansas City Metro Area. An important component of a regional transit plan is creating connections between both the multiple corridors and the different transit modes and fostering the distribution of passengers between those different modes. Figure 10 illustrates the scale of investment needed for each alternative and how the responsibility of funding could be shared among the Kansas City area counties.

Figure 10: Cost & Funding Estimates





U.S. 71 Corridor Transit Study (2013)

This study identified a preferred transit alternative showing where and how transit could be developed to meet current and future needs along the U.S. 71 Corridor in Jackson County, Missouri.

Lee's Summit Transit Demand Assessment (2009)

The Lee's Summit Transit Demand Assessment concluded a significant number of Lee's Summit households have at least one resident needing access to alternative transportation modes. This translates into as many as 5,000 residents. Expanding the MetroFlex service area was regarded by stakeholders as a high priority, as well as consolidating similar services to increase the convenience for riders.

Final recommendations from the demand assessment included increasing capacity of Route 152 due to increasing demand, increased parking capacity at commuter passenger facilities, proposing further evaluation of intra-community transit connections as well as reverse commutes coming from Kansas City.

The four main modifications to transit recommended in this plan included: expanding the service schedule for OATS service, the addition of one morning and one afternoon trip to Route 152, increasing fares on Route 152, expanding the MetroFlex area to include St. Luke's East

Hospital and Lee's Summit Medical Center, and the commercial area along Highway 291, north of Chipman Road. All of these recommendations have since been put into action.

Through surveys and public engagement, results showed people would drive three to five miles to a Park & Ride lot if it is in the general direction of the destination, but would only drive one mile to a Park & Ride lot that is not in their general direction. This information supported the effort to expand the existing lot at Chipman Road.

Several options were considered to improve the MetroFlex service as well. Option One allowed trips to and from Lee's Summit Medical Center without expanding the service area. Option Two expanded the service hours to serve employment-related trips both within Lee's Summit and between Lee's Summit and Kansas City. Option Three expanded the Metro Flex service area to include the entire city, but requires an additional vehicle. Option Four expanded the hours and service area. The costs for each option are displayed in the table below.

Table 2: Financial Summary (Lee's Summit Transit Demand Assessment 2009)

	Current	Option 1	Option 2	Option 3	Option 4
Annual Cost	$107,000	$107,000	$235,000	$235,000	$353,000
Passenger Revenue	$3,500	$3,500	$9,100	$7,000	$12,400
Required Subsidy	$103,500	$103,500	$225,900	$228,000	$340,600
Federal and State Funding	$79,000	$79,000	$172,000	$174,000	$258,000
City Funding	$24,500	$24,500	$53,900	$54,000	$82,600
Average Cost per Trip	$15.59	$15.59	$15.65	$17.22	$17.22

Notes: Costs are from FY 2008 KCATA budget.
Federal funding is estimated based on the current use and distribution of federal funds.

Lee's Summit Strategic Plan (2009)

In the citizen-driven Lee's Summit Strategic Plan (LS360), three goals were laid out to help achieve the vision outlined in the plan. Their third goal is outlined below, identifying the needs for future public transportation.

"Provide the citizens of Lee's Summit a safe, cost-effective, accessible, environmentally responsible regional mass transit system that connects people to work, educational institutions, medical institutions, and entertainment destinations within Lee's Summit and with connections to other transit routes within the Kansas City metropolitan areas."

This goal is to be accomplished as it's deemed feasible and fiscally sustainable for the city. The strategies below explain opportunities to achieving a more regionalized transit system.

Strategy 1: Expand access for Lee's Summit citizens to a local bus system either through expansion of the KCATA system and/or independently develop a fully interconnected Lee's Summit system. This strategy is a three-year concept, based on the fact that the city is currently reviewing an internal proposal to expand KCATA MetroFlex Route 252.

Strategy 2: Determine the fiscal impact and commitment required to develop a commuter rail system linking Lee's Summit to Kansas City and appropriate points in between and implement a system upon recommendation of approved study. This is a major regional concept for Lee's

Summit to consider in conjunction with surrounding communities for long-range implementation following positive results of a feasibility study.

Strategy 3: Determine the fiscal impact, commitment required and community-wide support to join efforts to develop a light rail system within the major metropolitan area while extending to Lee's Summit and connecting with the surrounding area. Upon recommendation of approved study, implementation will be pursued. This is a major regional concept for Lee's Summit to consider in conjunction with surrounding communities for long-range implementation following positive results of a feasibility study.

The strategic plan states that because of the population growth that is expected in Lee's Summit in the area southwest of Route 50 and I-470 and the eastern portion of the city, existing transit options could quickly become insufficient.

Household Survey Results and Citizen Comments

A household survey, conducted by ETC Institute in September 2015, asked Lee's Summit residents about their opinions and expectations of transit service in the city and their modes of transportation. The survey was administered by phone to a random sample of 400 households within the City of Lee's Summit; giving the survey a precision of at least +/- 5 percent at the 95 percent level of confidence.[1] The 2015 survey was similar to a survey conducted in Lee's Summit in both 2000 and 2008. The final report containing all findings from the survey can be found in Appendix B.

The major findings from the 2015 survey are:

- Nearly three-fourths (74 percent) of households indicate they are "very willing" or "somewhat willing" to ride a bus as a mode of transportation.
- 60 percent of households indicate they would use public transportation in Lee's Summit for non-work related trips including for shopping, doctor visits, etc.
- 36 percent of those surveyed said their one-way commute to work, school or other most frequent destination is longer than 20 minutes.
- More than half (54 percent) of households indicate they are willing to walk or ride a bike five to ten minutes to use a fixed-route bus system within Lee's summit
- 63 percent of households said they would be "very likely" or "somewhat likely" to drive or carpool to a Park & Ride location and use an express bus to get to their final destination.
- 21 percent of respondents indicate they walk to and from work, school, shopping, or for recreation on a daily basis.

[1] 2015 City of Lee's Summit Transit Survey Final Report, ETC Institute, September 2015.

The results of the 2015 survey were compared to the 2008 survey.

- When asked how higher gas prices have affected their household's interest in using public transit over the past two years, 28 percent indicated they were "much more" or "somewhat more" interested in 2015. According to the 2008 survey, more than two thirds of the respondents, answered the same way.

- 52 percent of respondents in 2008 supported an increase in city taxes for transit, compared to 43 percent in 2015.

- When respondents were asked if they knew that public transportation services are currently available in the City of Lee's Summit, 63 percent said yes in 2008. That rate dropped to 56 percent in 2015.

- There was an increase from 10 percent of households in 2008 to over 14 percent in 2015 indicating at least one member of their household (age 16 or older) being dependent on public transportation or rides from friends or relatives because they did not have a car or did not drive.

In the seven years since the April 2008 survey was distributed, the impacts of the great recession have been felt at both a national and local scale. Now that gasoline is closer to $2 per gallon than the $4 in 2008, driving a personal automobile has become more affordable, thus, impacting the attractiveness of using transit. Survey respondents' awareness of existing transit services in Lee's Summit also fell in 2015 as compared to 2008. With that being said, there is not only a clear majority of respondents willing to use public transportation, but also a growing number of people dependent on someone else for transportation, whether that is provided by a bus, a friend or a family member. Considering the level of interest and need for transit, as well as the willingness to walk or bike to future fixed-routes, an increased effort to publicize existing services and efficiently expand transportation options could address some of the mobility needs expressed by Lee's Summit residents in this survey.

Separate from the surveys, the city has also collected comments received from residents over the past few years about transit service in the city. The following themes were mentioned in comments by multiple residents.

- Advertise more for the existing transit services. Many survey respondents expressed a lack of knowledge of the available transit services in Lee's Summit.

- Desired improvements to existing services included expanding hours of operation to evenings and days of service to weekends.

- Needed infrastructure investments for transit riders, bicyclists and pedestrians were often identified. Suggested amenities included bus shelters and signage, bike lanes and trails, and improving the sidewalk network for pedestrians.

- The ability of the transit-dependent population to access transit services should be addressed first, before going forward with any significant transit investment.

- New transit connections should be made to areas within the city limits, as well as outside Lee's Summit, such as downtown Kansas City, Missouri and other cities in the metro, and activity centers including Kansas City International Airport and Truman Sports Complex. An emphasis on rail-based transit connections was made for both intra-city and inter-city movement.

Demand-Response Analysis

Service Descriptions and Ridership

The City of Lee's Summit currently contracts with both the KCATA and OATS for demand-response transit services. While each contractor provides a similar type of transit service, each service has slight differences. Table 3 describes the operating characteristics of both services.

Table 3: KCATA & OATS Operations Comparison

	KCATA (MetroFlex)	OATS (Lee's Summit)
Days of Service	Weekdays	Weekdays
Service Span	8:00 a.m. - 5:30 p.m. (9.5 hours)	7:00 a.m. – 6:30 p.m. (11.5 hours)
Service Area	Central area of Lee's Summit	Within Lee's Summit city limits
Peak Vehicles	2	3*
Wheelchair User Rate	Not Available	8%
Daily Platform Hours	17.7	22.0
Average Daily Ridership	34	33
Annual Ridership	8,670	8,415
Advanced Reservation	24 hours	24 hours
Fare	$1.50	$2.00
Reduced Fare	$0.75	n/a
Driver Assistance	Curb-to-curb	Door-to-door
On-time window	10 minutes	Driver communicates with passenger day before trip
Vehicle wait time	5 minutes	5 minutes
Package limits	6	No bulk items
Late cancel policy	As soon as possible	As soon as possible, rider contacts driver

Note: (*) OATS can assign additional vehicles to serve Lee's Summit when needed.

The main differences between the two transit services are the eligible service areas, availability of additional vehicles and the assistance provided by drivers. OATS provides transportation for riders anywhere within the city limits of Lee's Summit while KCATA's MetroFlex only travels within the central region of the city. The MetroFlex service area can generally be described as bounded by Pryor Road and Todd George Parkway on the east and west, and I-470 and US-50 on the north and south. The southern boundary extends to portions of Persels Road and Longview Road. OATS also offers greater assistance to riders by designating their service as

door-to-door, while the MetroFlex offers curb-to-curb style service. This distinction is relevant for those with disabilities and elderly persons. Finally, OATS has the ability to add capacity by assigning additional vehicles during times of peak demand, whereas, the MetroFlex is limited to only two vehicles at any given time. This ability to meet capacity is a function of contract terms; OATS charges Lee's Summit by the rider, whereas Lee's Summit's contract with the KCATA is determined by hours of service. KCATA and OATS both utilize vehicles with similar passenger capacity.

The figures on the following pages were used to demonstrate the availability of OATS versus the MetroFlex and how Lee's Summit residents can be best served. Figure 11 shows 2013 population density within Lee's Summit. Examining the population shed within and outside the MetroFlex service area plays an important role in analyzing whether the transit options are serving the population in the most effective and efficient manner. The MetroFlex route is available to 31.5 percent of the city's total population, based on its service area. The OATS service is offered to anyone within the city limits, whereas the MetroFlex is only available within the area symbolized by the green boundary. The areas where transit is accessible only by OATS services include sections of the city north of Colbern Road, south of Scherer Road and east of Todd George Parkway.

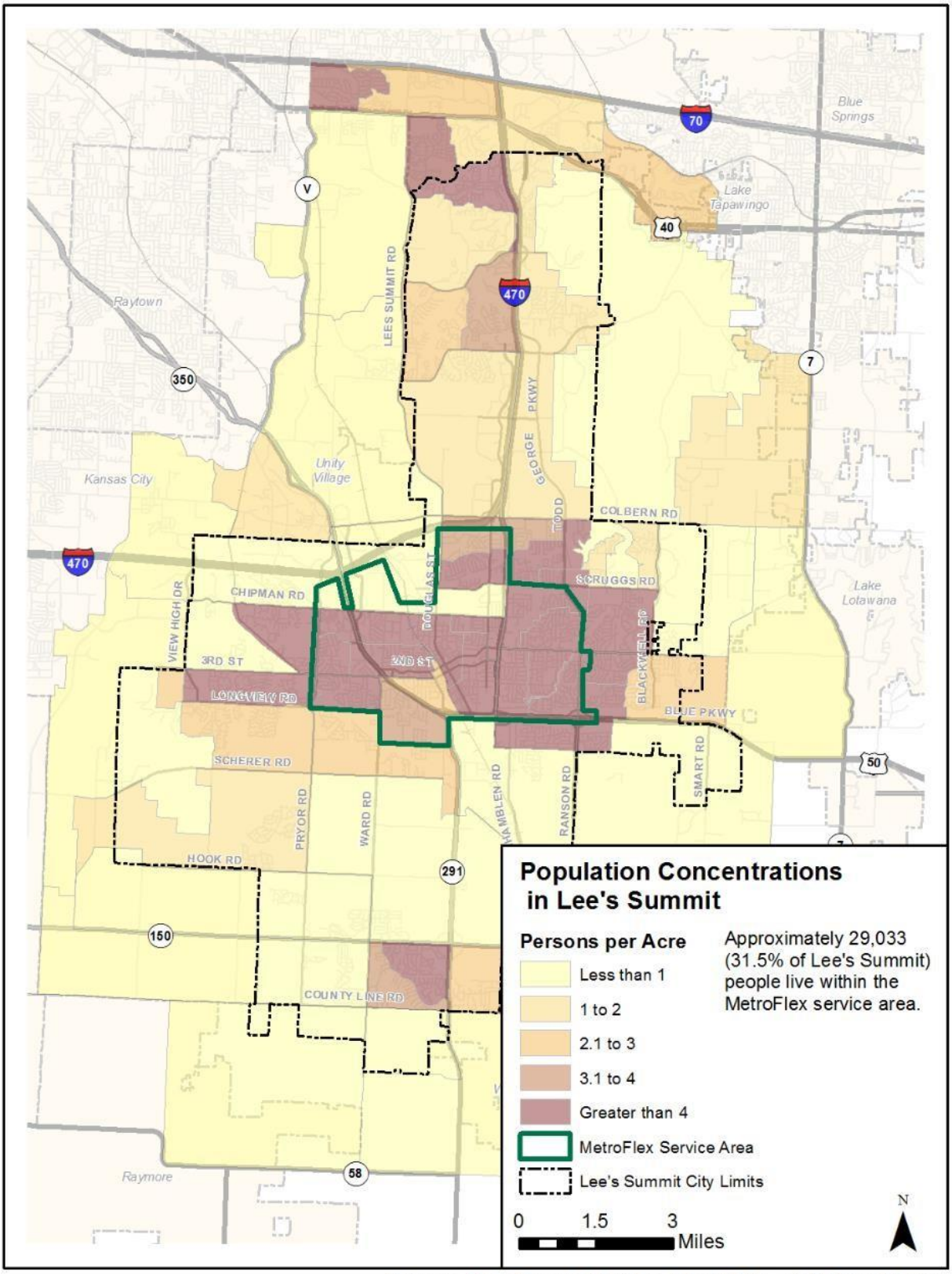
Figure 12 displays the job concentrations in Lee's Summit (2011) and local transit's ability to serve those places of employment. 55 percent of the jobs in Lee's Summit are located in the MetroFlex service area. The jobs outside the MetroFlex area would be accessible using only the OATS service.

During the month of April 2015, a total of 764 one-way trips were provided by OATS. OATS passenger trip origins were mapped in Figure 13. Considering a majority of origins occurred in the MetroFlex service area, there is a noticeable overlap of services provided. While there are some popular origins outside of the MetroFlex service area, 64 percent are within the MetroFlex boundary. These trips, however, do not necessarily end within the MetroFlex boundary.

Further analysis of the origin residence locations identified 104 addresses (users) during the month of April. Of the 104 residential addresses, 30 originated from multi-family residential addresses, accounting for 75 of the 406 recorded residential origin trips. While only nine users took more than ten trips during the entire month of April, the remaining users included 45 percent taking one trip and 44 percent taking anywhere between two and nine trips in April 2015.

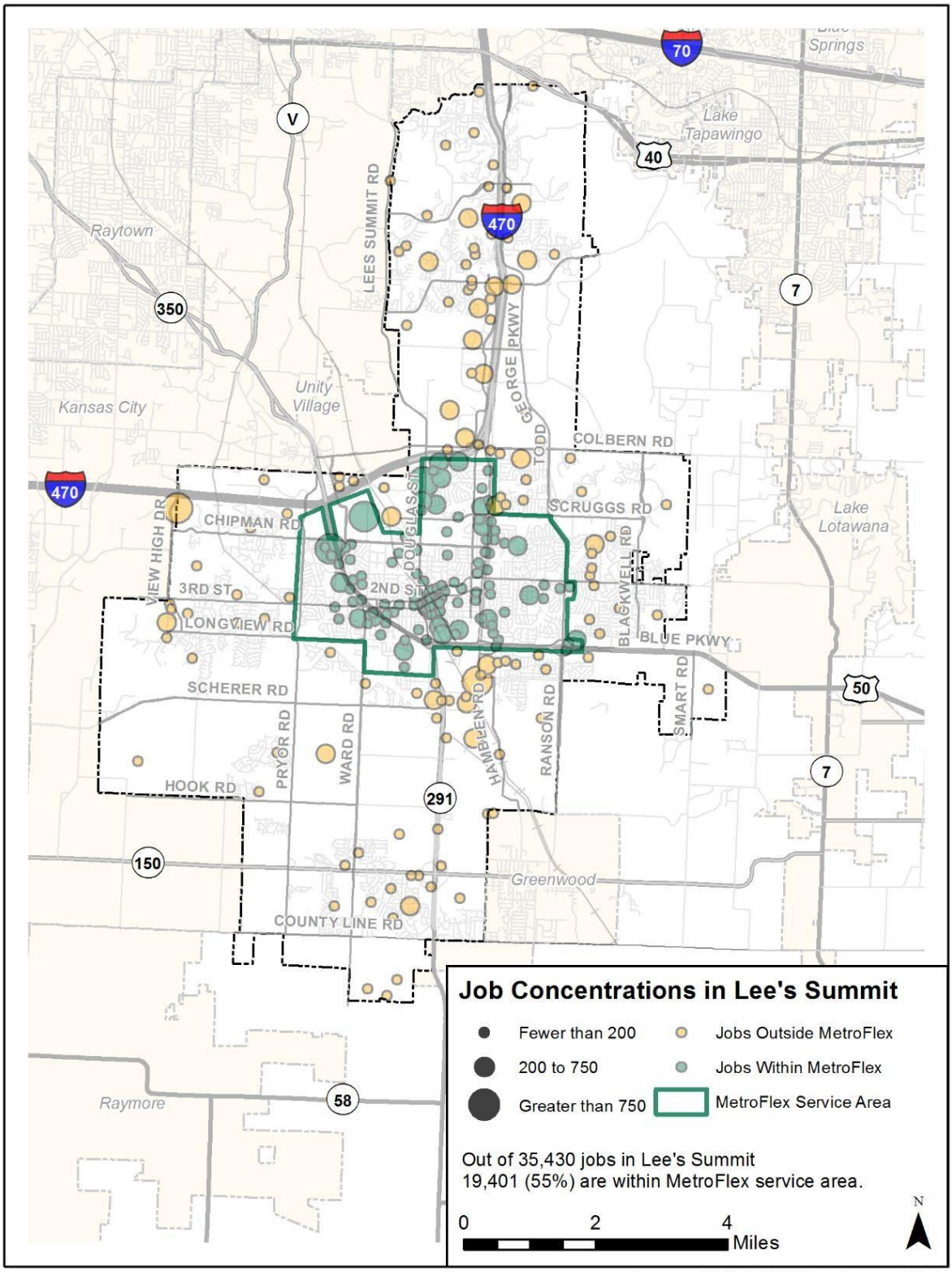
Figure 14 displays the OATS passenger destinations from April 2015. Of the total trips made in that month, 70 percent of the OATS destinations were also located within the MetroFlex service area. These destination findings show an even larger rate of trips located within the MetroFlex service area than the origin locations previously displayed in Figure 13. When considering both these maps together, there is a clear majority of productions and attractions located in the central part of the city, currently serviced by both the MetroFlex service and the OATS service. This demonstrates the appeal and benefit of city residents having access to one transportation provider that would meet their citywide transportation needs.

Figure 11: Access to Transit



Source: U.S. Census Bureau, ACS 2009 - 2013 5-year data.

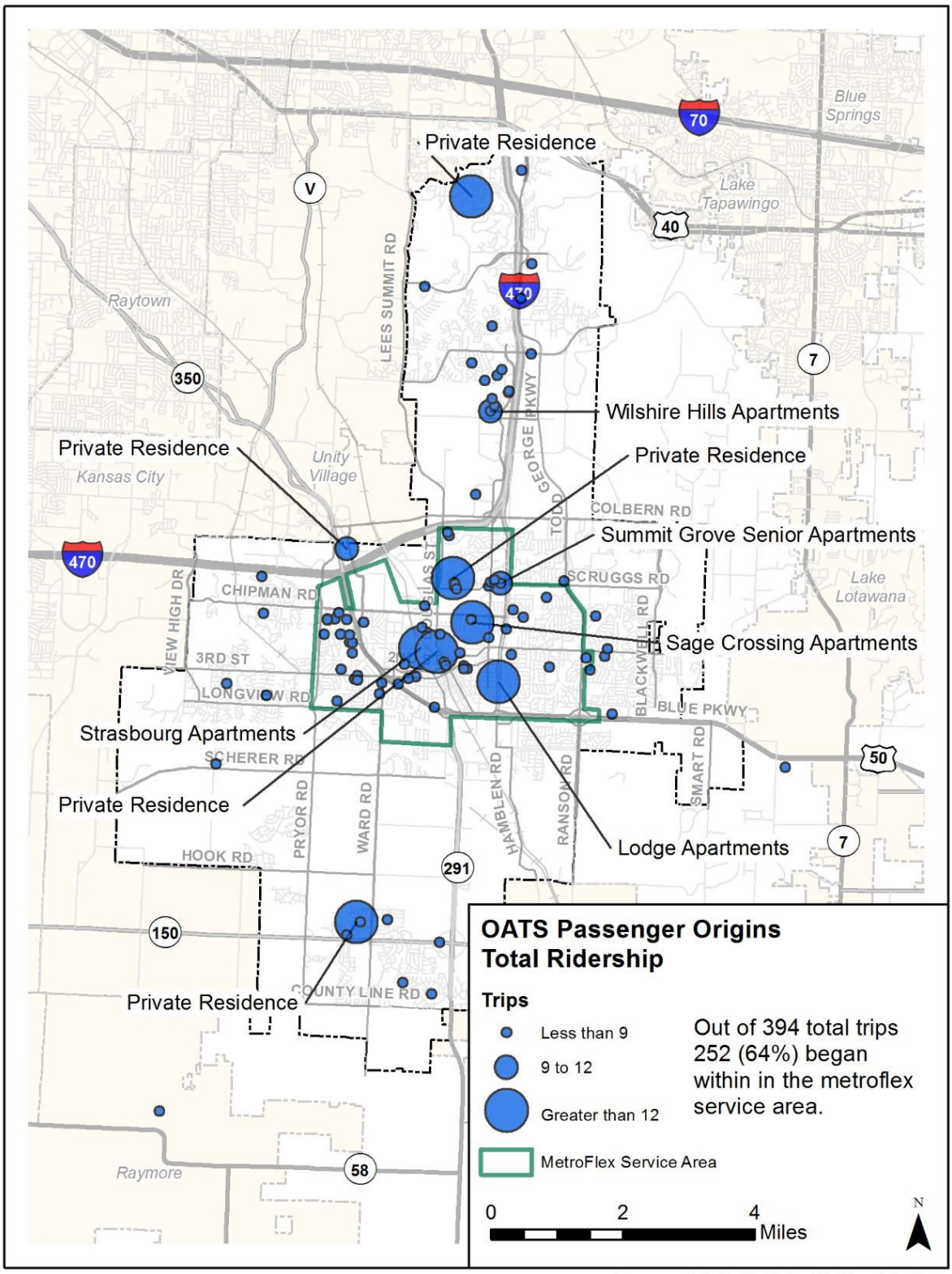
Figure 12: Job Concentrations in Lee's Summit



Source: 2011 LEHD Employment Data

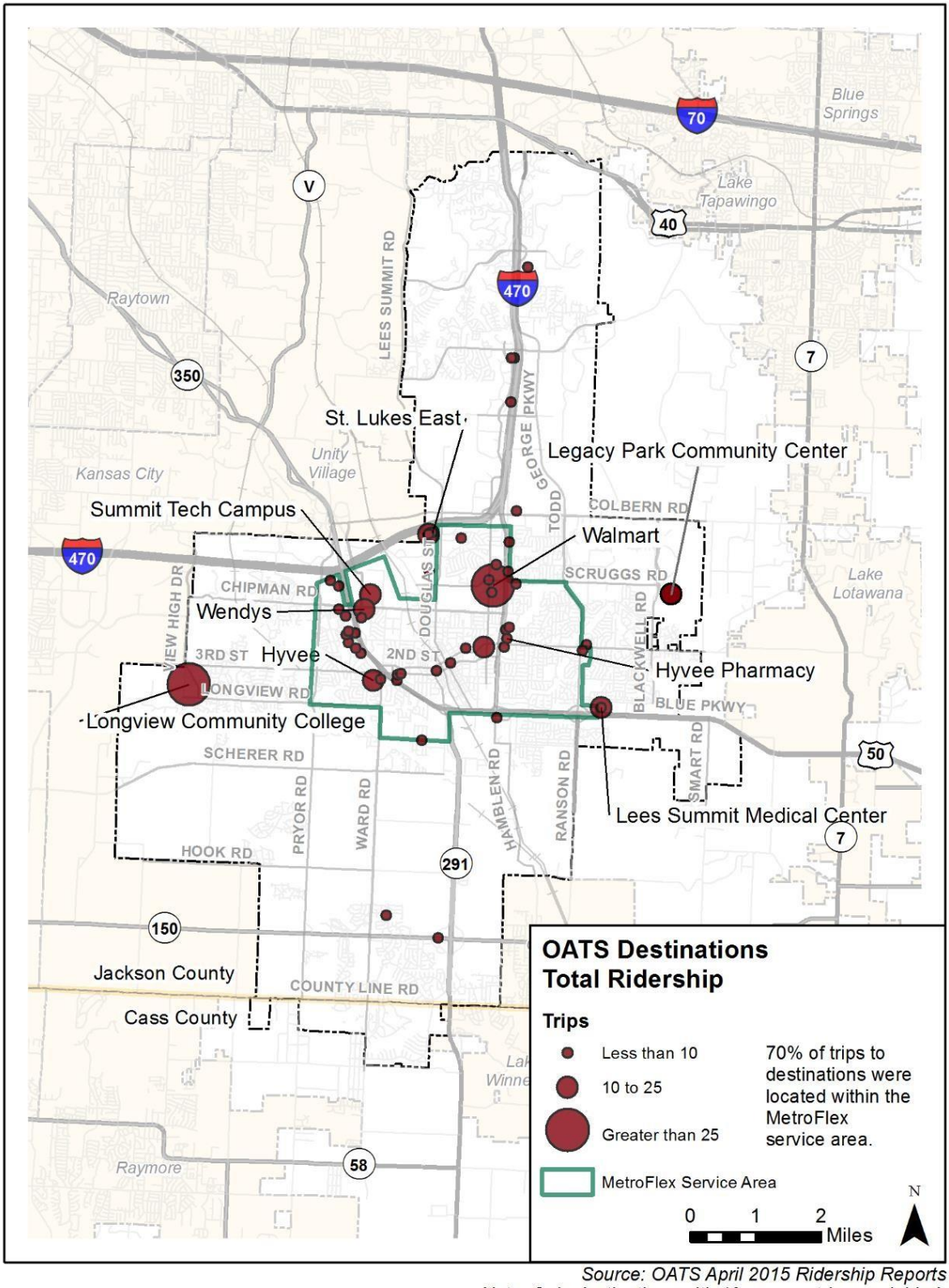
Note: Points represent multiple employers (10 or more employees) in a given census block.

Figure 13: OATS Passenger Origins (April 2015)



Source: OATS 2015 April Ridership Data
Note: Only origins with 10 or more trips are labeled.

Figure 14: OATS Passenger Destinations (April 2015)



Source: OATS April 2015 Ridership Reports
Note: Only destinations with 10 or more trips are labled.

Service Cost

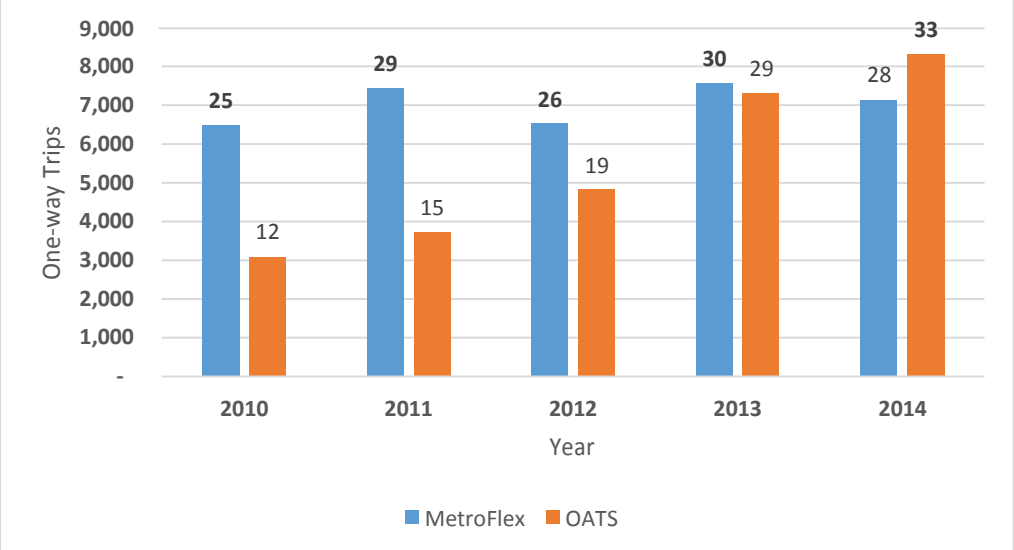
The cost of providing transit service is a fundamental consideration in the decision making process. An evaluation of the cost associated with the provision of transit service by the KCATA and OATS in Lee's Summit was conducted. This evaluation determined that the KCATA's total annual cost of providing the current MetroFlex service in Lee's Summit is approximately $260,000 while the annual cost of providing the current OATS service in Lee's Summit is approximately $152,000.

Differences between the two services can be attributed to different operating procedures of each service. KCATA service is governed by a contract with Lee's Summit that specifies the amount of service hours provided, regardless of demand, whereas, the OATS contract with Lee's Summit is based on a per rider served, which allows OATS to vary the amount of drivers and vehicles supplied. In addition, KCATA MetroFlex drivers operate under a union contract, which results in a higher base pay and benefits than received by OATS drivers. OATS drivers by contrast receive no benefits, and several operate part-time. Higher KCATA cost can also be attributed to a higher number of deadhead miles resulting from KCATA housing their vehicles near downtown Kansas City, Missouri. This results in an additional 40 miles per day per vehicle before the driver can enter revenue service. OATS drivers store their vehicle at their residence, located within or near Lee's Summit.

Service Efficiency

Figure 15 displays the level of ridership for the two services from 2010 to 2014. While the MetroFlex has experienced steady ridership since 2010, OATS had nearly three times as many riders in 2014 as they did four years before. The MetroFlex has averaged around 25 to 30 one-way trips per day, but in 2014 OATS surpassed the MetroFlex's ridership for the first time averaging 33 trips per day, for a total of 8,316 annual one-way trips, compared with MetroFlex's 7,146 trips.

Figure 15: MetroFlex & OATS Annual Ridership (2010 - 2014)



Note: Data labels represent average daily ridership for each transit provider in a given year.

The efficiency of transit service can be described in terms of boardings per revenue hour, and average operating costs per passenger. Boardings per revenue hour is a measure of how many passengers utilize the fixed-route system per hour of service provided, a higher figure signifies higher efficiency. Average operating cost per passenger describes the required cost to provide the service to each passenger and is derived by dividing the total annual cost of the service, as described in the previous section, by the total annual ridership served. A lower number signifies higher efficiency.

Table 4 displays system efficiency for the MetroFlex and the OATS services. The average boardings per revenue hour for OATS is 1.62, and the average operating cost per passenger is $18.27. The MetroFlex averages 2.21 boardings per revenue hour, at an average operating cost per passenger of $36.38.

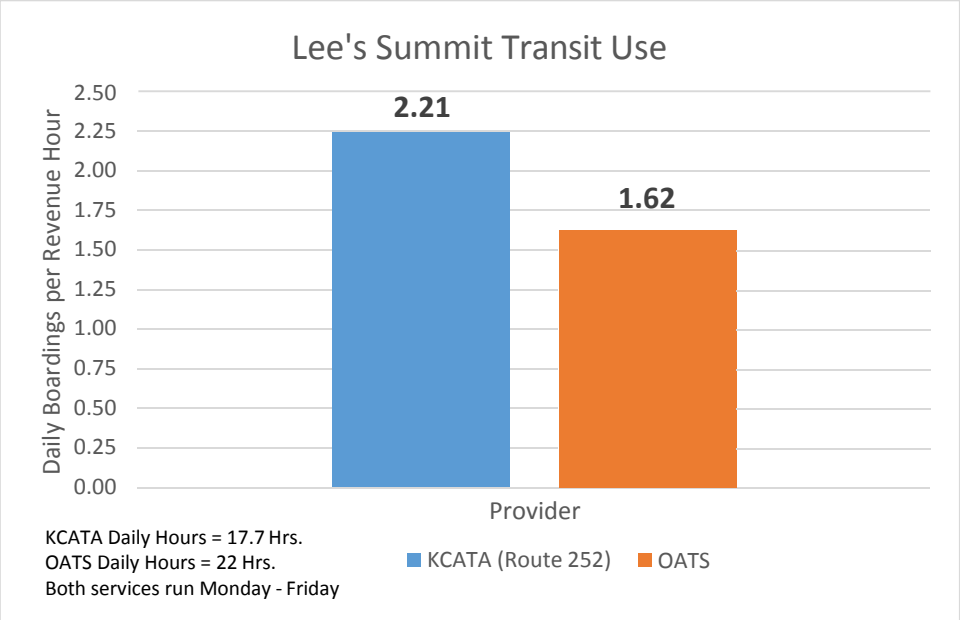
Figure 16 also illustrates the difference in efficiency for both the MetroFlex and OATS.

Table 4: System Efficiency by Transit Service

	KCATA (MetroFlex)	OATS (Lee's Summit)
Boardings per Revenue Hour	2.21	1.62
Operating Cost per Rider	$36.38	$18.27

Notes: Revenue hours for OATS were estimated by dividing the platform hours (5,607) by (1.075).

Figure 16: Lee's Summit Transit Users per Revenue Hour



Service Performance

Peer City Comparisons

Table 5 compares the MetroFlex, OATS transit services and other demand-response services operated in peer cities. This information was gathered from the National Transit Database, which presents operating statistics in a uniform format from transit agencies receiving federal funding. Operating cost per revenue mile, operating cost per revenue hour, annual trips, population and the fare recovery ratio (a percentage of operating costs recovered through collected fares), were all compared.

Table 5: Lee's Summit Transit Services and Peer Cities' Cost and Revenue Statistics (Demand-Response Services only)

	Operating Cost per Revenue Mile	Operating Cost per Revenue Hour	Annual Unlinked Trips	Fare Recovery Ratio	Population
Lawrence, KS	$5.76	$61.74	60,418	5.4%	87,965
Topeka, KS	$5.48	$77.85	49,603	9.6%	127,473
Columbia, MO	$7.59	$64.97	45,413	12.2%	124,748
Springfield, MO	$6.56	$109.27	19,815	3.7%	166,451
KCATA (System Wide)	$3.31	$57.87	400,843	12.2%	748,415
Peer Cities Average	**$5.74**	**$74.34**	**115,218**	**8.6%**	**251,010**
KCATA MetroFlex (Route 252)	$7.15	$70.29*	9,435	2.4%	28,990 (2011)
OATS (Lee's Summit)	$2.51*	$27.95*	8,442	11.6%	88,929 (2011)

Notes: (*) Revenue hours for Route 252 were estimated by dividing the routes' platform hours by a factor of (1.1). Revenue miles for OATS was estimated by assuming 13 miles per revenue hour were traveled. Revenue hours for OATS were estimated by dividing the platform hours (5,607) by (1.075).

The peer cities have an average operating cost per revenue mile of $5.74, and an average operating cost per revenue hour of $74.34. The Lee's Summit MetroFlex service comes out cheaper than both peer city averages. While the MetroFlex has a respectable operating cost per revenue hour, the OATS operating cost per revenue hour, $27.95, is far lower than any of the peer cities or the MetroFlex. In comparison with the peer cities, the MetroFlex's fare recovery ratio is lower than average, and OATS has one of the higher ratios. It should also be noted that OATS charges 50 cents more per one-way trip than the standard MetroFlex fare. Eligible MetroFlex users can also pay as little as $0.75 per one-way trip if they fit the disability, elderly or youth eligibility requirements.

Peer Route Comparisons within the Kansas City metropolitan area

Table 6 compares the performance of the two Lee's Summit transit services with similar demand-response services offered in the KCATA system. In the passengers per hour and operating cost recovery measurements, both the Lee's Summit MetroFlex and OATS services perform similarly. The main difference is the operating cost per passenger for OATS is $14.50 lower than the cost of operating the MetroFlex in Lee's Summit.

Table 6: KCATA MetroFlex Route Operating and Cost Statistics April 2015

Route Name	ADR	Daily Hours	Daily Miles	Passengers /Hour	Passengers /Mile	Operating Cost /Passenger	Operating Cost Recovery
237 Gladstone Circulator	15	9.4	93	1.64	0.17	$30.98	3.17%
244 NKC Circulator	53	18.4	136	2.88	0.39	$15.45	1.76%
252 Lee's Summit Circulator	34	17.7	231	1.92	0.15	$31.77	2.42%
253 Raytown Circulator	55	10.7	164	5.15	0.34	$13.03	5.39%
296 Bannister/ Hillcrest	176	42	591	4.19	0.3	$17.15	4.07%
298 SKC Wornall	83	28	332	2.96	0.25	$20.26	3.10%
KCATA Standard				**4.0**	**0.3**	$20.58	3.45%
OATS	33	22	287	1.51	0.12	$17.27	11.58%

Note: Platform miles for OATS was estimated by assuming 13 miles per revenue hour were traveled.

After identifying how each service compared in relation to their service efficiency, service performance and service costs, initial analysis suggests that OATS could provide a more cost-effective citywide demand-response service than KCATA. Further analysis and discussion is developed in Strategy 1 and the entire analysis can be found in Appendix A.

Commuter Transit Analysis

Commuting patterns of residents and employees were analyzed to better understand how well existing transit is meeting the demand of commuters.

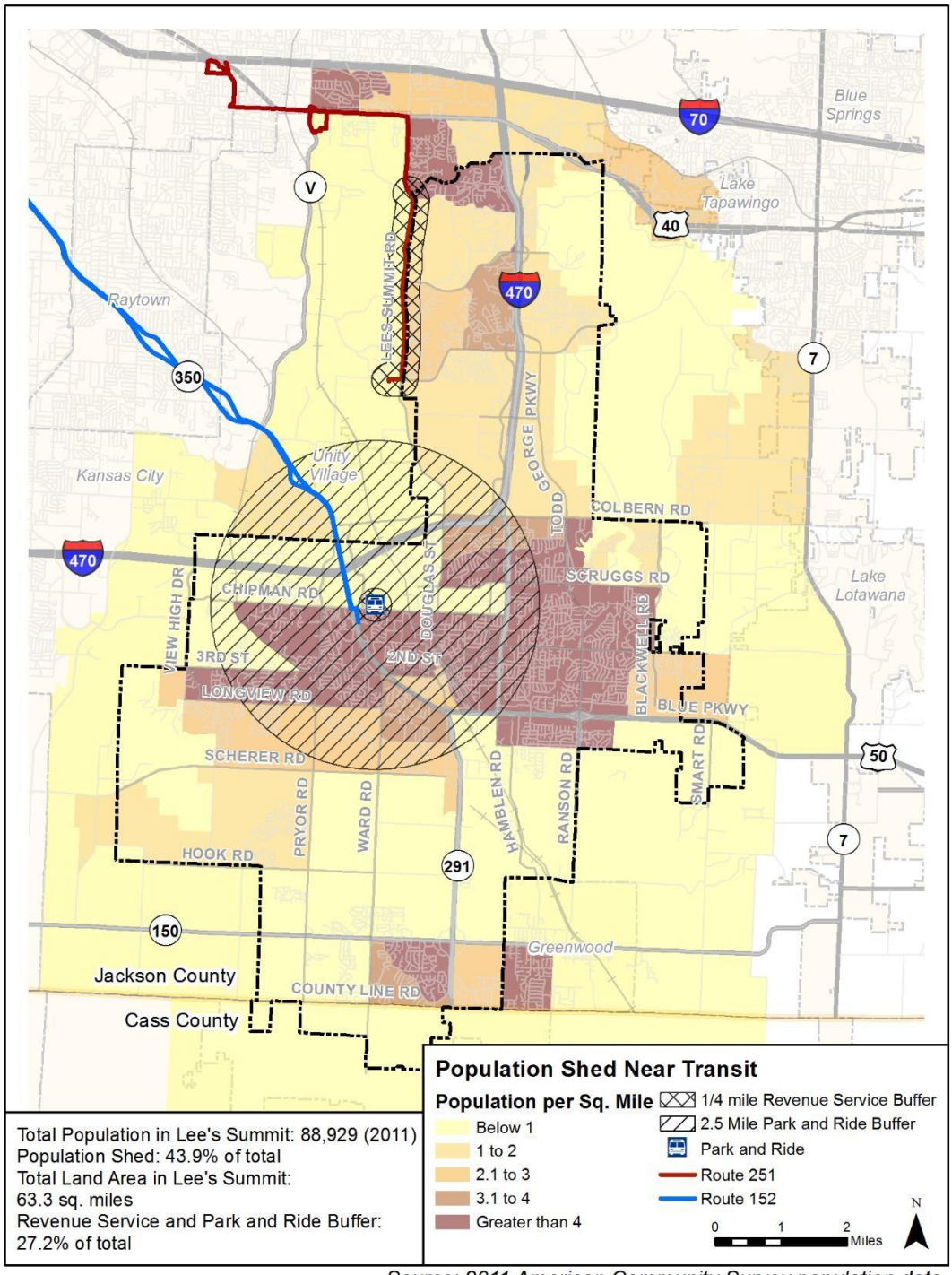
According to the 2013 American Community Survey, out of the 47,017 commuters from Lee's Summit, only 0.4 percent use a form of public transportation. This compares to 2.4 percent for all of Jackson County, Missouri.

Figure 17 shows the population shed in Lee's Summit within a quarter mile buffer around the two KCATA fixed-routes and a 2.5 mile buffer[2] surrounding the Park & Ride lot at the southern terminus of Route 152. The two buffers around the revenue service portion of the KCATA routes and the Park & Ride lot encompass nearly 44 percent of the city's total population and over 27 percent of the city's total land area. Areas of the city with dense population clusters, but without accessible fixed-route transit options, include locations near the northern city limits along I-470, near the southern-most city limits and at the junction of Highways 291 and 150, as well as in the central region of the city, east of Highway 291.

Employment concentrations within Lee's Summit are presented in Figure 18 by using the U.S. Census Longitudinal Employer Household Dynamics (LEHD) data. This data uses various sources including the Census, Unemployment Insurance earnings data and the Quarterly Census of Employment and Wages (QCEW) to gather employment information for a given area. Only 1.4 percent of the 35,000 jobs in Lee's Summit were within the quarter-mile transit buffers surrounding the portion of Route 251 operating near Lee's Summit and the Park & Ride lot. While this rate of accessible jobs may seem low, just outside the quarter-mile buffer is upwards of 5,000 jobs located at Summit Technology Campus, SummitWoods Crossing and Summit Fair Shopping Center. Commuter Route 152 only has one southbound trip in the morning and does not continue further into the city, making it difficult for Lee's Summit residents to use the service to get to work within the city limits. Route 251 to Lakewood follows Lee's Summit Road, which has a relatively small amount of employment within Lee's Summit. If the Route 251 alignment travelled closer to I-470, there would be a greater opportunity for additional employment connections within the city limits.

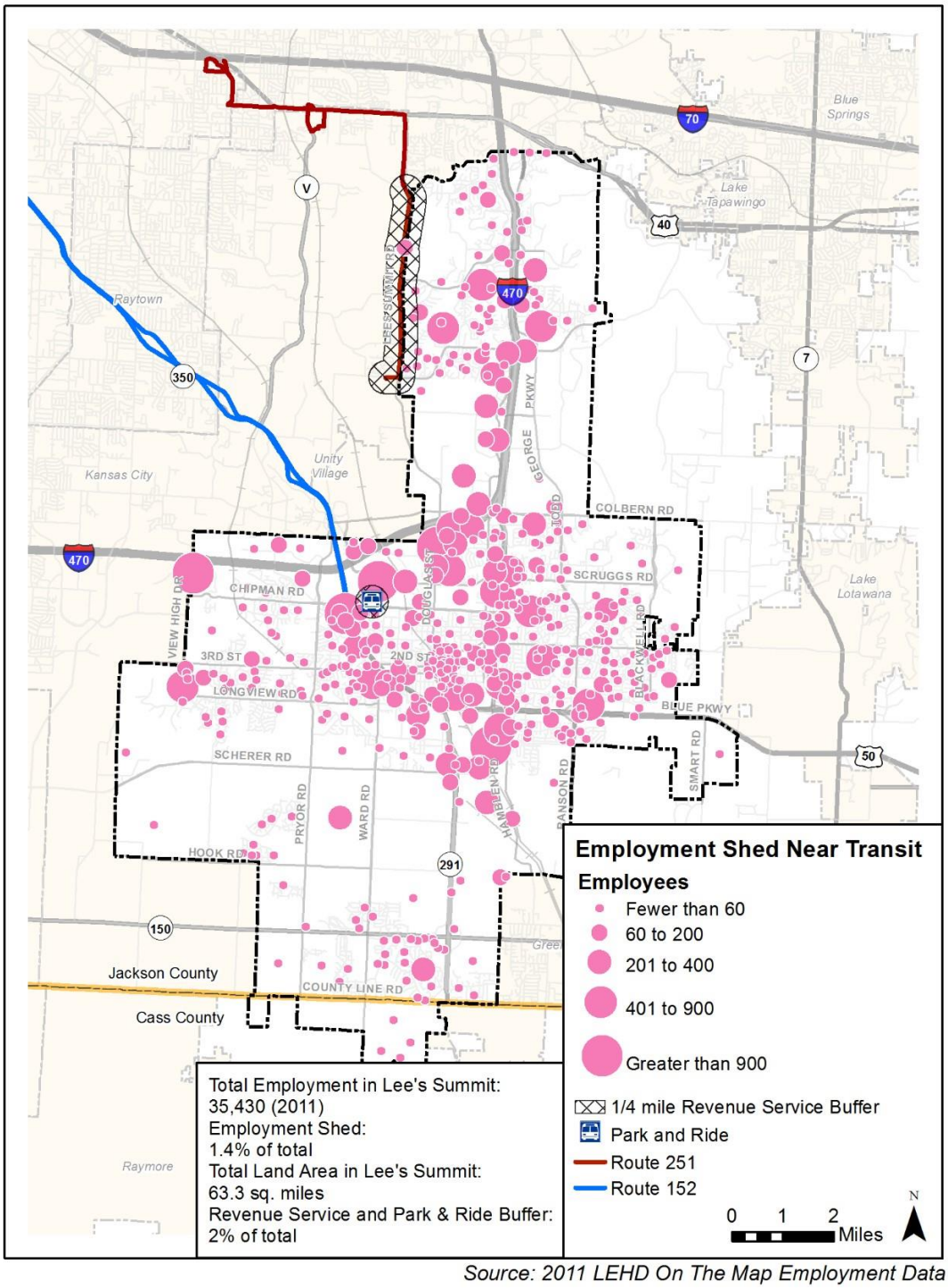
[2] 50 percent of a Park & Ride's demand is generated with a 2.5 mile radius of the facility. Spillar, R.J., "Park-and-Ride Planning and Design Guidelines." Monograph 11. Parsons Brinckerhoff Quade and Douglas Inc., New York (1997). Pg. 35

Figure 17: Lee's Summit Population Shed near Fixed-Route Transit



Source: 2011 American Community Survey population data.

Figure 18: Lee's Summit Employment Shed near Fixed-Route Transit



Source: 2011 LEHD On The Map Employment Data

Table 7 displays the times that Lee's Summit residents leave home, and the times that employees in Lee's Summit arrive at work. The largest group of Lee's Summit residents, 17 percent, leave home during the time period of 7:00 a.m. to 7:29 a.m. The largest group of workers in Lee's Summit, 14 percent, arrive at work between 7:30 a.m. and 8:00 a.m.,

Table 7: Lee's Summit Residents Leaving Home and Total Workers Arriving at Work in Lee's Summit

	Time Leaving Home (Lee's Summit Residents)		Time Arriving at Work (Lee's Summit Workers)	
Morning Commute Time (a.m.)	**Estimate**	**% of Total**	**Estimate**	**% of Total**
6:00 to 6:29	4,155	9%	1,583	4%
6:30 to 6:59	4,980	11%	3,729	10%
7:00 to 7:29	7,825	17%	4,200	12%
7:30 to 7:59	6,245	14%	4,970	14%
8:00 to 8:29	4,980	11%	3,959	11%
8:30 to 8:59	2,570	6%	2,424	7%

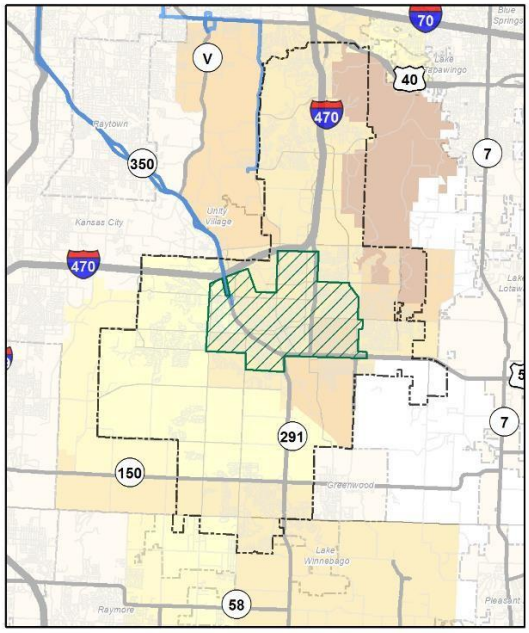
Source: 2010 American Community Survey, Five-year Estimates
Notes: Time leaving home includes only Lee's Summit residents, whereas, the time arriving to work is based on where workers work and not where they live.

Figure 19 shows the geographical distribution of employees in Lee's Summit arriving at work by time, against the existing fixed-routes and MetroFlex service area. In the areas where transit is available, 20 percent to over 40 percent of workers arrive between 7:00 a.m. and 8:00 a.m.

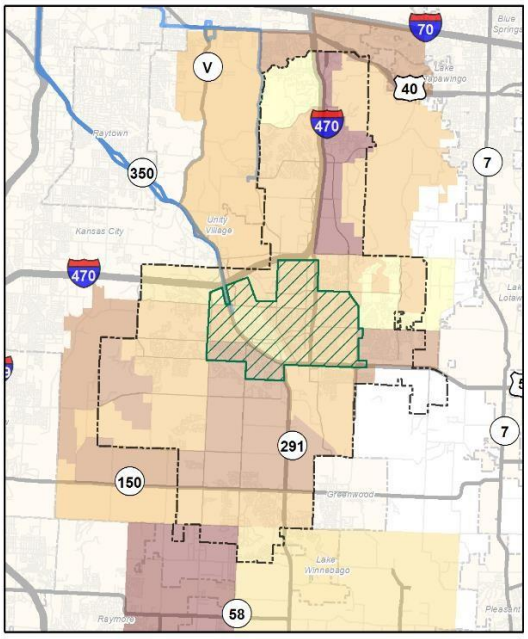
The findings in this section will help guide future decisions for implementing fixed-route operations within the city. Current fixed-routes operating near the city are focused more on transporting riders away from Lee's Summit to other employment concentrations outside the city.

Figure 19: Arrival Time to Work for Lee's Summit Workers

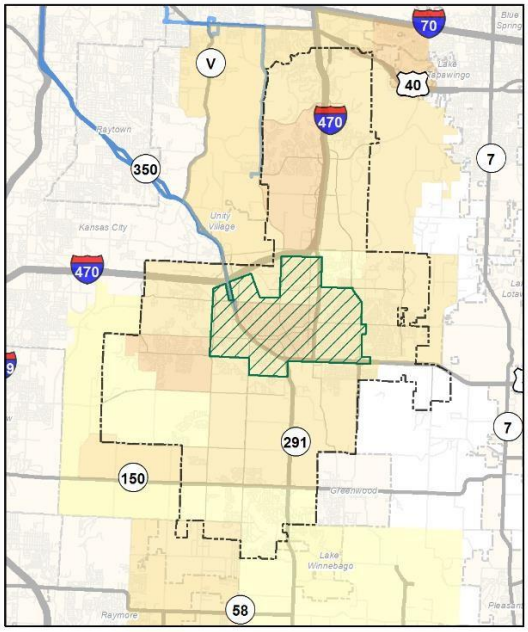
Arriving at Work Between 6:00 - 7:00 am



Arriving at Work Between 7:00 - 8:00 am



Arriving at Work Between 8:00 - 9:00 am



Time Employees Arrive at Work

Percent of Employees by Census Tract

- Under 10%
- 10.1% to 20%
- 20.1% to 30%
- 30.1% to 40%
- Over 40%
- MetroFlex
- KCATA transit routes

0 3 6 Miles

N

Source: U.S. Census Bureau,
American Community Survey ACS
2006 - 2010 Five Year Estimates,
Census Transportation Planning Products CTTP.

Numbers of Employees Arriving at Work:
6:00 am - 6:59 am: 6,423
7:00 am - 7:59 am: 11,830
8:00 am - 8:59 am: 7,647

As of 2013, the U.S. Census reported nearly 25 percent of working Lee's Summit residents were employed within the city limits. While this group of the population could potentially use the existing demand-response services to commute to work, the remaining 30,000 residents working outside the city limits must either drive to work or use alternative commuting options such as walking, biking, carpooling, and vanpooling or use either of the two fixed-route options. In comparison to the 93,184 residents in Lee's Summit, a total of 39,852 are employed, or roughly 43 percent of the total population. This section will look at how well the fixed-route system supports commuter movements with destinations outside the City of Lee's Summit.

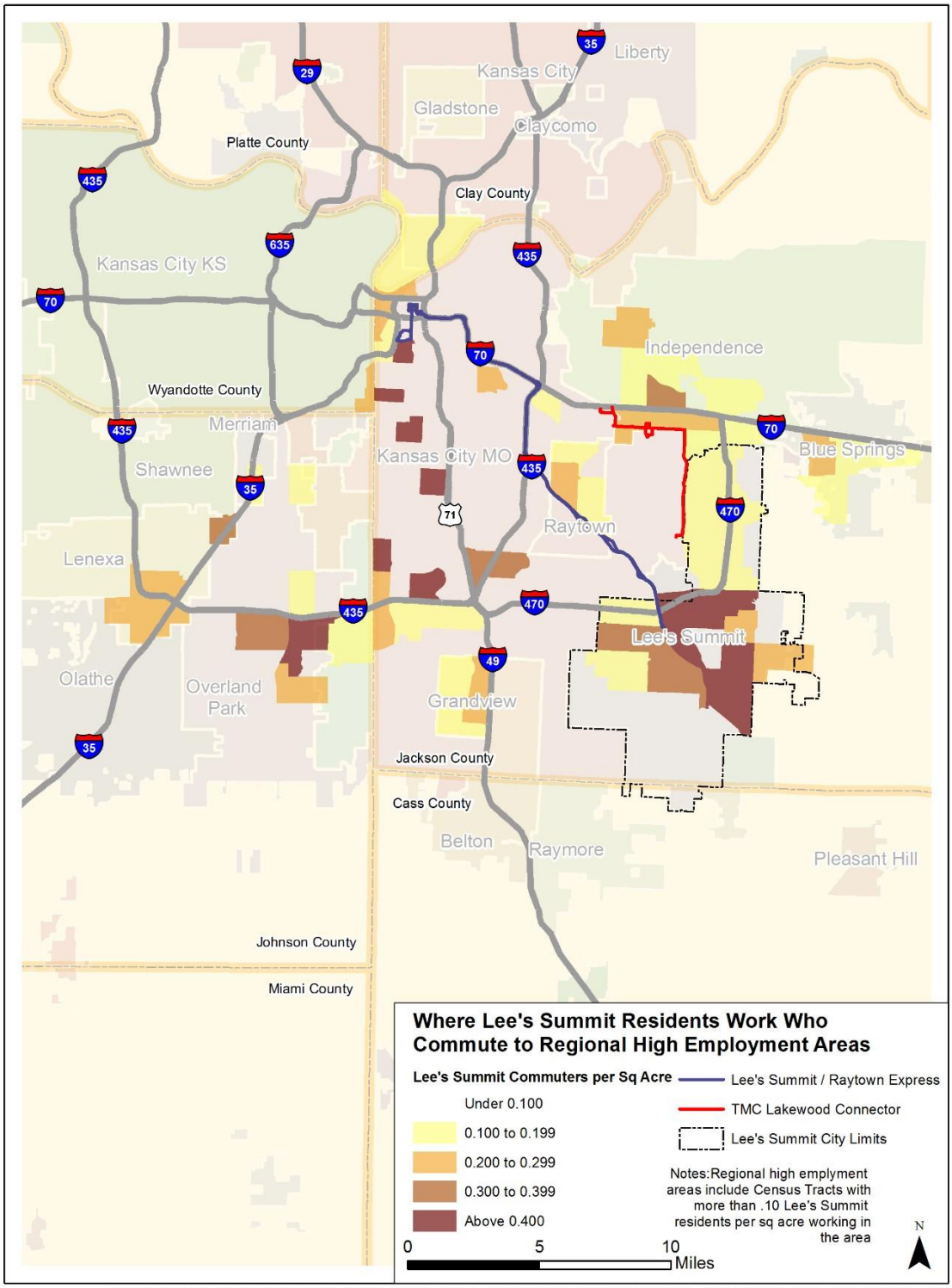
According to ridership data obtained from the KCATA, approximately 100 daily riders, with an average vehicle load of 20 persons, use Route 152 from the Park & Ride lot near Chipman Road and 50 Highway to downtown Kansas City, Missouri. Route 251does not take commuters to the downtown Kansas City area. Instead, commuters on that route have to transfer at the Walmart at Blue Ridge Crossing in order to continue downtown.

After further analyzing data from the LEHD program, Figure 20 was created to show where Lee's Summit residents work in high employment areas across the region, overlaid with routes 152 and 251. This map only includes the geographic coverage of the two accessible routes, and does not encompass route travel direction, route schedules, or the ability and ease of transfers for Lee's Summit residents commuting via fixed-route transit. As exhibited in Figure 20, some areas of the region have employment concentrations for Lee's Summit commuters, but are not directly served by the two KCATA routes that serve Lee's Summit. In Kansas City, Missouri, these concentrations of Lee's Summit commuters include areas near Crown Center, Westport, UMKC and Rockhurst University, Research Medical Center, Ward Parkway Center and the Cerner Complex near I-435 and I-49.

In Kansas, locations of high employment concentrations for Lee's Summit commuters include areas near University of Kansas Medical Center, warehouse and office parks near the I-435 and I-35 interchange in Lenexa, and offices located in the I-435 corridor between I-35 and State Line Road, as well as along College Boulevard. The only way to access some of these areas via fixed-route transit is to travel to downtown Kansas City, Missouri first, then transfer onto either another KCATA route or one of the Johnson County Transit (JCT) routes. Much of the JCT system's morning trips serve Johnson County commuters travelling northbound into downtown Kansas City, Missouri, thus, lessening the ability for Lee's Summit commuters to access morning southbound trips out of downtown.

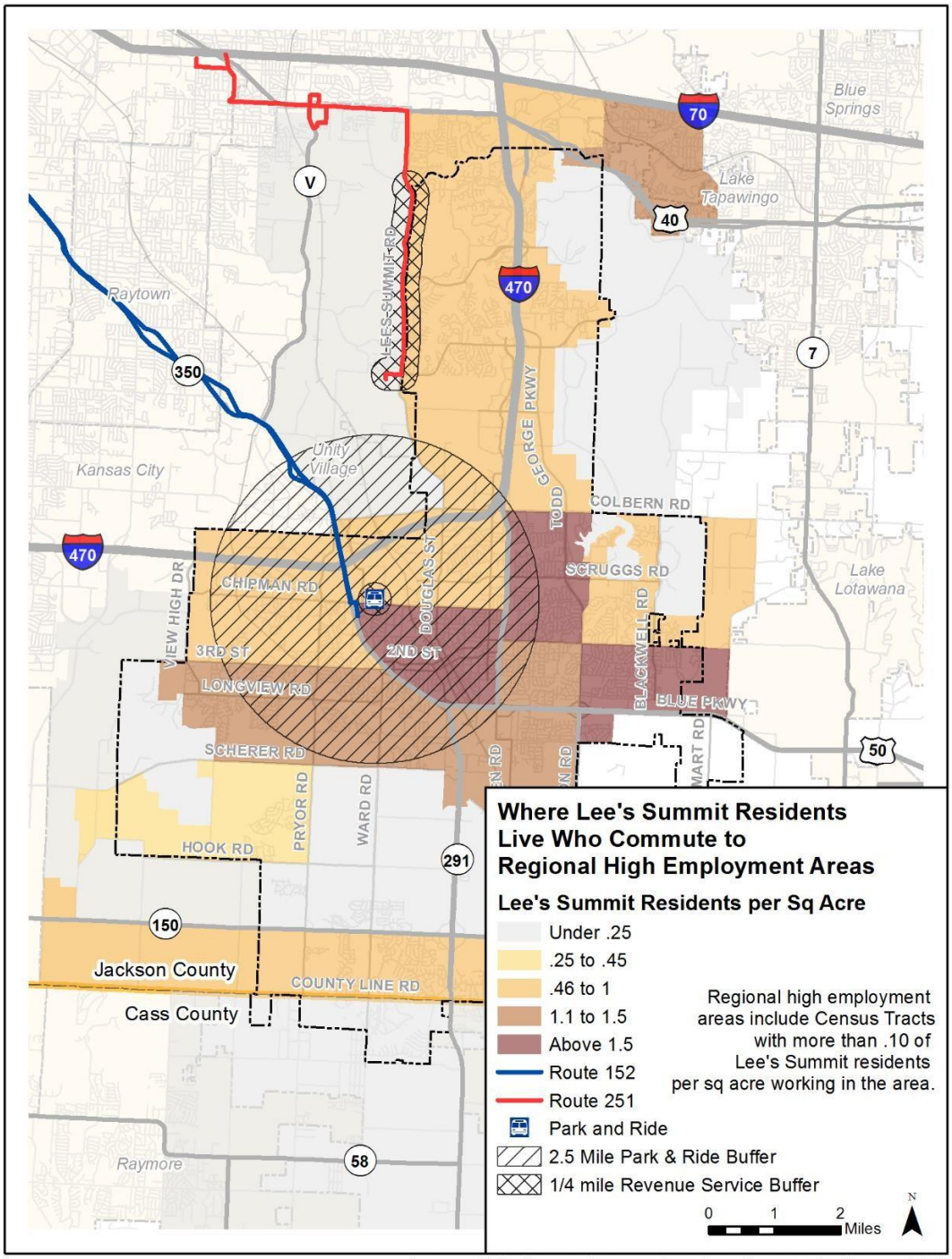
Figure 21 displays where Lee's Summit commuters live who work in the concentrated employment areas in the region, according to data gathered from Census Transportation Planning Products – which uses data sources from the Census' American Community Survey. A 2.5 mile buffer was applied around the Chipman Road Park & Ride lot in order to see how accessible commuter options are for Lee's Summit residents. While the 2.5 mile buffer does include some areas of higher density residential areas, there are still populated areas east and south of the defined buffer. Extending the commuter route to these areas would give more residents the opportunity to use the service, the additional travel time, however, may require additional buses to maintain existing frequencies.

Figure 20: Where Lee's Summit Residents Work Who Commute to Regional High Employment Areas



Source: U.S. Census bureau. 2011, OnTheMap Application. LEHD Program. http://onthemap.ces.census.gov/

Figure 21: Where Lee's Summit Commuters Live Who Work in Regional High Employment Areas



Source: U.S. Census bureau, American Community Survey ACS 2006 - 2010 Five Year Estimates, Census Transportation Planning Products

The schedules of KCATA buses operating near Lee's Summit were examined for their ability to serve the commuting population of Lee's Summit. Figure 22 and Figure 23 provide a snapshot of how the commuting characteristics match up with the existing transit options in Lee's Summit. The dots on the graphs represent the times each bus arrives at its final stop location at Pershing Road and Grand Boulevard, on Route 152, or the Walmart at Blue Ridge Crossing, on Route 251. The bars on the graph represent the work arrival time for workers commuting to areas near the northern terminus of either route, as explained above. In the case of commuter Route 152, the four scheduled bus stops do correlate with the work arrival times for the downtown Crown Center area. As for Route 251, the six trips to Blue Ridge Crossing do not correlate well with the majority of the area's work arrival times. While Route 152 is a commuter centered route, Route 251 is intended more to provide access to those with doctor's appointments at the medical center and riders needing to shop at the retail centers near Blue Ridge Crossing and along 40 Highway. Unlike Route 152, where evening southbound trips are offered, Route 251's last evening southbound trip is offered at 2:00 p.m., further limiting the likelihood of Lee's Summit residents using the route for commuting purposes.

Figure 22: Route 152 Trips Serving Downtown and Time Arriving to Work

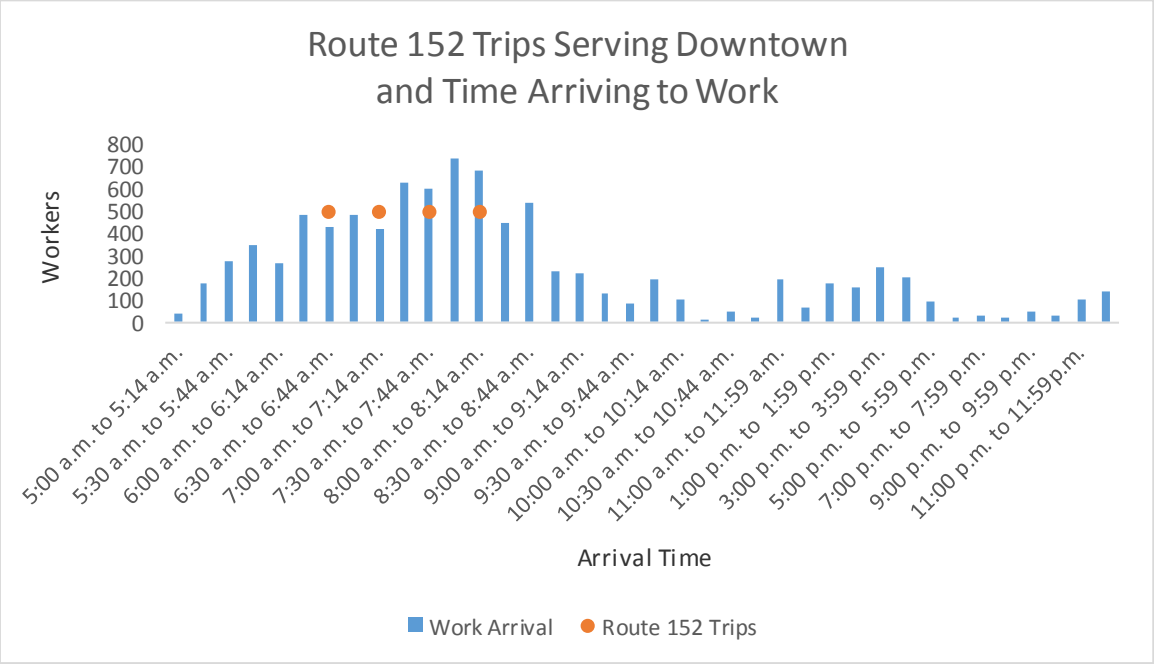
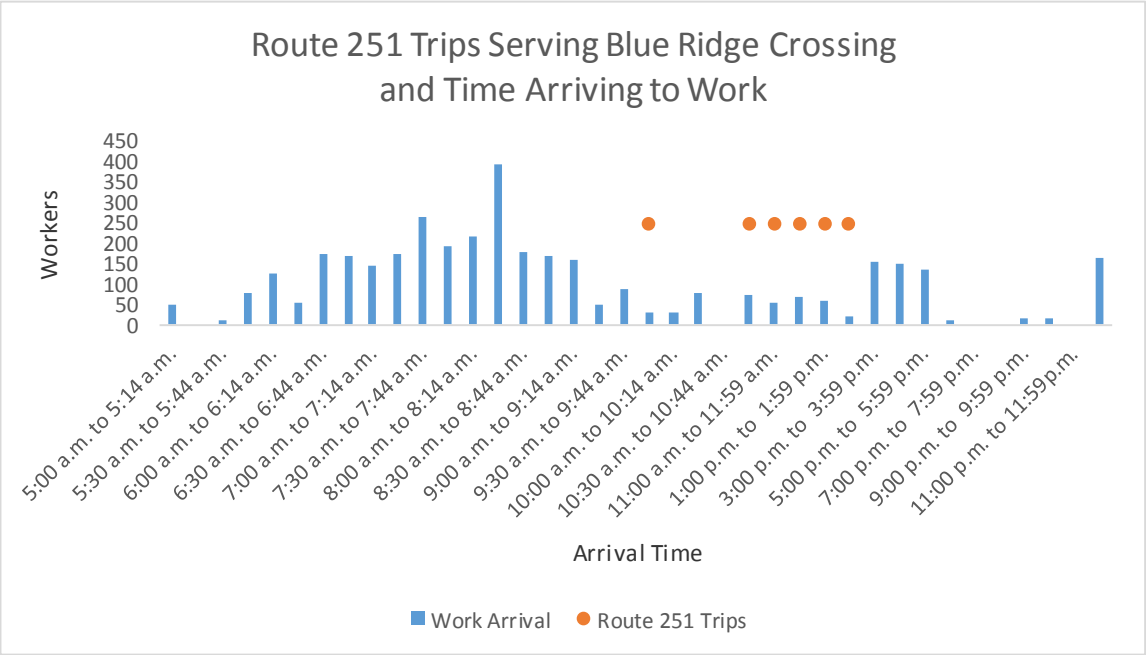


Figure 23: Route 251 Trips Serving Downtown and Time Arriving to Work



After examining commuting patterns of Lee's Summit residents, this analysis exposed the gaps in service limiting commuters' ability to use transit to get to work. For the nearly 10,000 commuters travelling to work within Lee's Summit, demand-response services are available, but capacity constraints would restrict a large portion of commuters from using the service. The fixed-route alignments in and around Lee's Summit limit commuter movement to mostly outside the city and towards downtown Kansas City, Missouri. In addition, a small portion of both the population and employment in Lee's Summit are within a walkable distance to either of the two fixed-routes currently. As for the remaining 30,000 commuters travelling outside the city boundaries of Lee's Summit, fixed-route connections to major areas of employment are limited to downtown Kansas City, Missouri, via Route 152, or the Blue Ridge Crossing shopping center, via Route 251. While large concentrations of commuters travel to areas of the metro such as midtown Kansas City or the south loop of I-435, anyone needing to travel via transit must first travel north towards downtown and then transfer to a southbound bus route thereafter. Of those commuters travelling to high employment areas, a substantial number of them live outside of the preferred distance to travel to a Park & Ride lot.

While this analysis exposed where transit connections for Lee's Summit commuters are lacking, further discussions must be made before recommending any future regional connections. Following this analysis of existing intra-city and inter-city movements for Lee's Summit commuters, the next section uses a peer city comparison in determining the current and future demand for transit within Lee's Summit.

Current and Future Intra-City Transit Demand

An analysis was performed estimating the amount of potential transit ridership within Lee's Summit. By using a peer city rider per revenue hour ratio and applying a revenue hour per capita ratio, broad ridership projections can be created comparing similar cities where one city has a transit network and the other has limited transit options. The City of Independence, Missouri was examined as a peer city to Lee's Summit primarily due to its similar size of population and geographical proximity. Table 8 compares several socio-economic categories between the two Missouri cities. While the two cities have a similar minority rate, rate of local workers and multi-family housing rate, Lee's Summit generally has higher home values and household incomes.

Table 8: Socio-Economic Comparison

	Lee's Summit, MO	Independence, MO
Population (2013 estimate)	93,184	117,240
Persons Under 18	21%	23%
Persons 65 and Over	11.5%	16.1%
Minority Population	16.3%	14.3%
Median Household Income	$77,285	$44,261
Persons below poverty level	6.7%	17.4%
Median value of owner-occupied homes	$186,700	$101,400
Percent of Houses that are multi-family	16.7%	20.5%
Persons per square mile	1,442.3	1,506.2
Percent of local workers living within city	24.7%	24.1%

Source: U.S. Census QuickFacts Last Revised: Friday, 29-May-2015 14:16:20 EDT

The IndeBus local transit system is funded by the City of Independence, managed by KCATA and operated under contract by First Transit. The service offers six fixed-routes that operate radially from a downtown transit center. Four routes operate at one hour frequencies; two routes operate at two hour frequencies. Routes generally start between 6:30 or 7:30 in the morning and are in service to between 5:00 and 6:00 in the evening. No Sunday or evening service is available. Complementary ADA (American's with Disabilities Act) demand-response service is provided during the same hours as IndeBus, and provides disabled riders a curb-to-curb shared ride service if they are unable to use the fixed-route service. An elderly transportation service is also available for persons age 60 or older. In addition, Independence is served by commuter routes operated by KCATA. While not captured in separate ridership numbers, these commuter routes also serve some number of internal trips within Independence.

In 2013, IndeBus used 26,949 revenue hours to serve 204,570 fixed-route one-way trips, and 12,334 demand-response one-way trips, for a service area population of 117,240. Combining the fixed-route and demand-response trips, this resulted in an annual one-way trips per revenue hour of 8.0. These trips do not include the KCATA's inter-community commuter services that serve Independence.

Table 9 displays the 2013 one-way trip per revenue hour ratio, and revenue hour per capita ratio for three other cities in the region in addition to Independence. Similar to Independence, Topeka has a relatively high one-way trip per revenue hour ratio, and a low revenue hour per capita ratio. Both of these measures viewed together are likely reflective of a low-service system that's unable to fully address demand.

Table 9: Rider Projections

City	Service Area Population (2013)	Total Transit Ridership (2013)	Total Revenue Hours (2013)	Ratio: One-way Trip/ Revenue Hours	Ratio: Revenue Hour / Capita
Topeka, KS	127,473	1,202,646	78,011	15.4	0.61
St. Joseph, MO	78,004	421,945	70,479	6.0	0.90
Independence, MO	116,830	216,904	26,949	8.0	0.23
Salina, KS*	47,846	221,264	38,697	5.7	0.81

*Source: National Transit Database 2013. Total transit ridership and total revenue hours includes fixed-route, demand-response, and for Topeka, city-subsidized taxi services. *Salina data – population from 2013 U.S. Census. Ridership is from Rural NTD data, and includes fixed-route service, and demand-response. Demand-response includes service to outlying rural areas and adjacent counties.*

Utilizing a one-way trip per revenue hour from a peer city is an imperfect technique to gauge potential ridership for a city with limited transit. This technique requires assuming the city that the ratio is being applied to, will have a transit system with similar characteristics as the peer city, covers the same percentage of population and employment, has similar land use characteristics, and a population that would react a similar way to the availability of transit. With its one to two hour frequencies and radial coverage, IndeBus' transit system could be described as a fairly basic transit system that prioritizes making some transit service available to many people, rather than a lot of transit service available to a few people.

Independence's revenue hour per capita ratio of 0.23 could be applied to Lee's Summit to approximate a system with a level of service similar to Independence's. From this, applying a one-way trip per revenue hour can be applied to project what type of ridership could reasonably be expected with a specific level of service. Applying the revenue hour per capita ratio of 0.23 from Independence to Lee's Summit's population of 93,092 results in 21,411 annual revenue hours. Applying Independence's one-way trip per revenue hour of 8.0 to this number results in a projected annual one-way trips for Lee's Summit figure of 171,289.

As of 2014, annual demand-response ridership within Lee's Summit was 17,112 after combining the 8,670 MetroFlex and 8,415 OATS riders. The gap between current internal-transit trips in Lee's Summit and projected internal-transit trips is approximately 154,177. This would be for a fairly basic route structure similar to Independence's that prioritizes relatively low-frequency across the city.

In addition to the effort of forecasting future transit demand, population forecasts were reviewed to estimate how many additional transit-dependent people could be expected in Lee's Summit's future and how that would affect the demand for transit.

Base year socio-economic data was collected from the U.S. Census Bureau's American Community Survey five-year estimates for 2009 to 2013. The population groups collected from

the Census were representative of the transit-dependent population in Lee's Summit including the disabled, youth, elderly, minority and low-income populations. Generally, these groups of people have a higher propensity to use transit because of either a mobility impairment or they are unable to afford the cost of owning and maintaining a personal automobile.

After collecting the current year rates of transit dependent population, future population forecasts were analyzed to establish the expected number of future transit dependent people in Lee's Summit. Two existing population forecasts for the area include the 2015 update to the Kansas City region's long range transportation plan, *Transportation Outlook 2040*, and the *2013 Lee's Summit Development Report*.

The Mid-America Regional Council (MARC) recently updated the metropolitan transportation plan for Greater Kansas City. Part of that plan included forecasting population growth to understand future demand when planning transportation infrastructure investments. Population forecasts were developed on a city- and county-wide basis for eight counties including Cass, Clay, Jackson and Platte on the Missouri side and Johnson, Leavenworth, Miami and Wyandotte on the Kansas side. By 2040, MARC estimated that Lee's Summit would reach a total population of 131,614, with a compound average annual growth rate of 1.34 percent. The City of Lee's Summit also produced population forecasts in their 2013 development report. In this report, the city noted they have experienced steady growth in the past decades, but a recent slowdown in growth has caused them to re-evaluate their original expectations. Their expected growth is lower than the rate forecasted by MARC. The 2013 development report forecasted the city would reach a total population of 111,934 by 2039, with an average annual growth rate of 0.77 percent.

After reviewing both the MARC and Lee's Summit population forecasts, an average annual growth rate of 1.0 percent was determined as realistic estimate for future growth in Lee's Summit. This same growth rate was then applied to the current year transit dependent populations in order to forecast what level of transit demand may be expected in the future. The table below summarizes the forecasted transit dependent population for 2025 and 2040.

With this forecasted growth in population, an even larger demand for transit follows. From the current potential demand of 171,289, the population growth in 2040 increases the projected ridership to 220,871 annual one-way trips within Lee's Summit alone. These projections do not include those regional commuter trips reviewed in the previous section. National demographic trends have rates of elderly people growing as well as families still recovering from the recent great recession. These patterns would support an even larger demand for local transportation alternatives in the future. The next section looks at ways to address the growing local demand for transit.

Table 10: Transit Dependent Population Forecasts

	2013* (% total)	2013* (total)	2025	(+/-) 2013	2040	(+/-) 2013
Under 18 years	21%	18,994	21,403	2,409	24,848	5,854
65 years & over	12%	10,736	12,097	1,362	14,045	3,309
Disabled	9%	7,886	8,892	1,006	10,323	2,437
Minority	16%	16,883	19,025	2,142	22,087	5,204
Low-Income	7%	6,113	6,927	814	8,043	1,930
1 or less vehicles	15%	13,490	15,199	1,710	17,646	4,156
Total Projected Population	-/-	**91,758**	**103,395**	**11,637**	**120,039**	**16,644**

Note: (*) U.S. Census Bureau, 2009-2013 American Community Survey five-year estimates.

Potential Transit Service Strategies

This section will examine strategies to address the current and future service gaps identified in the previous sections above. As well as examining opportunities to improve and optimize the existing demand-response services, strategies to provide additional modes such as fixed-route services are also discussed.

Gaps in existing transportation services may be addressed through several different strategies. These strategies are not intended as necessarily incremental in nature, although they could be implemented in progressive steps. Rather, the different strategies are intended to provide a snapshot of how various alternatives would address the current gap in transit need. Generally, the strategies as described require additional amounts of investment in programs and capital costs, but would achieve progressively lower costs per rider while expanding the availability of transportation options to additional Lee's Summit residents. These strategies range from consolidating the existing MetroFlex and OATS services to implementing a fixed-route service that provides regularly scheduled local bus service throughout Lee's Summit. The different levels of proposed transit service, and corresponding levels of transit investment, generally correlate with an increasing amount of ridership, thus resulting in a more efficient service and a lower overall cost per rider.

Strategy 1 – Consolidation of Existing Demand-Response Operations

In reference to the evaluation of the Lee's Summit-based KCATA MetroFlex and OATS services, the full analysis, located in the Appendix A, compares each of the current services provided and examines the cost-effectiveness of consolidating service to a single provider operating citywide demand-response service in Lee's Summit. After identifying how each service compared in relation to their service efficiency, service performance and service costs, initial analysis suggests that OATS could provide a more cost-effective citywide demand-response service than KCATA.

While the existing OATS operated demand-response service is already a citywide service, it does not offer service on Saturdays. This strategy would recommend Saturday service with at least a 12 hour service span for an extra $55,000 annually, compared with the $270,000 for only

the weekday service. Table 11 displays the cost and projected ridership for Strategy One, assuming either weekday service or including Saturday service. The increased service would not only make it easier for adults to ride who are unable to take advantage of the service during the weekdays, but also for youth to be transported to weekend activities or part-time jobs.

Table 11: Strategy One - Estimated Costs and Ridership

	Cost	Ridership
Demand-Response	$270,033	17,112
Fixed-Route	-/-	-/-
Complementary Paratransit	-/-	-/-
Total	**$270,033**	**17,112**
Cost per rider	$15.78	-/-
Including Saturday Service	**$325,011**	**20,596**

The nature of demand-response operations limits the ability of a single vehicle to serve large numbers of passengers. Typically, one demand-response vehicle can provide up to three or four trips per hour. Trip requests exceeding that number are either denied or require an additional vehicle. As ridership trends upward, the need for additional vehicles will grow in order to fill an increasing amount of reservations. Eventually, growing demand for the service may outstrip the ability for a demand-response service to economically address the demand. At that point, other modes to deliver transit service may be more efficient.

Unlike Strategy 1 where a recommendation is made for the consolidation of local transit services in Lee's Summit, the other strategies in this section provide snapshots of how transit could evolve. The strategies present various ways that transit can evolve in Lee's Summit, but only until subsequent discussion and consensus building within the city and community can be made. While Strategy 3 and 4 constitute a higher investment that would also provide additional service to residents as population and, consequently transit demand grows, Strategy 2 represents an alternative that scales back funding while still providing a minimum level of service.

Strategy 2 – Implement Taxi Voucher Program in Place of Demand-Response

In this strategy, the two demand response services, operated by KCATA and OATS, would be replaced by a citywide taxi voucher program. This strategy would only be recommended if there is a desire to scale back the city's provision of transit, but still offer some service. Because of capacity restrictions among taxi contractors and/or the ability of the city to subsidize a growing number of trips, eligibility restrictions may be needed to regulate taxi demand, thus, further limiting transit service to only residents with the greatest need. Details for a potential taxi voucher service are explained below.

In the Kansas City metro area the cities of Olathe and Shawnee, Kansas administer similar taxi voucher programs. Olathe's Taxi Coupon/Voucher Program is managed by the City of Olathe Parks and Recreation Department and Housing and Transportation Services Office. The taxi service is offered anywhere within the city limits of Olathe for disabled, elderly, and eligible low-income residents to make trips for work, medical, shopping, banking and other personal reasons. The program subsidizes transportation services through three separate coupon programs depending on the rider's trip purpose. Those programs include the personal taxi,

medical taxi and work taxi program. Each program has their own eligibility, documentation and trip purpose requirements.

The contracted taxi company provides rides under the three taxi programs at a reduced cost through an agreement with the City of Olathe. The coupons "pay for" a one-way door-to-door trip in a taxi or city-owned wheelchair lift-equipped vehicle. The cost of each coupon is $3.50, sold in books of ten coupons for $35.00. The taxi contractor is required to accept coupons and provide service from Monday through Saturday, 6:00 a.m. to 7:00 p.m., as well as operational hours that exceed the required service periods and days. The program requires participants to reserve a ride with a participating cab company at least one hour prior to being picked up.

The total cost for each contracted one-way taxi trip is $12.50, and is paid to the contractor by the city. Subtracting the subsidized user fare of $3.50, the net cost for each one-way trip is $9.00. In 2013, Olathe's taxi coupon/voucher program provided 42,000 trips, resulting in an annual net cost to Olathe of $380,000. The program has been funded through the Federal Transit Administration (FTA) Section 5310, Job Access Reverse Commute (JARC) and New Freedoms Programs and a 50 percent local match by the City of Olathe General Funds and the Health Care Foundation of Greater Kansas City. In Lee's Summit 17,112 demand-response trips were provided in 2014 using the KCATA MetroFlex and OATS at a cost of $9.30 per trip after accounting for the collected fares.

While the cost per rider for Olathe's taxi coupon/voucher program is somewhat lower than what is being spent for service in Lee's Summit, there are some caveats to consider.

- 5307 funds used for current demand-response service in Lee's Summit would no longer be eligible, given the eligibility restrictions would no longer make it general public transportation.
- Additional staff support may be needed for administration of the city sponsored taxi voucher program.
- Capacity and mode of taxis would limit scope to make service more efficient through grouping trips
- There is limited access to accessible vehicles in taxi voucher program unless the city purchases their own.
- Contracted rates for taxi programs are subject to change based on expected ridership and service area. An independent quote would be required before an official rate could be determined for the Lee's Summit area.
- Olathe city staff has expressed difficulty attracting multiple taxi operators to bid on contract.

With these factors in mind, switching to a taxi voucher program may be less expensive than what the city currently pays on a cost per rider basis, however, capacity, on-time performance, city staffing requirements and budget concerns may limit the ability for the city to address demand growth. At the rate of $9 per one-way trip, the budget required for the taxi program to serve the city's potential demand of 171,289 annual one-way trips, estimated earlier in this report, would be near $1.5 million.

In addition to the taxi voucher programs on the municipality level, KCATA is in the process of implementing a regional taxi voucher pilot program. This project would provide accessible taxi trips to elderly and disabled persons throughout a five county region including Clay, Jackson

and Platte Counties on the Missouri side, as well as Johnson and Wyandotte Counties on the Kansas side. The program's main purpose is to fill potential gaps in the region where accessible transit is not provided currently. Existing gaps in service not only correspond with geographic boundaries, but also gaps in service related to certain days and times. The regional taxi voucher pilot program will address some of these gaps experienced by elderly and disabled persons needing assistance accessing resources across the region. The results of this pilot program should be followed closely prior to making a switch to a taxi voucher program.

The subsequent strategies expand transit services or increase the level of service from what is currently offered in Lee's Summit. Strategy 3 introduces a hybrid of fixed-route type services in areas of Lee's Summit where there is a large amount of potential transit ridership and demand-response services where ridership is comparably lower.

Strategy 3 – Include Small-Area Fixed-Route with Citywide Demand-Response

The third strategy provides citywide demand-response service, but also introduces fixed-route service with one-hour frequency into an area of Lee's Summit with the highest potential for transit ridership. One-hour regularly scheduled fixed-route service is offered in other areas of the region including the cities of Independence, Kansas City, Missouri, and Kansas City, Kansas. The fixed-route area was defined by using demographic and employment data, key attractions and existing transit data that identified where a high number of trips from OATS and MetroFlex services were generated. Developing fixed-route service could focus on a broad geographical area or on particular corridors that have higher levels of population and/or employment density, and have residents with a higher need or propensity to use transit. It should be noted that this strategy includes a route that extends past the designated area to provide service to Longview Community College, which is the most popular destination for OATS riders. General public demand-response service would also be available outside of the fixed-route area. This strategy would provide general public transportation service for the entire city, while allowing those residents and employees living within the fixed-route zone—over 44 percent of the city's total population—the flexibility of using a regularly scheduled, local bus service. This would provide general public transportation access to a greater number of Lee's Summit residents at a generally lower cost per rider. Different parts of Lee's Summit may be served by different demand-response routes, and the various demand-response and fixed-route vehicles could meet at one location to allow passengers to transfer between routes. This would represent an increase in overall transit service over previous strategies. Portions of the city may still be underserved when covered solely by demand-response vehicles.

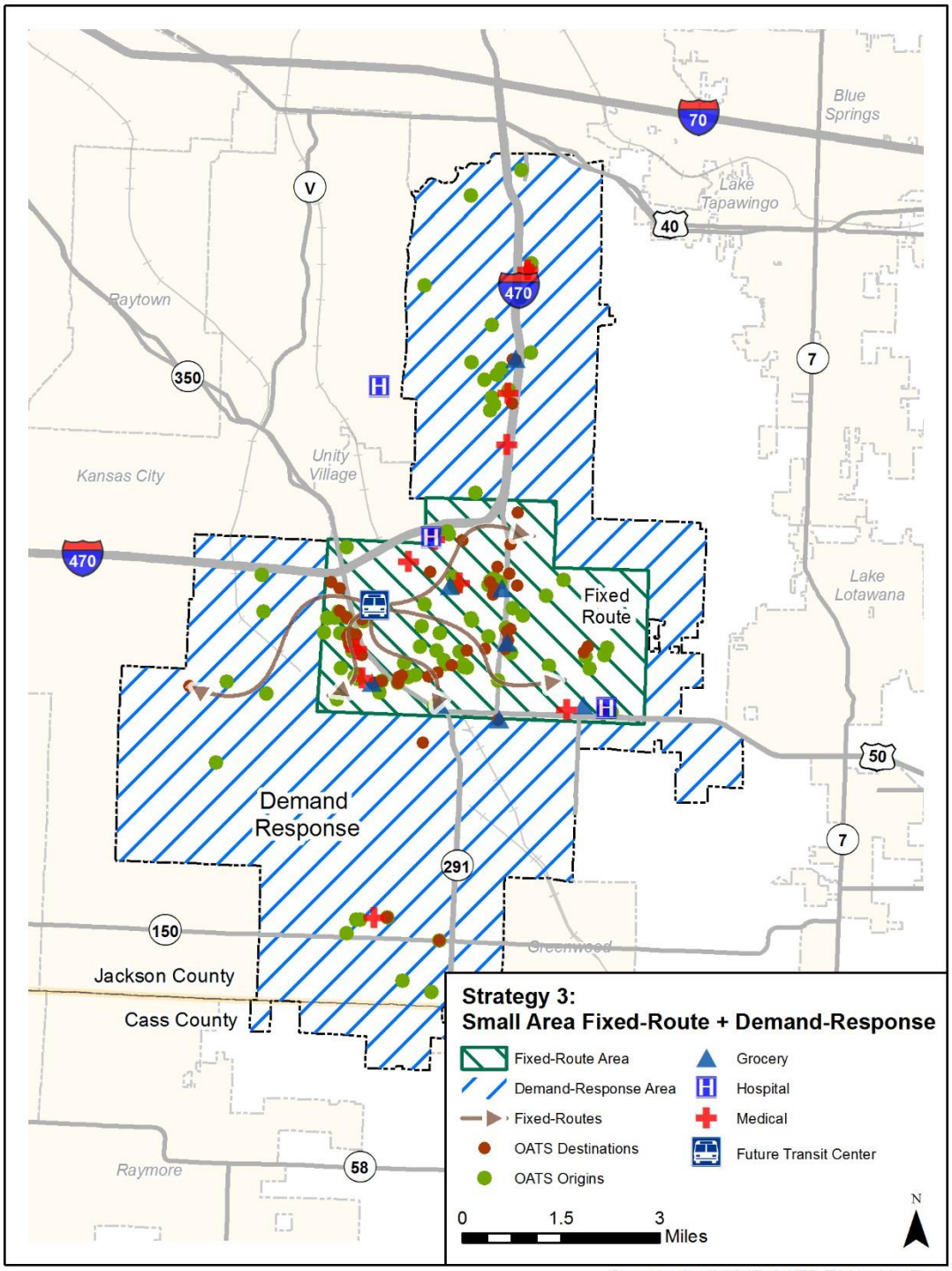
Should the city decide to later expand the fixed-route system to more areas of the city, this strategy could be used as a transition and allow the city to identify those areas and alignments best served by a fixed-route. Figure 24 illustrates how fixed-routes may operate in a defined service area in Lee's Summit. The map also refers to a transit center located near the Chipman Road Park & Ride lot.

Table 12 lists the costs and projected ridership for Strategy Three. The cost per rider decreases from Strategies 1 and 2, and ridership nears 80,000 in this strategy.

Table 12: Strategy Three - Estimated Costs and Ridership

	Cost	Ridership
Demand-Response	$51,023	2,954
Fixed-Route	$441,426	72,973
Complementary Paratransit	$136,842	3,648
Total	**$629,292**	**79,575**
Cost per rider	$7.91	-/-

Figure 24: Strategy Three - Citywide Demand-Response, Small Area Fixed-Route



Source: April 2015 OATS Ridership Data

Strategy 4 – Expand Fixed-Route Service Citywide

The fourth strategy to meet projected transit demand in Lee's Summit would implement a robust fixed-route system throughout the city. As an enhancement over the previous strategy, this fixed-route system would cover most of the city at a half-hour frequency. One-hour regularly scheduled fixed-route service is offered in other areas of the region including the City of Independence. Regularly scheduled fixed-route service with a frequency of half hour or less is offered in portions of Kansas City and St. Joseph in Missouri, and Kansas City, Lawrence, and Topeka in Kansas. A complementary paratransit service would provide transit service for residents within the service area of the fixed-route system who, because of mobility impairment issues, are unable to access the fixed-route system. This also means the demand-response system operated by OATS would duplicate service and may no longer be necessary in Lee's Summit.

The fixed-route system would operate six days a week, at an all-day service span. Defining the specific route structure or layout of the system can be performed at a later point, but it should be noted that the route system could be one of several types, such as the following:

- A radial system would have several linear routes originating from a central point. This could be structured to provide relatively direct trips between the central point and points along the routes or at the terminus. This type of system structure may require more routes to cover a given area, and in many cases would require passengers to first travel to the central point and transfer to another route in order to travel to another location in the system.

- A loop system would cover the city in a series of loop-shaped routes. Similar to a radial system, these loop routes could converge from a central point. A loop system can cover large amounts of area, but may require additional travel time for passengers since routes to major destinations may take circuitous paths. A loop route could operate as uni-directional or bi-directional. A uni-directional route would be less expensive to operate, but it may be less attractive in situations where passengers face a potentially long trip in the opposite direction to reach a destination.

- A grid system would place routes on major- and minor-arterial streets in a grid-like fashion. Travel along these corridors would be easy and straightforward, but travel through different sections of the city could require transferring among multiple routes. Grid systems operate well with multiple high-frequency routes, because timed transfers are difficult to achieve at different locations across multiple routes. Grid systems operate less efficiently where routes are lower in frequency, as the amount of time required to move across the system makes it less attractive to potential passengers.

Both radial and loop systems can be structured to operate as a "pulse" system, where multiple routes could converge at the same location at the same time and allow passengers to easily transfer from one route to another without excess amounts of waiting. A grid system is likely not feasible at this time in Lee's Summit. Additional analysis would be needed to determine the most appropriate system structure prior to implementing a new fixed-route system in Lee's Summit.

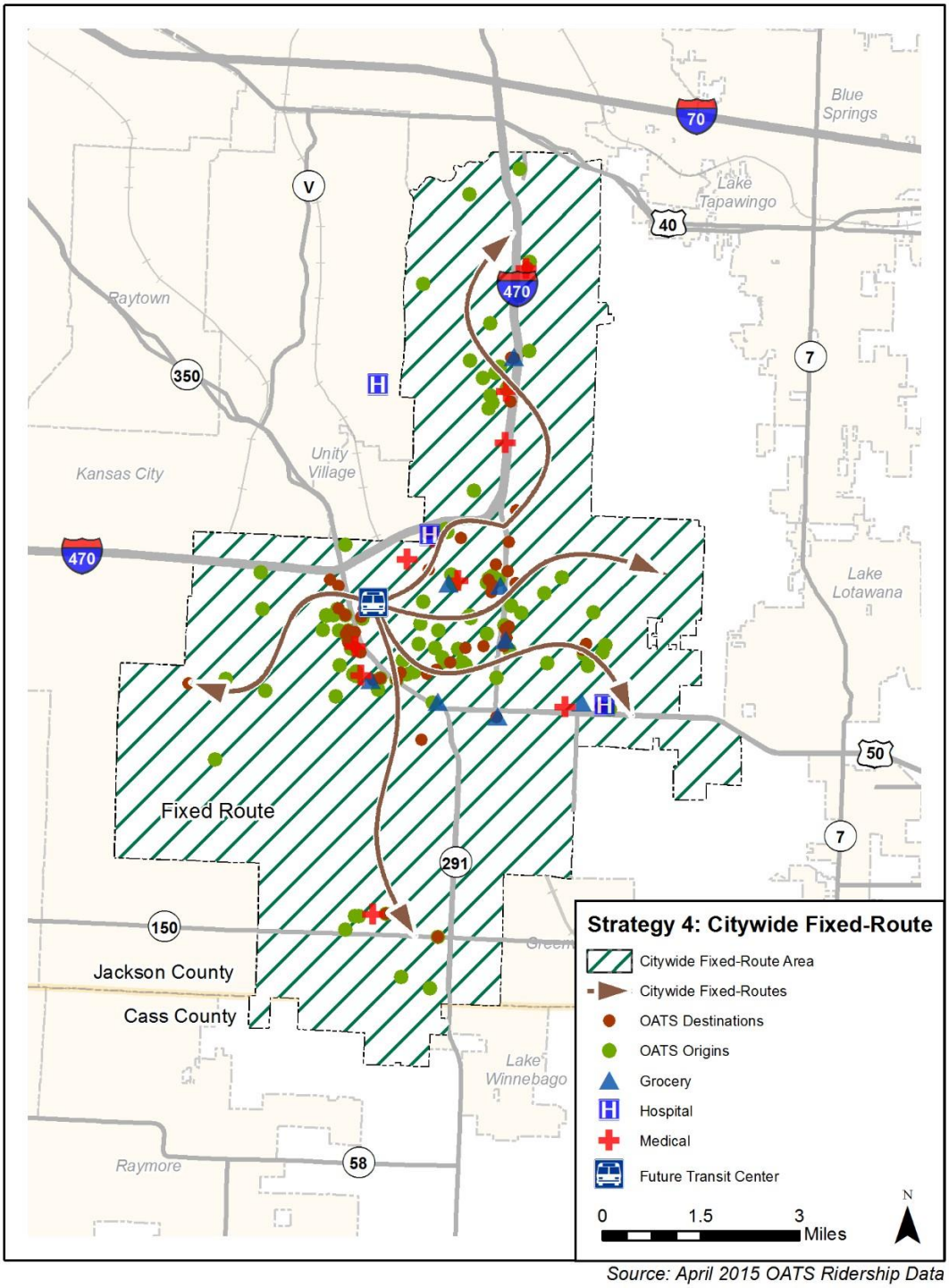
An illustrative radial example is shown in Figure 25.

Table 13 displays the costs and projected ridership for Strategy Four. The cost per rider is below that of Strategy Three, and offers citywide transit service. Strategy Four was examined under both a 60-minute and 30-minute frequency. A system with a 30-minute frequency would attract an additional 65,266 fixed-route transit trips; the cost per rider would increase from $7.50 to $10.78.

Table 13: Strategy Four - Estimated Costs and Ridership

	Cost		Ridership	
	60-Minute Frequency	30-Minute Frequency	60-Minute Frequency	30-Minute Frequency
Demand-Response	-/-	-/-	-/-	-/-
Fixed-Route	$987,016	$1,974,031	163,166	228,432
Complementary Paratransit	$296,104	$592,209	8,158	11,422
Total	$1,292,991	$2,585,981	171,324	239,853
Cost per rider	$7.50	$10.78	-/-	-/-

Figure 25: Strategy Four - Citywide Fixed-Route Service Area



Source: April 2015 OATS Ridership Data

Discussion of Strategies

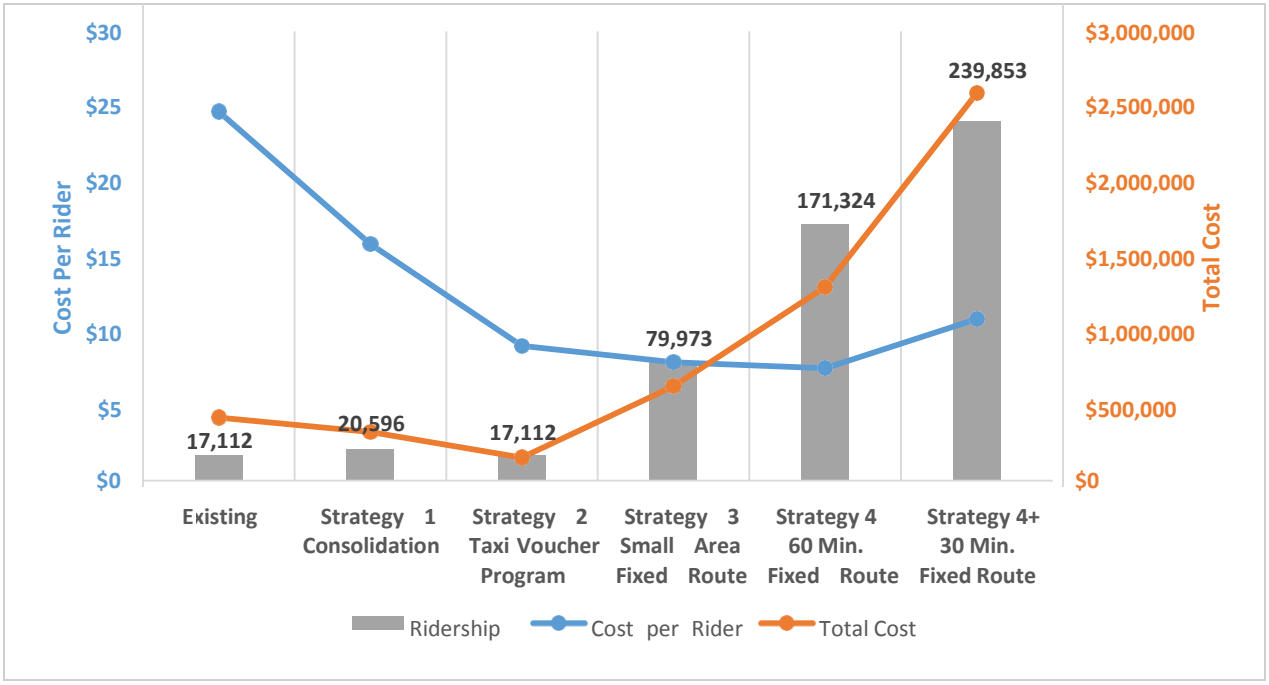
The strategies described above move across a spectrum that utilizes additional investment in local transit to serve increasing numbers of Lee's Summit residents, at a lower cost per rider. Table 14 and Figure 26summarize the costs, ridership, and cost per rider of the various strategies. The cost per rider reaches its lowest during Strategy 4, which provides citywide fixed-route service.

Table 14: Summary of Costs and Ridership by Mode and Strategy

		Existing	Strategy 1	Strategy 2	Strategy 3	Strategy 4	Strategy 4+
Demand-Response	**Ridership Cost**	17,112 **$420,773**	20,596 **$325,011**	17,112 **$154,008**	2,954 **$51,023**	-/-	-/-
Fixed-Route	**Ridership Cost**	-/-	-/-	-/-	72,973 **$441,426**	163,166 **$987,016**	228,432 **$1,974,031**
Complementary Paratransit	**Ridership Cost**	-/-	-/-	-/-	3,648 **$136,842**	8,158 **$296,104**	11,422 **$592,209**
Total	**Ridership Cost**	17,112 **$420,773**	20,596 **$325,011**	17,112 **$154,008**	79,973 **$629,292**	171,324 **$1,292,991**	239,853 **$2,585,981**
	Cost / Rider	**$24.63**	**$15.78**	**$9.00**	**$7.91**	**$7.50**	**$10.78**

Notes: Strategy 4+ represents Strategy 4's frequency increased from 60-minutes to 30-minutes. Strategies 1, 3 and 4 assume service operates six days per week.

Figure 26: Summary of Costs and Ridership by Strategy



Recommended Transit Amenity Improvements

The transit environment in Lee's Summit can be supported by other elements in addition to modifying the type of transit service within the city. These other elements include improving the bus stop infrastructure to increase comfort and usability for transit users, ensuring that the environment surrounding bus stops are ADA accessible, and increasing the ability of Park & Rides to serve Lee's Summit residents.

Bus Stop Improvements

The presence of well-developed bus stop infrastructure, along with a supportive pedestrian network, can make transit more attractive to existing and potential users. The physical infrastructure that supports transit ridership is composed of both micro-level site improvements at the bus stop and in its immediate vicinity and the broader pedestrian and bicycle network and infrastructure that connects the user's point of origin with the bus stop. This section will focus on the micro-level site improvements that could make passenger experience at the bus stop safer and more enjoyable.

Additional elements can provide a higher level of comfort for passengers and may increase the attraction of transit for potential users. These additional elements can be appropriate at stops or locations that experience higher numbers of passengers or are necessitated by safety or traffic conditions. These additional elements can include:

- Protection from elements
- Benches for users' comfort
- Additional information, including route timetable with destinations and broader system information
- Bus pull-out where appropriate and necessitated by traffic conditions
- Cross walk elements at mid-block stops across the street from major destinations

The specific characteristics of transit infrastructure can vary depending on the adjacent land use that transit is intended to serve. Oftentimes, these specific characteristics can be summarized as making the pedestrian connection more direct, defined, and safe between the passenger point of origin and the curb where passengers would alight or board a transit vehicle. Ideally, improvements for site infrastructure to become more amenable with transit usage (and pedestrian or bike usage in general) should be planned for in the site development process; however, relatively inexpensive modifications may be done even after the site is fully developed.

Commercial or business development

Features typical in commercial or business development often place emphasis on those users arriving and parking in a car, rather than users arriving via transit or as pedestrian. As such, dominant parking lots are often situated between the street and the actual building entrance, with limited or non-existent designated pedestrian connections between the street and the building entrance. Enhancing the connection between the land use and bus stop could occur through coordinating the development with the location of the bus stop. Specifically, this coordination could take the form of:

- Defining walkways through parking lots or gates
- Locating and orienting buildings to place parking at rear and side of building and building adjacent to street and existing pedestrian network

Residential development

Typical suburban residential development often presents particular challenges in being served by transit. Much of this challenge is created by particular elements of suburban residential design. Curvilinear sidewalks separated from the roadway by wide swaths of landscaping may require transit users to walk through grass / snow to access a transit stop. Walled communities may restrict access to a limited number of entry and exit points. Even multi-family housing may use elevated berms or landscaping to direct and limit pedestrian access. For residential development near transit stops, site development modifications may include:

- Beginning curvilinear sidewalks after bus stop
- Providing gated connection near the bus stop into adjacent gated communities
- Installing direct sidewalks to bus stops

Public Infrastructure

The built environment, such as streets that are controlled by municipalities and counties, presents challenges in delivering transit to the adjacent commercial or residential developments. Many of the major activity centers or residential concentrations in Lee's Summit are on or near streets that can generally be described as wide, high-speed arterials traveling at speeds excess of 40 miles per hour. Crosswalks across many of these facilities occur only every half mile. The limited crossing opportunities and the environment of walking along and across these major arterials creates a more challenging experience for transit users and pedestrians in general. Many of the elements that would make a street friendlier for pedestrians and transit users (as well as bicyclists) are captured in the term Complete Streets that are designed to accommodate these users, as well as automobile traffic. Some of the modifications to better accommodate pedestrians and transit users may include:

- Designing intersections with pedestrian bulb-outs to narrow crossing distances
- Including pedestrian refuge areas
- Installing planting strips between the sidewalk and traffic lanes
- Using pedestrian-scale design, with street lights scaled to pedestrians, street furniture, and landmarks to make the walking experience more interesting
- Implementing road diets, where feasible and within the context of the functional classification system, to improve safety and accommodate additional pedestrian or bicycle components.

ADA – Accessibility Guidelines

Bus stops are subject to the Americans with Disabilities Act (ADA). Title II and Title III of the ADA affect bus stop planning, design, and construction. Specifically, the federal Department of Transportation ADA Standards for Transportation Facilities (2006) "apply to facilities used by state and local governments to provide designated public transportation services, including bus

stops and stations."[3] While addressing physical dimensions, the ADA also involves accessibility between the origin point and the final destination, including a path that is free of obstacles. Below are some general guidelines for ADA conformance. For more specific information, refer to the additional resources.[4]

- Examine for obstacles between where passenger would alight from bus stop to the surrounding destinations. Protrusions that are higher than 27 inches and lower than 80 inches may be difficult for a person with a visual impairment to detect with either a cane or a dog.
- Ensure surfaces are stable and slip resistant, with beveling on edges that can't be eliminated. Drops greater than one-half inch or a surface grade steeper than 1:20 requires a ramp. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.
- Include signs at the bus stop that provide route designations, bus numbers, destinations, and access information must be usable by transit riders with visual impairments.

Figure 27 displays an example of a shelter design that meets ADA requirements.

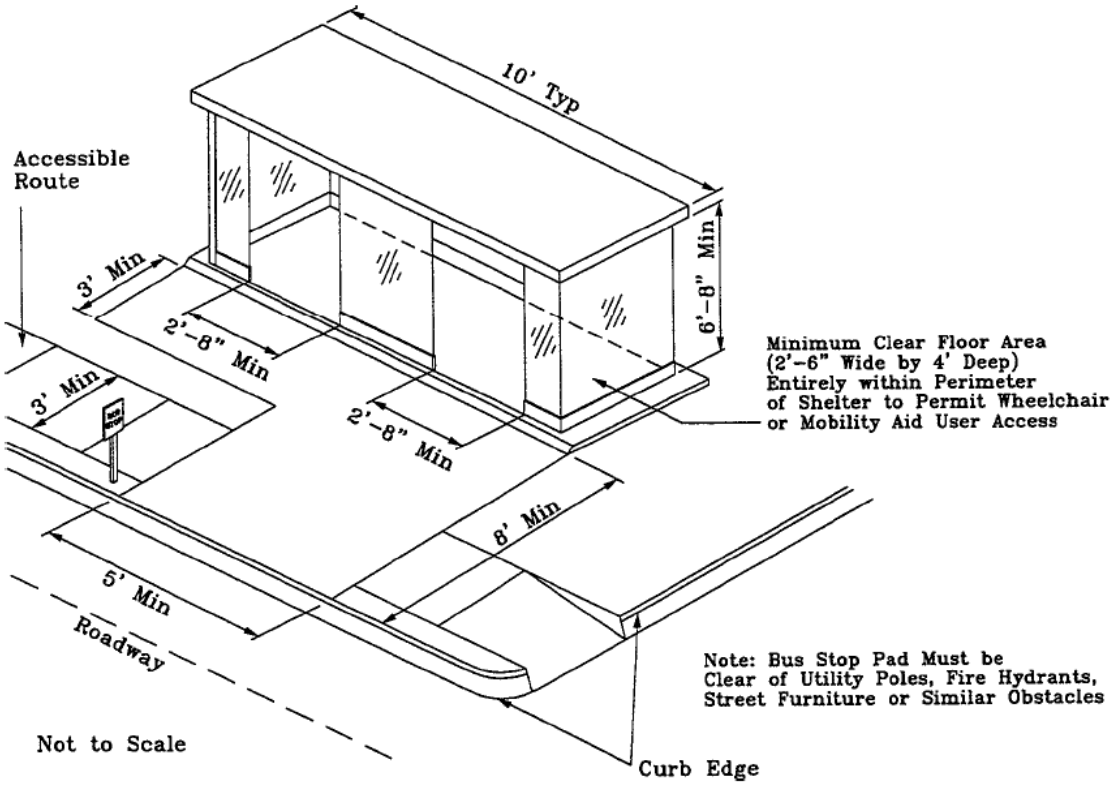
[3] http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards

[4] Additional Resources:

Americans with Disabilities Act: Accessibility Guidelines for Buildings and Facilities, Transportation Facilities, and Transportation Vehicles. U.S. Architectural and Transportation Barriers Compliance Board, Washington, D.C., 1994.

Accessibility Handbook for Transit Facilities. Federal Transit Administration, Report No. FTA-MA-06-0200-92-1, July 1992.

Figure 27: Shelter Design Example to Meet ADA Requirements



Source: Texas Transportation Institute. 1996. TCRP Report 19. Guidelines for the Location and Design of Bus Stops. Washington, D.C: National Academy Press. Note: While this graphic is from 1996, the access measurements still comply with the Department of Transportation's 2006 ADA standards.

Park & Rides

Only one Park & Ride is located in Lee's Summit, but those amenities serve an important function of transit serving Lee's Summit residents. In the near future, there may be a need for development of additional Park & Rides to serve the commuter market, and to examine ways to increase the sense of presence exhibited by Park & Ride facilities.

The following strategies may allow Park & Rides to better serve Lee's Summit residents.

Greater sense of presence: Larger, elevated monument signs visible from adjacent major streets and highways would advertise the presence of Park & Ride services to potential users and affirm that existing users can leave their cars without fear of towing.

Site location conducive to freeway access: Developing Park & Rides that are directly adjacent to the major arterial streets with highway access may allow one route to easily serve multiple park & rides.

Funding

Lee's Summit is an Urbanized Area (UZA) that is distinguished as a separate area of the Kansas City Metropolitan Area. Much like other cities across the nation, Lee's Summit receives UZA funding from the FTA. Lee's Summit is designated as a UZA "50,000 to 199,999" in population, falling in the same category as cities like Lawrence, Kansas and Columbia, Missouri. Each year Lee's Summit is appointed Section 5307 funding, which leaders strategically use to further transit service in the area. The complete use of these funds is not required and funds awarded must be spent within 3 years or they are re-allocated

As of 2015, Lee's Summit had been awarded $1,000,086 in UZA 5307 funding. Table 15 represents the 5307 Funding that has been awarded to Lee's Summit for the last 5 years.

Table 15: Lee's Summit 5307 Funding (2010 - 2015)

Year	Allocation	Year to Year (+/-)
2010	$822,775	-/-
2011	$824,974	$2,199
2012	$826,787	$1,813
2013	$565,220	($261,567)
2014	$1,203,430	$638,210
2015	$1,000,086	($203,344)

Due to the large fluctuation in allocations, it is difficult to project future budgets. In the 2009 Lee's Summit Transit Demand Assessment Study, a 3.5 percent increase was assumed and used to project future budget increases. Seeing as this was nearly a decade ago, many things have changed, so using the same methodology may not be appropriate. Another problem with forecasting allocation levels is the current situation of MAP-21, which was extended only to July 31st, 2015. One of the only factors Olsson can assume will stay the same is Lee's Summit being classified as a UZA with a population between 50,000 and 199,999, keeping Lee's Summit in the same level of funding with other similarly sized cities. Even the "Annual Report on Funding Recommendations (Fiscal Year 2016)" is unclear on the state of 5307 funding.

The flexibility of 5307 funds allows for many different opportunities with operating and capital projects. 5307 funds can be used to cover 80 percent of the total project cost. A local match is also required with use of the funding. For example, the City of Lee's Summit allocated $103,926 to OATS for citywide demand-response service. In the 2009 Final Transit Demand Assessment, Lee's Summit's first priority was to use this money for Lee's Summit projects, but their next objective was to ensure that all the funds are at least used within the metropolitan area. The secondary objective allows for the possibility of these funds being used to support KCATA services, Route 152, or underfunded services or projects in surrounding areas like Blue Springs, Independence, or Raytown.

Conclusion

The transit service alternatives described in this document represent incremental development of a local public transit system within the City of Lee's Summit. Each progressive strategy would allow more people access to public transit while the unit cost of providing the service decreases. Prior to making any recommendations for significant changes to existing service, such as Strategies 2 through 4+, additional analysis of potential services and citywide consensus building should be undertaken. The table below summarizes the costs, ridership, and cost per rider of the various strategies. The cost per rider reaches its lowest during Strategy 4, which provides citywide fixed-route bus service.

Table 16: Summary of Costs and Ridership by Mode and Strategy

		Existing	Strategy 1	Strategy 2	Strategy 3	Strategy 4	Strategy 4+
Demand-Response	**Ridership Cost**	17,112 **$420,773**	20,596 **$325,011**	17,112 **$154,008**	2,954 **$51,023**	-/-	-/-
Fixed-Route	**Ridership Cost**	-/-	-/-	-/-	72,973 **$441,426**	163,166 **$987,016**	228,432 **$1,974,031**
Complementary Paratransit	**Ridership Cost**	-/-	-/-	-/-	3,648 **$136,842**	8,158 **$296,104**	11,422 **$592,209**
Total	**Ridership Cost**	17,112 **$420,773**	20,596 **$325,011**	17,112 **$154,008**	79,973 **$629,292**	171,324 **$1,292,991**	239,853 **$2,585,981**
	Cost / Rider	**$24.63**	**$15.78**	**$9.00**	**$7.91**	**$7.50**	**$10.78**

Notes: Strategy 4+ represents Strategy 4's frequency increased from 60-minutes to 30-minutes. Strategies 1, 3 and 4 assume service operates six days per week.

An increase in transit investment would yield progressively higher transit usage, which would result in improved cost efficiency and effectiveness. An example of this progression can be illustrated by comparing the costs to serve the projected level of transit demand through the existing demand-response services with the costs of a fully developed fixed route alternative serving that same level of projected demand.

Lee's Summit's current services cost approximately $420,773 to operate annually. This level of service provided over 17,112 one-way trips in 2014, at a rate of nearly $25 per trip. Earlier in the document, Lee's Summit's calculated annual need for internal one-way transit trips was estimated to reach 171,289, or 154,177 more than what is currently being served. If the City of Lee's Summit was to serve this level of demand with the existing demand-response services, total annual costs could climb to as much as $4.2 million. However, if a fixed route transit system served that same level of demand, total costs are expected to be closer to $1.29 million, or $7.50 per trip. While these levels of investment are much larger than what is currently made for transit, an improved quality of service and an increased number of Lee's Summit residents served would follow. The existing demand-response services are limited with their capacity and are far less efficient than a fixed-route system serving the same area. Implementing a fully developed fixed-route system in Lee's Summit would provide a regularly scheduled service and be available for all Lee's Summit residents. Benefits could also be achieved by increasing the amount of existing KCATA fixed-route services as they travel near Lee's Summit. Particularly,

adding frequency and midday service to Route 152 – Lee's Summit Express and adding frequency and commuter peak service to Route 251 – TMC Lakewood Connector, increasing the usability of the service for Lee's Summit residents.

In addition to the local transit alternatives to consider, there are also several ways the city can enhance accessibility in Lee's Summit, including: improving the existing transit infrastructure, considering walkability in future development and better aligning regional services with local needs.

These local improvements include identifying ways that bus stop infrastructure can make transit more attractive to existing and potential users by offering protection from the elements, route and system information, and comfort and safety amenities such as benches, bus pull-outs, and crosswalk improvements. In addition, commercial and residential site development standards can be improved to provide more direct, comfortable pedestrian access to transit. Park & Rides could be improved to provide a greater sense of presence and locations chosen that are more conducive to freeway access.

Appendix A:

Evaluation of KCATA MetroFlex and OATS in Lee's Summit

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MEMO

	Overnight
	Regular Mail
	Hand Delivery
	Other: Email

TO:	Michael Park, City of Lee's Summit
CC:	Chuck Ferguson (KCATA), Shawn Strate (KCATA), Sara Davis (OATS)
FROM:	Mark Swope, Olsson Associates
RE:	Evaluation of KCATA MetroFlex and OATS for service provision in Lee's Summit.
DATE:	October 27th, 2015
OA PROJECT #:	013-2967,6,1

This memo compares the existing service characteristics, efficiency, performance and costs of both the KCATA MetroFlex service and the OATS demand-response service in Lee's Summit. Conclusions from this analysis can be used to inform decision makers when deciding how demand-response transit service should be provisioned in Lee's Summit. In this evaluation, demand-response transit service is assumed to remain a viable and preferred method of transit service to meet the transit needs in Lee's Summit, as opposed to other intra-city transit alternatives. While the purpose of this memo is to compare aspects of the two existing transit services, subsequent documents will identify unmet demand, projected demands, and transit alternatives including recommendations for the continuance or discontinuance of the demand-responsive services evaluated herein.

Service Descriptions and Ridership

The city of Lee's Summit currently contracts with both the KCATA and OATS for demand-response transit services. While each contractor provides a similar type of transit service, each service has slight differences. Table 1 describes the operating characteristics of both services.

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Table 1: KCATA & OATS Operations Comparison

	KCATA (MetroFlex)	OATS (Lee's Summit)
Days of Service	Weekdays	Weekdays
Service Span	8:00 a.m. - 5:30 p.m. (9.5 hours)	7:00 a.m. – 6:30 p.m. (11.5 hours)
Service Area	Central area of Lee's Summit	Within Lee's Summit city limits
Peak Vehicles	2	3*
Wheelchair User Rate	Not Available	8%
Daily Platform Hours	17.7	22.0
Average Daily Ridership	34	33
Annual Ridership	8,670	8,415
Advanced Reservation	24 hours	24 hours
Fare	$1.50	$2.00
Reduced Fare	$0.75	n/a
Driver Assistance	Curb-to-curb	Door-to-door
On-time window	10 minutes	Driver communicates with passenger day before trip
Vehicle wait time	5 minutes	5 minutes
Package limits	6	No bulk items
Late cancel policy	As soon as possible	As soon as possible, rider contacts driver

Notes: (*) OATS can assign additional vehicles to serve Lee's Summit when needed.

The main differences between the two transit services are the eligible service areas, availability of additional vehicles and the assistance provided by drivers. OATS provides transportation for riders anywhere within the city limits of Lee's Summit while KCATA's MetroFlex only travels within the central region of the city. The MetroFlex service area can generally be described as bounded by Pryor Road and Todd George Parkway on the east and west, and I-470 and US-50 on the north and south. The southern boundary extends to portions of Persels Road and Longview Road. OATS also offers greater assistance to riders by designating their service as door-to-door, while the MetroFlex offers curb-to-curb style service. This distinction is relevant for those with disabilities and the elderly. Finally, OATS has the ability to add capacity by assigning additional vehicles during times of peak demand, whereas, the MetroFlex is limited to only two vehicles at any given time. This ability to meet capacity is a function of contract terms; OATS charges Lee's Summit by the rider; whereas Lee's Summit's contract with the KCATA is determined by hours of service. KCATA and OATS both utilize vehicles with similar passenger capacity.

The figures on the following pages were used to demonstrate the availability of OATS versus the MetroFlex and how Lee's Summit residents can be best served. Figure 1 shows 2013 population density within Lee's Summit. Examining the population shed within and outside the MetroFlex service area plays an important role in analyzing whether the transit options are

serving the population in the most effective and efficient manner. The MetroFlex route is available to 31.5 percent of the city's total population, based on its service area. The OATS service is offered to anyone within the city limits, whereas, the MetroFlex is only available within the area symbolized by the green boundary in Figure 1. The areas where transit is accessible only by OATS services include sections of the city north of Colbern Road, south of Scherer Road and east of Todd George Parkway.

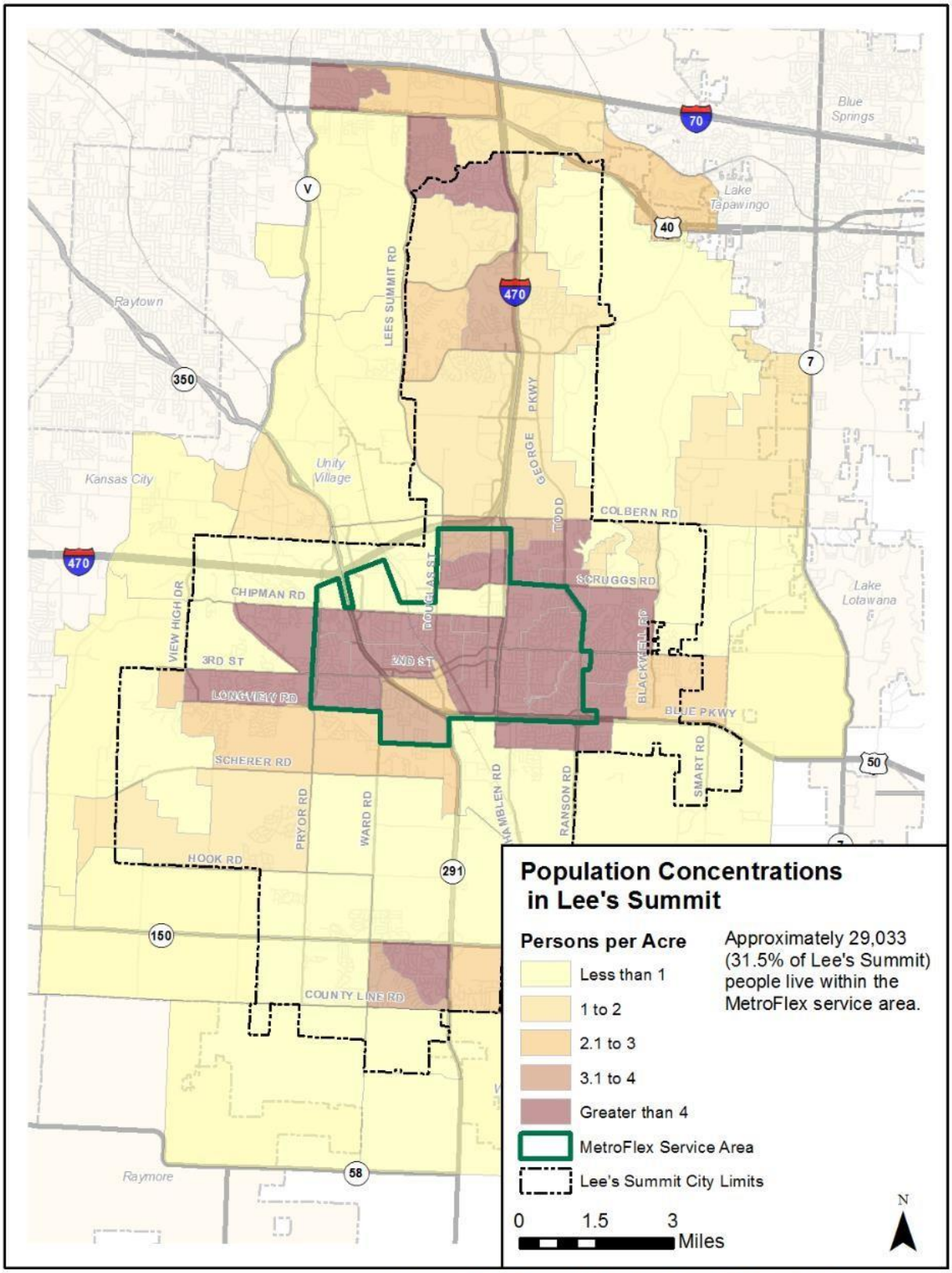
Figure 2 displays the job concentrations in Lee's Summit, (2011), and local transit's ability to serve those places of employment. 55 percent of the jobs in the Lee's Summit are located in the MetroFlex service area. The jobs outside the MetroFlex area would be accessible using the OATS service.

During the month of April 2015, a total of 764 one-way trips were provided by OATS. OATS passenger trip origins were mapped in Figure 3. Considering a majority of origins occurred in the MetroFlex service area, there is a noticeable overlap of services provided. While there are some popular origins outside of the MetroFlex service area, 64 percent are within the MetroFlex boundary. These trips, however, do not necessarily end within the MetroFlex boundary.

Further analysis of the origin residence locations identified 104 addresses (users) during the month of April. Of the 104 residential addresses, 30 originated from multi-family residential addresses, accounting for 75 of the 406 recorded residential origin trips. While only nine users took more than ten trips during the entire month of April, the remaining users included 45 percent taking one trip and 44 percent taking anywhere between two and nine trips in April 2015.

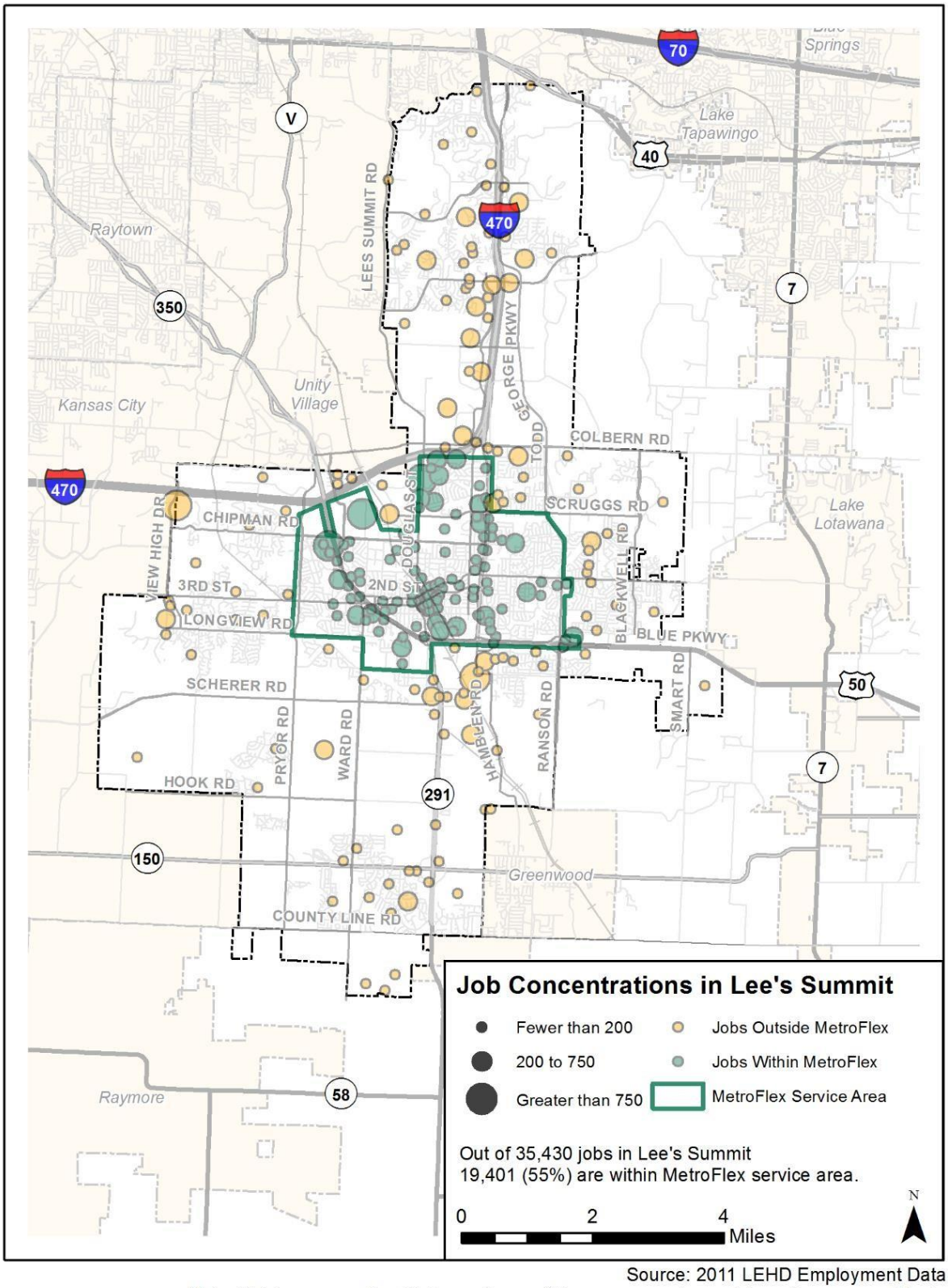
Figure 4 displays the OATS passenger destinations from April 2015. Of the total trips made in that month, 70 percent of the OATS destinations were also located within the MetroFlex service area. These destination findings show an even larger rate of trips located within the MetroFlex service area than the origin locations previously displayed in Figure 3. When considering both these maps together, there is a clear majority of productions and attractions located in the central part of the city, currently serviced by both the MetroFlex service and the OATS service. This demonstrates the appeal and benefit of city residents having access to one transportation provider that would meet their city-wide transportation needs.

Figure 1: Access to Transit



Source: U.S. Census Bureau, ACS 2009 - 2013 5-year data.

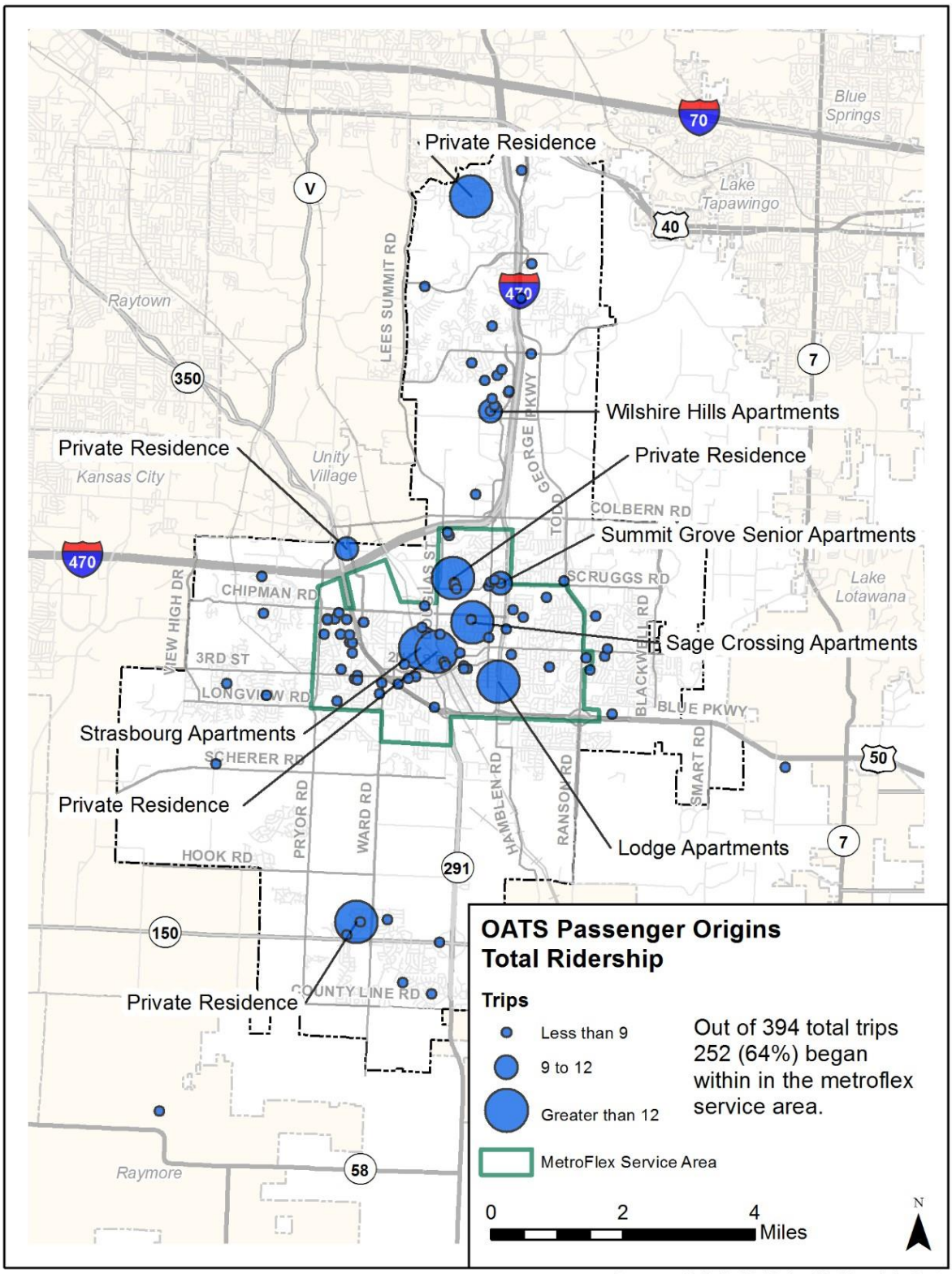
Figure 2: Job Concentrations in Lee's Summit



Source: 2011 LEHD Employment Data

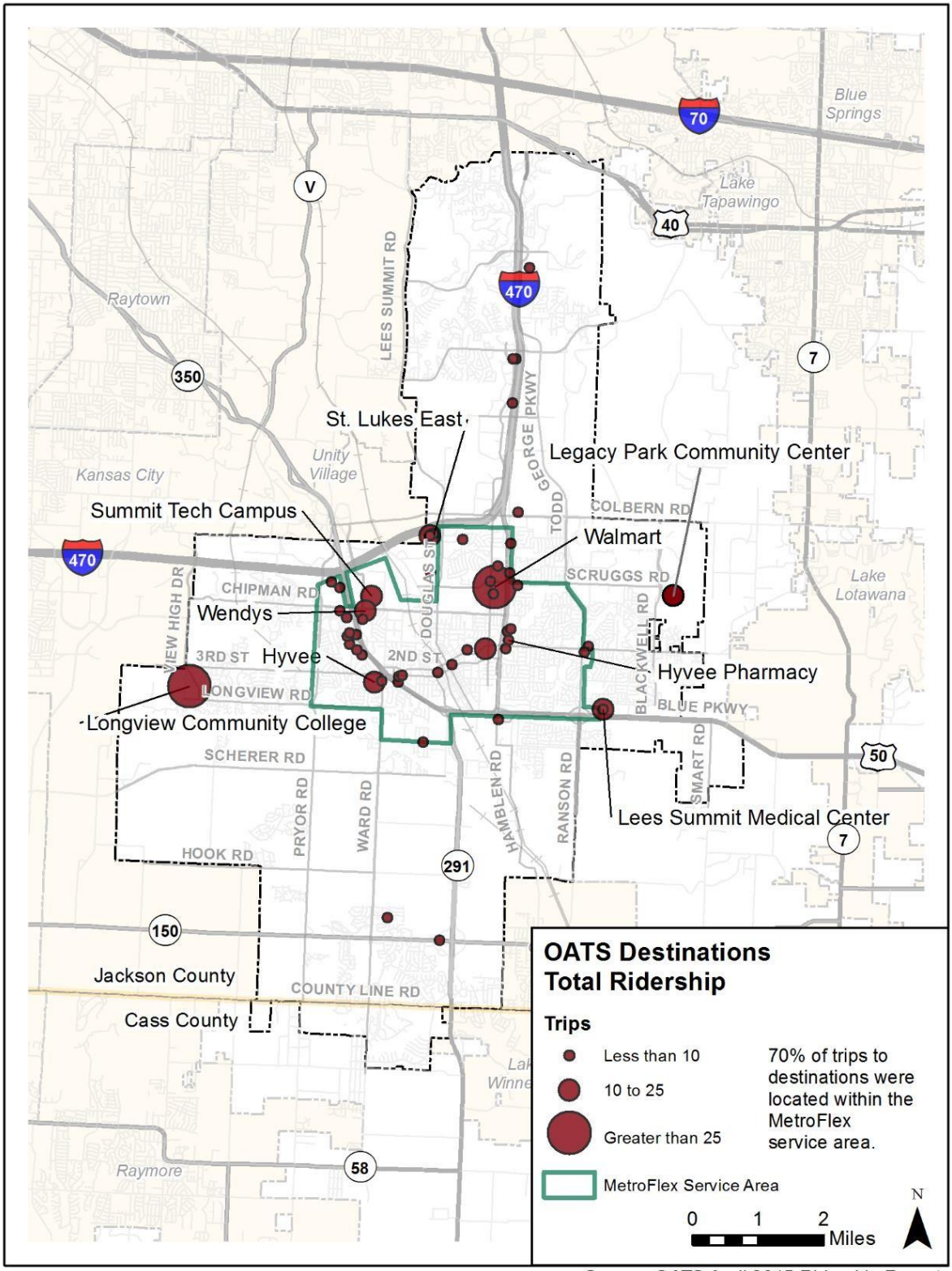
Note: Points represent multiple employers (10 or more employees) in a given census block.

Figure 3: OATS Passenger Origins (April 2015)



Source: OATS 2015 April Ridership Data
Note: Only origins with 10 or more trips are labeled.

Figure 4: OATS Passenger Destinations (April 2015)



Source: OATS April 2015 Ridership Reports
Note: Only destinations with 10 or more trips are labled.

Service Cost

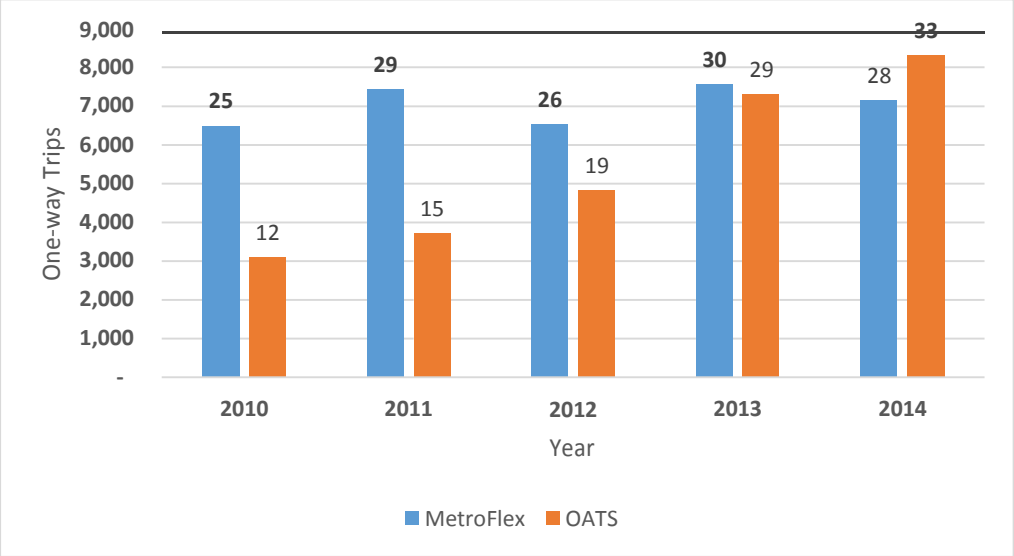
The cost of providing transit service is a fundamental consideration in the decision making process. An evaluation of the cost associated with the provision of transit service by the KCATA and OATS in Lee's Summit was conducted. This evaluation determined that the KCATA's total annual cost of providing the current MetroFlex service in Lee's Summit is approximately $260,000 while the annual cost of providing the current OATS service in Lee's Summit is approximately $152,000.

Differences between the two services can be attributed to different operating procedures of each service. KCATA service is governed by a contract with Lee's Summit that specifies the amount of service hours provided, regardless of demand, whereas, the OATS contract with Lee's Summit is based on a per rider served, which allows OATS to vary the amount of drivers and vehicles supplied. In addition, KCATA MetroFlex drivers operate under a union contract, which results in a higher base pay and benefits than received by OATS drivers. OATS drivers by contrast receive no benefits, and several operate part-time. Higher KCATA cost can also be attributed to a higher number of deadhead miles resulting from KCATA housing their vehicles near downtown Kansas City, Missouri. This results in an additional 40 miles per day per vehicle before the driver can enter revenue service. OATS drivers store their vehicle at their residence, located within or near Lee's Summit.

Service Efficiency

Figure 5 displays the level of ridership for the two services from 2010 to 2014. While the MetroFlex has experienced steady ridership since 2010, OATS had nearly three times as many riders in 2014 as they did four years before. The MetroFlex has averaged around 25 to 30 one-way trips per day, but in 2014 OATS surpassed the MetroFlex's ridership for the first time averaging 33 trips per day, for a total of 8,316 annual one-way trips, compared with MetroFlex's 7,146 trips.

Figure 5: MetroFlex & OATS Annual Ridership (2010 - 2014)



Notes: Data labels represent average daily ridership for each transit provider in a given year.

The efficiency of transit service can be described in terms of boardings per revenue hour, and average operating costs per passenger. Boardings per revenue hour is a measure of how many passengers utilize the fixed-route system per hour of service provided, a higher figure signifies higher efficiency. Average operating cost per passenger describes the required cost to provide the service to each passenger and is derived by dividing the total annual cost of the service, as described in the previous section, by the total annual ridership served. A lower number signifies higher efficiency.

Table 2 displays system efficiency for the MetroFlex and the OATS services. The average boardings per revenue hour for OATS is 1.62, and the average operating cost per passenger is $18.27. The MetroFlex averages 2.21 boardings per revenue hour, at an average operating cost per passenger of $34.98.

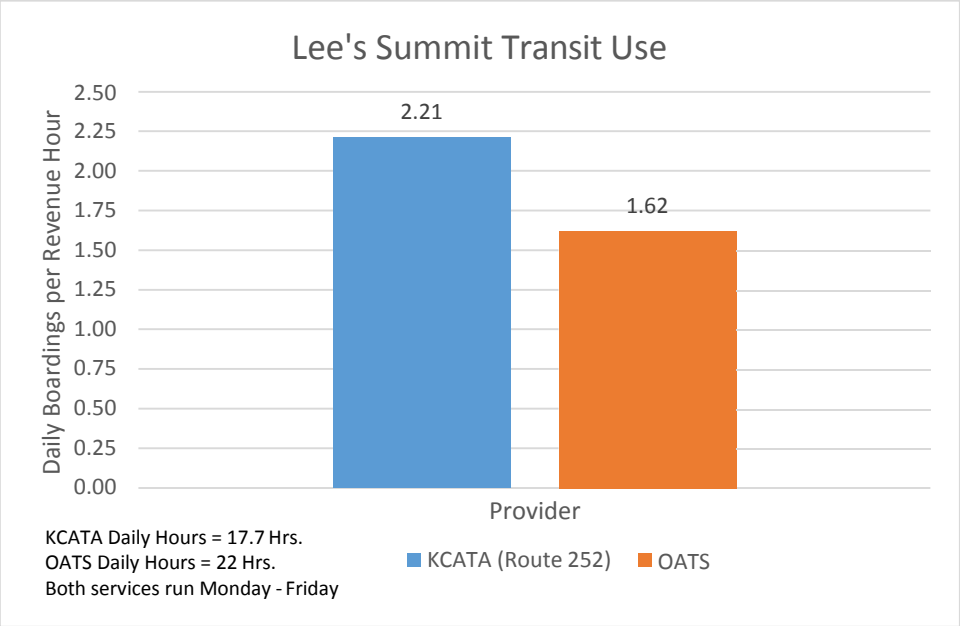
Figure 6 also illustrates the difference in efficiency for both the MetroFlex and OATS.

Table 2: System Efficiency by Transit Service

	KCATA (MetroFlex)	OATS (Lee's Summit)
Boardings per Revenue Hour	2.21	1.62
Operating Cost per Rider	$36.38	$18.27

Notes: Revenue hours for OATS were estimated by dividing the platform hours (5,607) by (1.075).

Figure 6: Lee's Summit Transit Users per Revenue Hour



Service Performance

Peer City Comparisons

Table 3 compares the MetroFlex, OATS transit services and other demand-response services operated in peer cities. This information was gathered from the National Transit Database, which presents operating statistics in a uniform format from transit agencies receiving federal funding. Operating cost per revenue mile, operating cost per revenue hour, annual trips, population and the fare recovery ratio (a percentage of operating costs recovered through collected fares), were all compared.

Table 3: Lee's Summit Transit Services and Peer Cities' Cost and Revenue Statistics (Demand-Response Services only)

	Operating Cost per Revenue Mile	Operating Cost per Revenue Hour	Annual Unlinked Trips	Fare Recovery Ratio	Population
Lawrence, KS	$5.76	$61.74	60,418	5.4%	87,965
Topeka, KS	$5.48	$77.85	49,603	9.6%	127,473
Columbia, MO	$7.59	$64.97	45,413	12.2%	124,748
Springfield, MO	$6.56	$109.27	19,815	3.7%	166,451
KCATA (System Wide)	$3.31	$57.87	400,843	12.2%	748,415
Peer Cities Average	**$5.74**	**$74.34**	**115,218**	**8.6%**	**251,010**
KCATA MetroFlex (Route 252)	$7.15	$70.29*	9,435	2.4%	28,990 (2011)
OATS (Lee's Summit)	$2.51*	$27.95*	8,442	11.6%	88,929 (2011)

Notes: (*) Revenue hours for Route 252 were estimated by dividing the routes' platform hours by a factor of (1.1). Revenue miles for OATS was estimated by assuming 13 miles per revenue hour were traveled. Revenue hours for OATS were estimated by dividing the platform hours (5,607) by (1.075).

The peer cities have an average operating cost per revenue mile of $5.74, and an average operating cost per revenue hour of $74.34. The Lee's Summit MetroFlex service comes out cheaper than both peer city averages. While the MetroFlex has a respectable operating cost per revenue hour, the OATS operating cost per revenue hour, $27.95, is far lower than either of the peer cities or the MetroFlex. In comparison with the peer cities, the MetroFlex's fare recovery ratio is lower than average, and OATS has one of the higher ratios. It should also be noted that OATS charges 50 cents more per one-way trip than the standard MetroFlex fare. Eligible MetroFlex users can also pay as little as $0.75 per one-way trip if they fit the disability, senior citizen or youth eligibility requirements.

Peer Route Comparisons within the Kansas City metropolitan area

Table 4 compares the performance of the two Lee's Summit transit services with similar demand-response services offered in the KCATA system. In the passengers per hour and operating cost recovery measurements, both the Lee's Summit MetroFlex and OATS services perform similarly. The main difference is the operating cost per passenger for OATS is $14.50 lower than the cost of operating the MetroFlex in Lee's Summit. Cost of service is used in the following section to determine which operator could provide the most efficient service for Lee's Summit residents.

Table 4: KCATA MetroFlex Route Operating and Cost Statistics April 2015

Route Name	ADR	Daily Hours	Daily Miles	Passengers /Hour	Passengers /Mile	Operating Cost /Passenger	Operating Cost Recovery
237 Gladstone Circulator	15	9.4	93	1.64	0.17	$30.98	3.17%
244 NKC Circulator	53	18.4	136	2.88	0.39	$15.45	1.76%
252 Lee's Summit Circulator	34	17.7	231	1.92	0.15	$31.77	2.42%
253 Raytown Circulator	55	10.7	164	5.15	0.34	$13.03	5.39%
296 Bannister/ Hillcrest	176	42	591	4.19	0.3	$17.15	4.07%
298 SKC Wornall	83	28	332	2.96	0.25	$20.26	3.10%
KCATA Standard				**4.0**	**0.3**	$20.58	3.45%
OATS	33	22	287	1.51	0.12	$17.27	11.58%

Notes: Platform miles for OATS was estimated by assuming 13 miles per revenue hour were traveled.

Discussion

In an effort to determine the most efficient strategy of demand-response service provision in Lee's Summit, costs and efficiency were examined on the basis that the MetroFlex and OATS service areas would be combined and served by one provider. Costing formulas were then used to determine and compare costs for MetroFlex or OATS to provide demand-response service in the combined service area. This analysis focused on the impact of operating costs on service provision.

Strategy: KCATA Operating Single Service Area

The KCATA's costing model was used to estimate the cost of KCATA's MetroFlex service area expanding to cover the entirety of the city of Lee's Summit; replacing OATS service. This model takes into account average daily miles and hours, and includes vehicle replacement costs, as well as other direct and indirect costs. While the average daily platform miles and hours were available for the MetroFlex service, only the platform hours were available for the OATS service. OATS total platform miles were estimated by multiplying the number of platform hours by the Lee's Summit MetroFlex mile per hour ratio of (13.0). Because of the difference in deadhead travel between KCATA and OATS, a lower deadhead multiplier was used to establish the OATS revenue hours and miles. Once the revenue hours and miles were established for the OATS service, each total was multiplied by the MetroFlex deadhead rate in order to account for the increased deadhead if KCATA were to operate the OATS service.

Assuming both service areas combined would garner 649 platform miles and 41 platform hours daily, the KCATA would expect annual operating expenses to reach $716,044 . The increase in operating costs to serve the large area is estimated at $440,604. Metroflex currently serves

Lee's Summit with two vehicles. More vehicles would be needed KCATA were to absorb the OATS service area and riders. The number of extra vehicles needed would most likely be between one and three in order to accommodate the expanded service area.

Strategy: OATS Operating Single Service Area

OATS operated the 2014 Lee's Summit contracted transit service at an hourly cost of $26. Expanding their services to absorb the additional Lee's Summit riders currently served by KCATA's MetroFlex would require OATS to increase that rate to $27.50 per hour. After multiplying this hourly rate by the annual platform hours provided by both providers, a total annual cost was estimated at $270,033. OATS expects that absorbing additional riders would require OATS to purchase at least two additional vehicles, hire two to three new drivers and assign a dispatcher dedicated to Lee's Summit. All of these new investments would be absorbed by the hourly rate for operations.

Table 5 compares existing operating costs with the estimated costs for either KCATA or OATS to assume operation of all transit services within Lee's Summit.

Table 5: Single-Operator Strategy Cost Summary

	Cost per Rider	Cost per Platform Hour	Total Annual Operating Cost
Existing (KCATA & OATS)	$24.63	$41.57	$420,773
KCATA Single Operator	$41.84	$68.05	$716,044
OATS Single Operator	$15.78	$27.50	$270,033

Lee's Summit Local Investment in Current Transit Services

While the previous sections have discussed and described the comparable efficiencies of the two transit service providers based on performance versus total cost, it is important to note that, from the Lee's Summit perspective, the more relevant financial measure of effectiveness between the two providers is based on the amount Lee's Summit pays each provider for the service.

In 2015, Lee's Summit agreed to a contract with the KCATA for $81,056. The discrepancy between the total annual cost of service provided and the cost of the service to Lee's Summit can be explained by the amount of "other" funding applied to offset the cost. As noted earlier, the total annual cost of the service provided by KCATA during the 2015 contract period is approximately $260,000. Yet, the contract requires Lee's Summit to pay only $81,000. The remaining balance of the total cost is covered by approximately $6,000 in fare revenue and $173,000 in Federal grant funding derived from Lee's Summits annual allocation from the FTA Section 5307 Formula funding program. This funding is used to offset a portion of both the operating costs and the preventive maintenance costs for the vehicles used to provide the service. The result is that the 5307 Formula funding allocation covers approximately seventy

percent of the total service cost and the Lee's Summit's financial contribution covers approximately twenty seven percent of the total cost. Fare revenue covers the remaining three percent of cost. It is important to note that FTA funding is subject to change on a decennial basis based on census data.

In the case of OATS, the total annual operating cost of the service provided in Lee's Summit is approximately $152,000. The Lee's Summit contract with OATS obligates the city to pay an approximate annual amount of only $78,000. In this case the difference is covered by approximately $17,000 in fare revenue and a variety of other funding derived from sources such as the Mid-America Regional Council's Area Agency on Aging, Medicaid, special contracts, and other Federal funding. All together, these "other" funding sources amount to approximately $74,000. Lee's Summit's financial contribution to the OATS service covers approximately 51% of the total cost.

The difference in fare pricing between the two current operators would need to be addressed. The current base fare offered by the KCATA in Lee's Summit and throughout the KCATA system is $1.50. In addition, the KCATA offers discounts to the base fare in the form of 50% senior and youth discounts and discounted monthly passes. This results in a net fare per passenger of approximately seventy-five cents. OATS offers a base fare of $2.00 and there are no discount opportunities available. If one of the operators is chosen to become the sole service provider in Lee's Summit a decision regarding fare pricing will need to be made and this will have an impact on the net cost to Lee's Summit.

Finally, the method by which the providers determine Lee's Summits cost of the service will need to be evaluated. The KCATA's costing methodology involves identifying all costs associated with providing the service and allocating those costs on the basis of the amount of service being provided. This can be reflected in terms of a cost per hour. The number of riders served has no bearing on the cost aside from the amount of fare revenue that might be collected to offset the cost for Lee's Summit.

OATS prices its service to Lee's Summit on the basis of passengers serviced. The cost is derived by estimating the number of riders to be served during the contract period and dividing the ridership estimate into the net cost of the service to Lee's Summit, which yields a cost per trip. Lee's Summit is then charged that per trip unit cost for each trip actually provided during the contract period. The risk associated with this approach is that if the ridership estimate on which the unit rate is determined is inaccurate an adverse financial impact could occur for Lee's Summit or OATS depending on whether the estimate was low or high.

Conclusion

The primary purpose of this study effort was to evaluate the current transit service management and delivery methods employed in Lee's Summit and identify the most cost effective approach of delivering service going forward based on the findings of the evaluation.

As described previously, the city currently maintains contracts for transit service with both the KCATA and OATS, Inc. Both service providers offer similar intra-community services within Lee's Summit in the form of on-demand paratransit available to the general public. The respective services are targeted to different geographic areas within the community. The KCATA also

provides peak period commuter express bus service between Lee's Summit and downtown Kansas City, Missouri.

The reviewed management/service delivery models considered for this study included 1) maintaining the current approach of having two providers operating under separate contracts with the city, 2) KCATA assuming operations for all transit service within the city with service operating for a full twelve hour service span, and 3) OATS assuming operations of all intra-community service within the city while KCATA continues to provide the commuter express service.

The evaluation is summarized in Table 6.

Table 6 Single-Operator Strategy Cost Summary

	Cost per Rider	Cost per Platform Hour	Total Annual Operating Cost
Existing (KCATA & OATS)	$24.63	$41.57	$420,773
KCATA Single Operator	$41.84	$68.05	$716,044
OATS Single Operator	$15.78	$27.50	$270,033

Based on these evaluation results, the OATS operated local service alternative would appear to be the most cost effective option for transit service in Lee's Summit, while the least cost effective would be the KCATA fully operated service alternative. These results can be better understood when considering the following:

- KCATA's labor costs are higher than OATS' labor costs
- KCATA buses are dispatched daily from the KCATA's facility near downtown KCMO to Lee's Summit resulting in significant "deadhead" or non-revenue service miles and hours, while OATS buses are kept in Lee's Summit, thus greatly minimizing "deadhead miles and "hours".

From the perspective of how much Lee's Summit would pay for the service the choice of local service delivery alternative is somewhat less certain. As described previously, both KCATA and OATS local transit service contract amounts with the City of Lee's Summit are approximately $80,000 annually, or roughly the same. In the case of the OATS service contract with Lee's Summit, the city's financial obligation of $78,000 annually represents approximately fifty-one percent of the total service cost. In the case of the KCATA service contract with Lee's Summit, the city's financial obligation of $81,000 annually includes $67,366 applied to the service cost and $13,690 applied as local match for Federal capital funding. This local contribution covers approximately twenty-seven percent of the total service cost.

For any of the three service delivery alternatives that have been evaluated, the city's funding obligation would be predicated on the amount of fare revenue collected and "other" funding that might be used to offset the total cost of the service. The primary question would be the use and application of the City's 5307 formula funding allocation. Below are funding scenarios based on assumptions regarding the use of 5307 funding, ridership (fare revenue), and fare pricing for each of the local service delivery alternatives.

KCATA Operated Service

Assumptions:

- Percent of operating costs covered by 5307 funding – 70%
- Base fare - $1.50, reduced fare for seniors, monthly passes available
- Annual ridership - 16,000

Total Cost:	$716,044
Fare Revenue:	($12,000)
Net Cost:	$704,044
5307 Funding:	($492,830)
Local Contribution:	($211,214)
Local Capital Share:	($39,800)
Total Local Contribution:	($251,014)
Additional Local Contribution over Current Level:	(+ $92,014)

OATS Operated Service ("Other" funding equal to current amount)

Assumptions:

- "Other" funding equal to current amount – $74,000
- Base fare - $1.50, reduced fare for seniors, monthly passes available
- Annual ridership - 16,000

Total Cost:	$270,033
Fare Revenue :	($12,000)
Net Cost :	$258,033
"Other" Funding:	($74,000)
Total Local Contribution:	($184,033)
Additional Local Contribution over Current Level:	(+ $25,033)

OATS Operated Service (5307 funding applied)

Assumptions:

- Percent of net operating costs covered by 5307 funding – 50%
- Base fare - $1.50, reduced fare for seniors, monthly passes available
- Annual ridership - 16,000

Total Cost:	$270,033
Fare Revenue:	($12,000)
Net Cost:	$258,033
5307 Funding:	($129,016)
Total Local Contribution:	($129,017)
Additional Local Contribution over Current Level:	(- $29,983)

These funding scenarios are intended to be illustrative. There are a myriad of additional funding scenarios that may be reasonable and possible. The conclusion that can be drawn from this information, however, is that for any given funding scenario the City's local contribution to the service cost is likely to be lower under any alternative involving OATS operated service.

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Appendix B: 2015 City of Lee's Summit Transit Survey

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2015 City of Lee's Summit Transit Survey

...helping organizations make better decisions since 1982

Final Report

Submitted to The City of Lee's Summit, Missouri
by:
ETC Institute
725 W. Frontier Circle
Olathe, Kansas
66061

September 2015

Contents

2015 City of Lee's Summit Transit Survey
Executive Summary

Overview

Purpose. ETC Institute conducted a survey of residents in the City of Lee's Summit during the summer of 2015. The purpose of the survey was to identify issues that are important to transportation planning and improvements.

Some of the specific topics that were addressed in the survey included:

- Methods of transportation used
- Reasons for using public transit
- Level of importance of public transit
- Level of interest in park-and-ride options
- Destinations where potential riders would be interested in using public transit
- Support for funding public transit

Methodology. The survey was administered by phone to a random sample of 400 households within the City of Lee's Summit. The overall results for 400 completed surveys have a precision of at least +/-5% at the 95% level of confidence.

Contents of the Report. This report contains:

- an executive summary of the major findings
- charts depicting the overall results of the survey
- tables that show the results of the survey
- a copy of the survey instrument

Major Findings

- **Importance of Various Purposes in the Design of Transit Services in Lee's Summit.** Ninety-five percent (95%) of households surveyed believe it is "very important" or "somewhat important" to provide door-to-door service for the disabled and persons with special needs. Other purposes that respondents feel are important include: helping people get to and from work during the day (89%), helping people get to destinations during the evening (84%), and helping people get to non-work destinations (82%).

- **Primary Reasons for Using Public Transit.** Of the households that would consider using public transit, the top reasons for using it include: going to and from medical and dental appointments, going to and from meals, social activities, and daycare, and running errands/going shopping.

- **Willingness to Use Various Modes of Transportation.** Nearly three-fourths (74%) of households indicated they are "very willing" or "somewhat willing" to ride a bus as a mode of transportation. Other transportation options that respondents were willing to use include: walking (67%), carpooling (57%), vanpooling (51%), and bicycling (41%).

- **How Often Households Walk or Bike.** Twenty-one percent (21%) of respondents indicated they walk to and from work, school, shopping, or for recreation on a daily basis; 23% do so weekly, and 10% walk monthly. When the same question was asked about bicycling, only 1% indicated they do so on a daily basis; 13% bicycle weekly, and 9% bicycle monthly to their destination or for recreation.

- **Willingness to Walk/Ride to Bus Stop and Use Fixed Route Bus System.** More than half (54%) of households indicated they are willing to walk or ride a bike 5 to 10 minutes to use a fixed route bus system within Lee's Summit. Twenty-percent (20%) are willing to walk/bike 11 to 15 minutes, 5% are willing to walk/bike more than 15 minutes, and 22% indicated they aren't willing to walk or bike to a bus stop to use a fixed route bus system within Lee's Summit.

- **Likelihood of Using Public Transportation for Non-Work Related Trips.** Sixty percent (60%) of households indicated they are "very likely" or "somewhat likely" to use public transportation in the Lee's Summit area to go shopping, visit the doctor, or make other non-work related trips. Thirty-eight percent (38%) indicated they are not likely to use public transportation for these purposes, and 2% were not sure.

- **Willingness to Drive or Carpool to Park-and-Ride Location and Use Express Bus Service.** Sixty-three percent (63%) of respondents indicated they are "very willing" or "somewhat willing" to drive or carpool to a park-and-ride location and use an express bus to get to their final destination. Thirty-five percent (35%) indicated they are not willing to do this, and 1% were not sure.

- **How Much Respondents Would Pay for a One-Way Bus Trip to Get To and From Their Most Frequent Destination.** Twenty-nine percent (29%) of households would pay $2.00 or more for a one-way bus trip to get to/from work, school, or their most frequent destination. Twenty-seven percent (27%) would spend between $1.50 and $2.00 for a one-way bus trip, 40% would pay $1.50 or less, and 3% were not sure.

- **How Often Households Would Use Public Transit.** When asked how many days per week they would use public transit if it were available near their home in the next few years, more than one-third (34%) indicated they would use transit at least 3 days per week. Twenty-eight percent (28%) would use public transit 1 or 2 days per week, and 28% indicated they would not use transit. The remaining 10% of households were not sure how often they would use public transit.

- **Where Respondents Would Travel When Using Public Transit.** Of the respondents who indicated they would use public transit, the locations where they are most interested in visiting include: downtown Kansas City, Missouri and Crown Center, areas within Lee's Summit, and Country Club Plaza/UMKC/Midtown Kansas City.

- **Times of Day That Respondents Are Most Interested in Using Public Transit.** The times of day during the week that households were most interested in using public transit included: 4:00 p.m. to 6:00 p.m., 6:00 a.m. to 9:00 a.m., and 9:00 a.m. to 11:00 a.m. When asked about their possible weekend use of transit, the times that respondents were most interested in included: 11:00 a.m. to 1:00 p.m., 4:00 p.m. to 6:00 p.m., and 9:00 a.m. to 11:00 a.m.

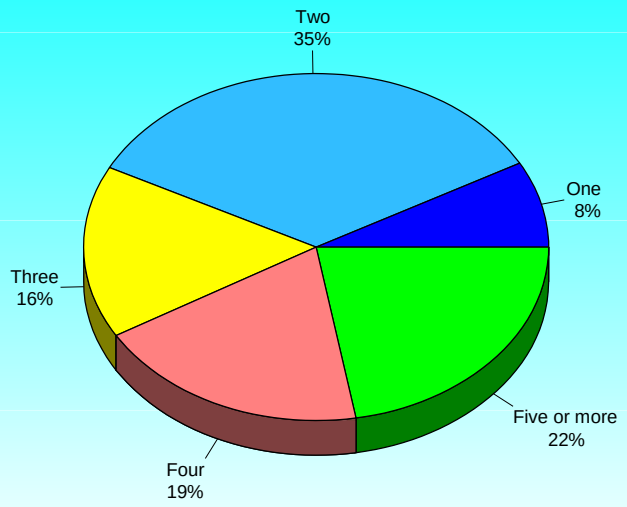
- **How Higher Gas Prices Have Affected Interest in Using Public Transit.** When asked how higher gas prices have affected their household's interest in using public transit over the past 2 years, 28% indicated they were "much more" or "somewhat more" interested. More than half (56%) indicated they had the same level of interest as they did before; 12% were less interested, and 4% were not sure.

- **Support for Increasing the Amount of City Tax Dollars Used for Public Transportation.** Forty-three percent (43%) of respondents are either "very supportive" or "somewhat supportive" of increasing the amount of their city tax dollars that are used for public transportation. Twenty-four percent (24%) were not sure about an increase, and 32% were not supportive.

Section 1:
Charts & Graphs

Q1. Counting yourself, how many people regularly live in your household?

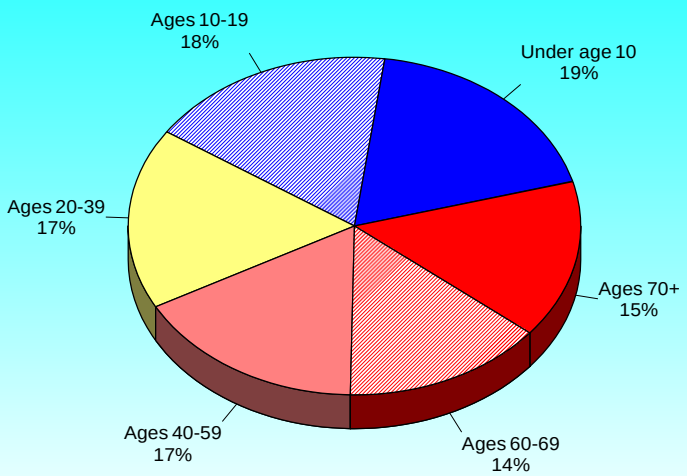
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q2. How many persons in your household (counting yourself) are:

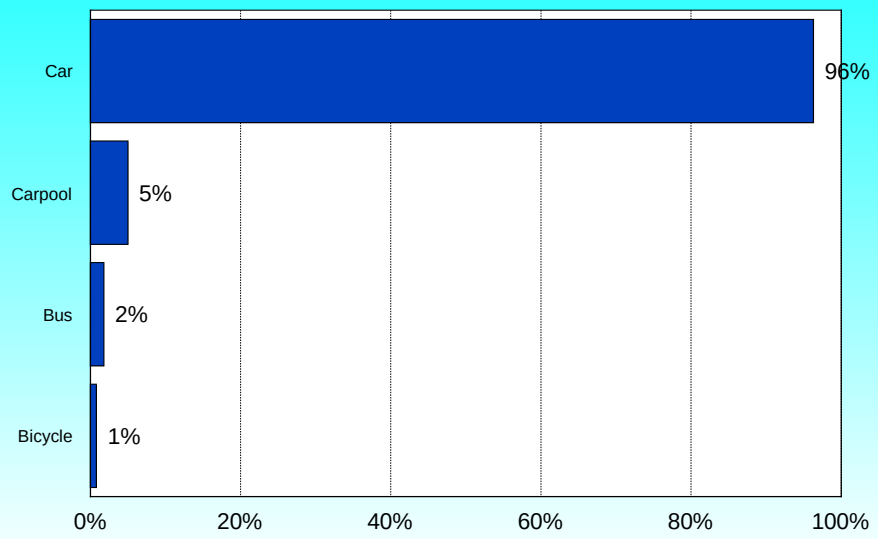
by percentage of persons in the household



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q3. Which of the following methods of transportation do you usually use to get to and from work and other frequent destinations?

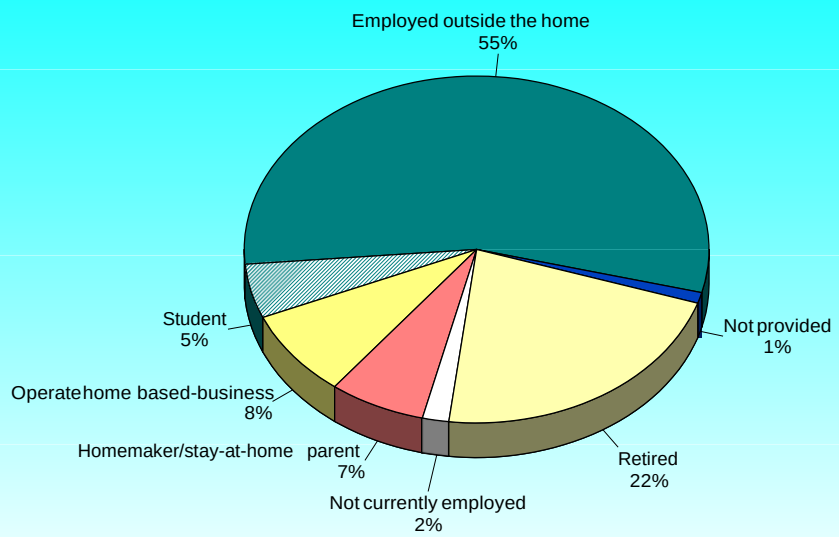
by percentage of respondents (multiple selections could be made)



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q4. What is your current employment status?

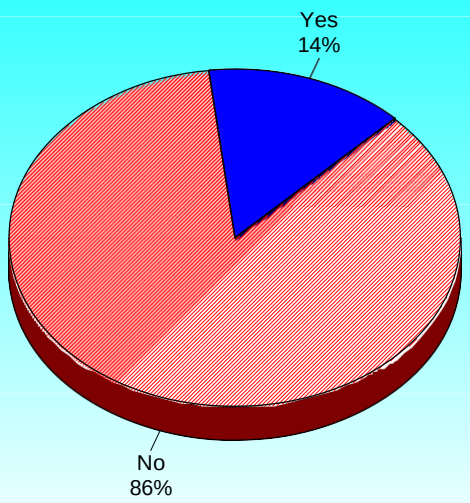
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q5. Are any persons in your household, ages 16 and older, dependent on public transit or rides from friends or relatives because they do not have a car or do not drive?

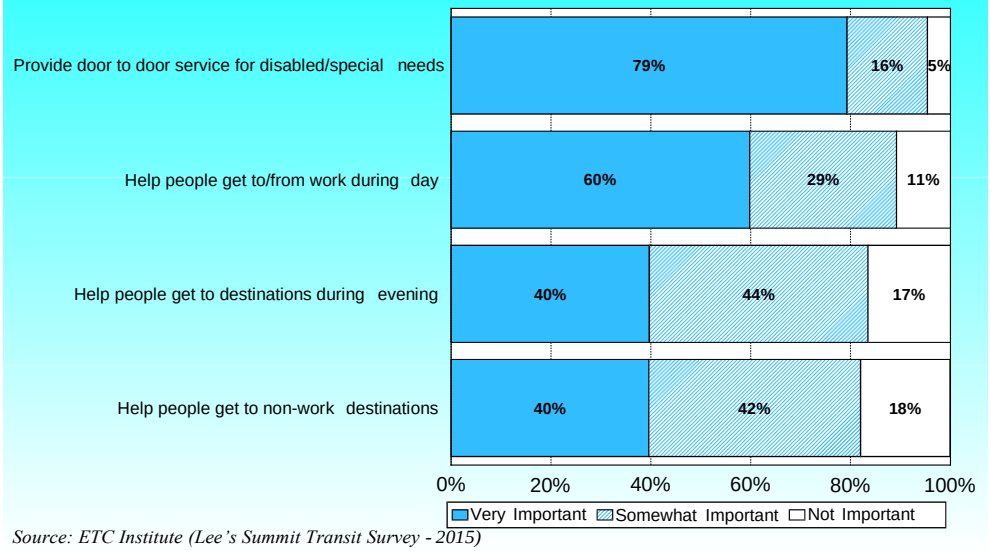
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q6. For each of the following, please indicate whether you think the purpose should be very important, somewhat important, or not important in the design of transit services in Lee's Summit

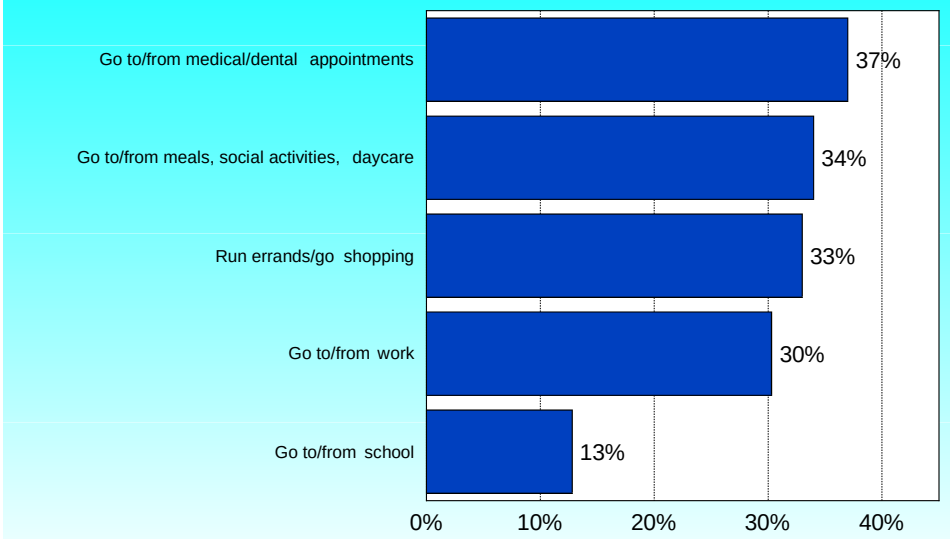
by percentage of respondents (excluding "don't know")



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q7. If you were going to use public transit, which of the following would be the primary reason you would use it?

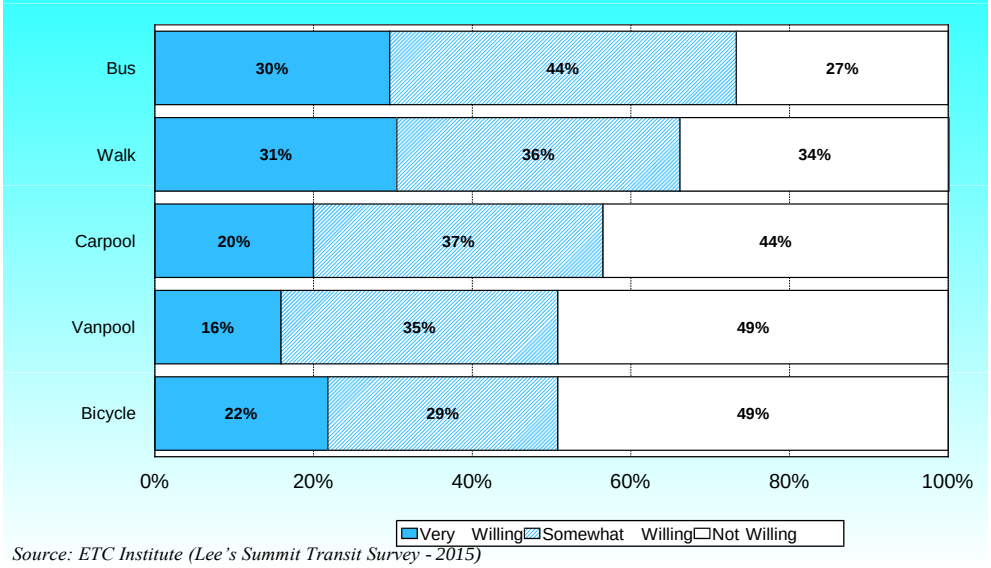
by percentage of respondents who would use public transit (multiple selections could be made)



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q8. For each of the following, please indicate if you would be very willing, somewhat willing, or not willing to use that mode of transportation:

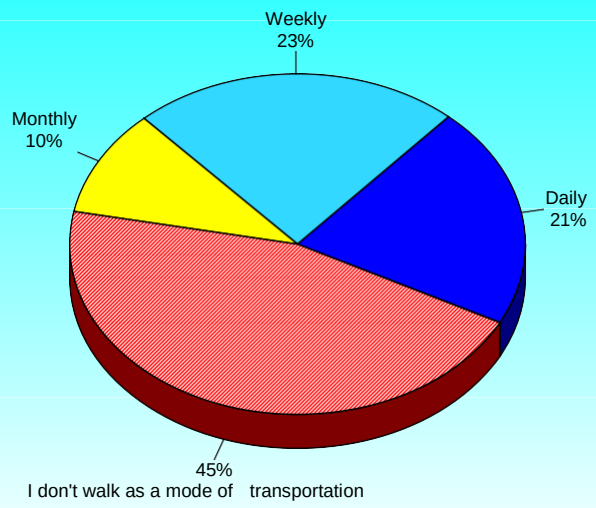
by percentage of respondents (excluding "not sure")



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q9. How often do you walk to/from work, school, shopping or for recreation?

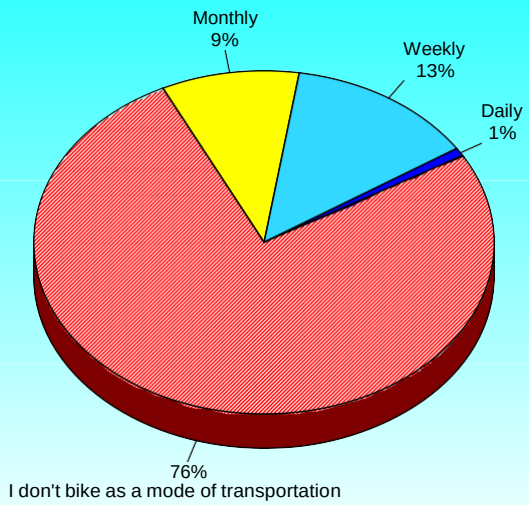
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q10. How often do you bike to/from work, school, shopping or for recreation?

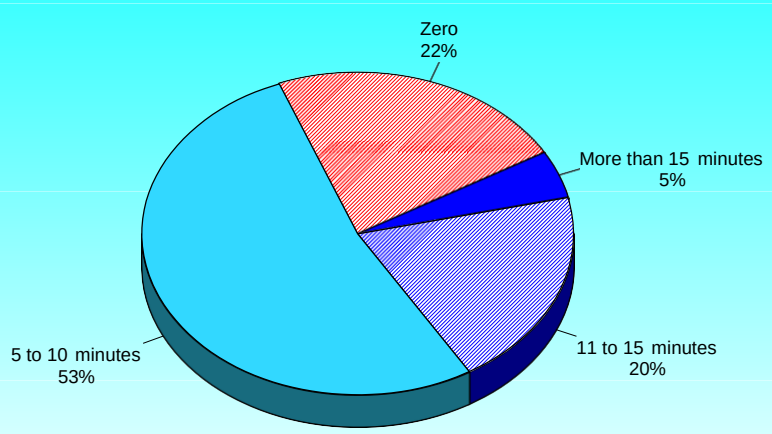
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q11. How long in minutes would you be willing to walk or ride a bike to a bus stop, then use a fixed route bus system within Lee's Summit?

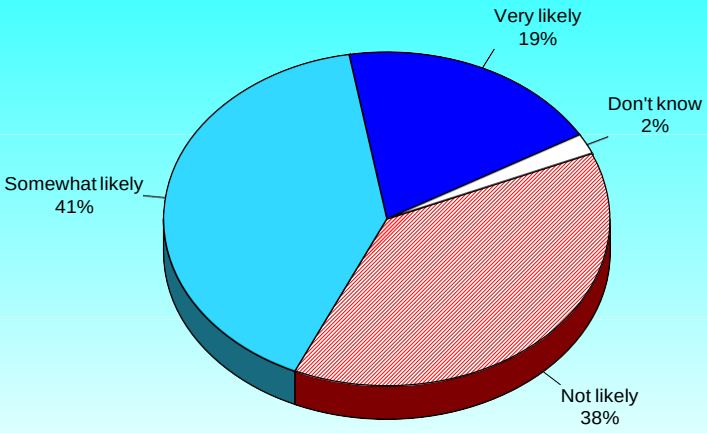
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q12. How likely would you be to use public transportation in the Lee's Summit area to go shopping, visit the doctor, or make other non-work related trips?

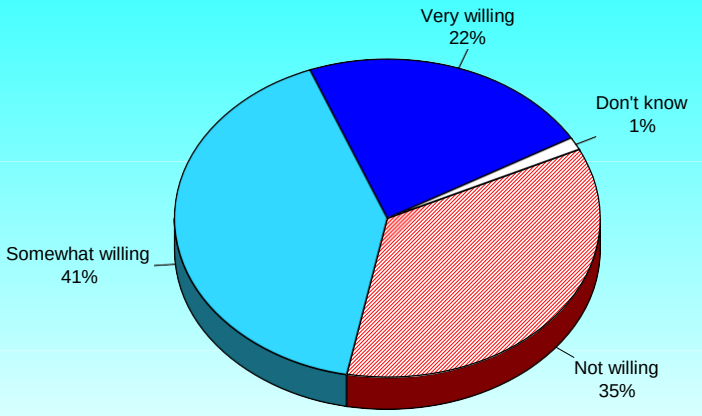
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q13. How willing would you be to drive your car (or carpool) to a location where you park your car and then use an express bus to get to your final destination?

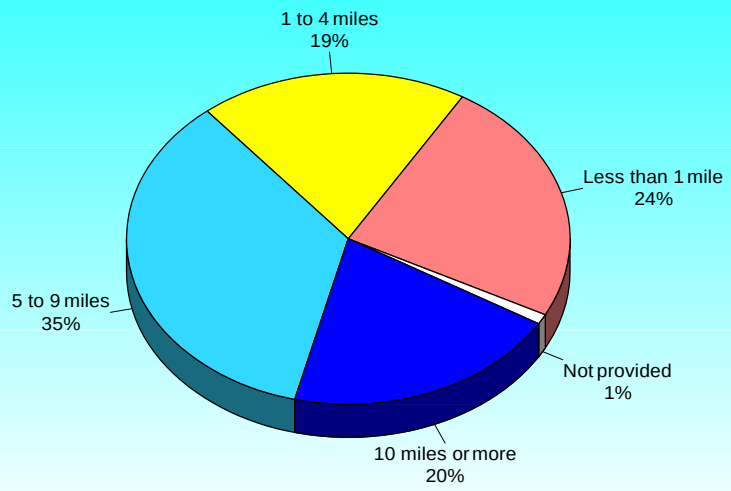
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q14. How many miles from your home would you be willing to drive so you could park your car at a park-and-ride lot and use an express bus as your primary method of transportation to and from your most frequent destination?

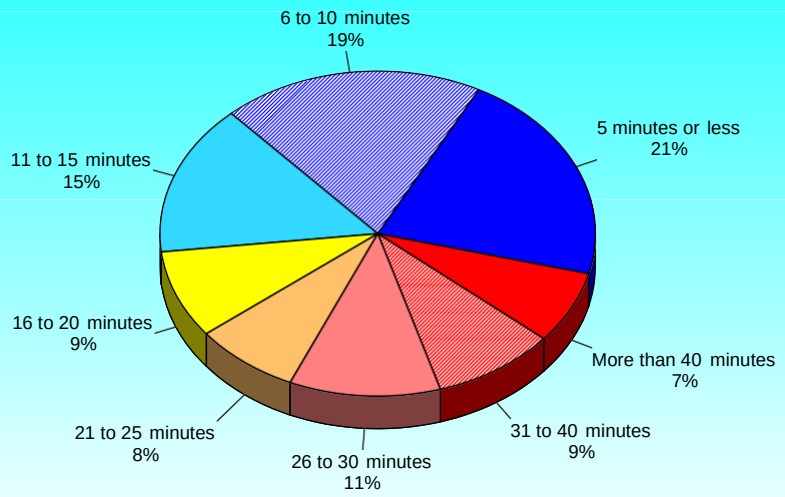
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q15. On average, how many minutes does it currently take you to travel one way to/from work, school, or your most frequent destination?

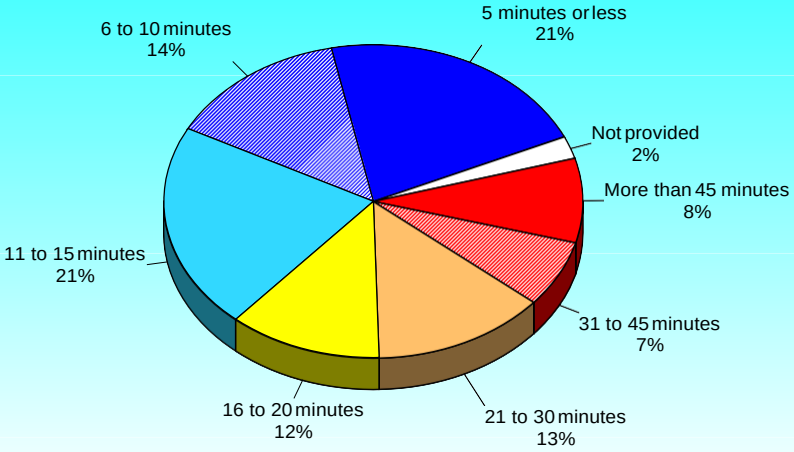
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q16. If you were able to use public transit to get to/from work, school or your most frequent destination, what is the additional maximum time in minutes that a one-way trip to your most frequent destination could take, compared with driving?

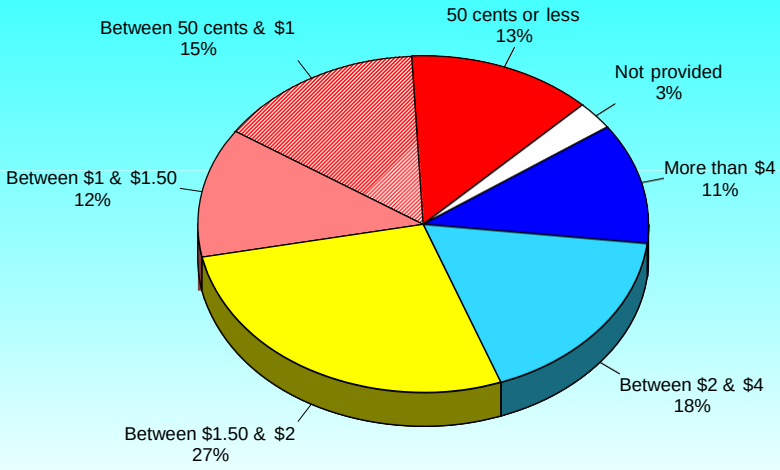
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q17. What is the most you would pay for a one-way bus trip to get to/from work, school or your most frequent destination?

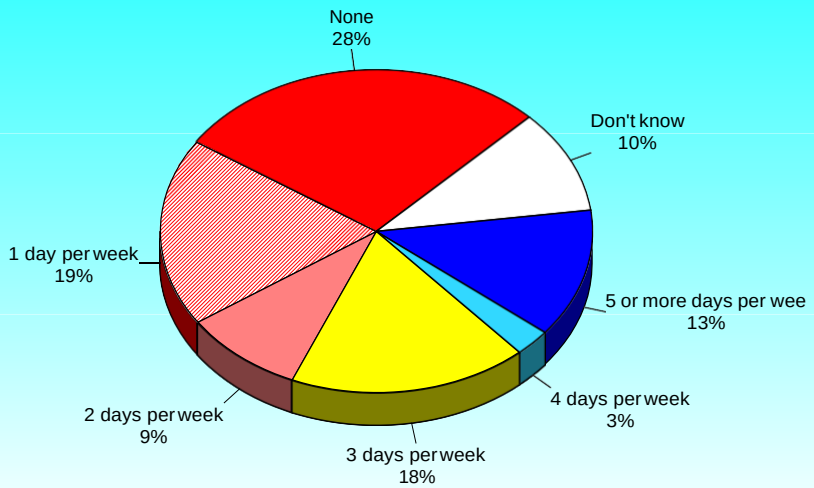
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q18. If convenient public transit were available near your home in the next few years, how many days per week would you use public transit?

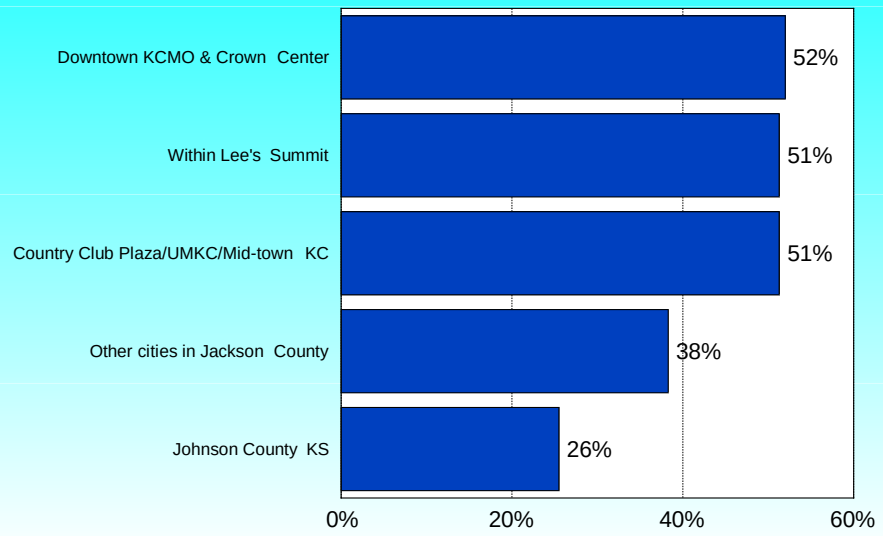
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q19. If you were going to use public transit, which of the following destinations would you be interested in using it to travel to?

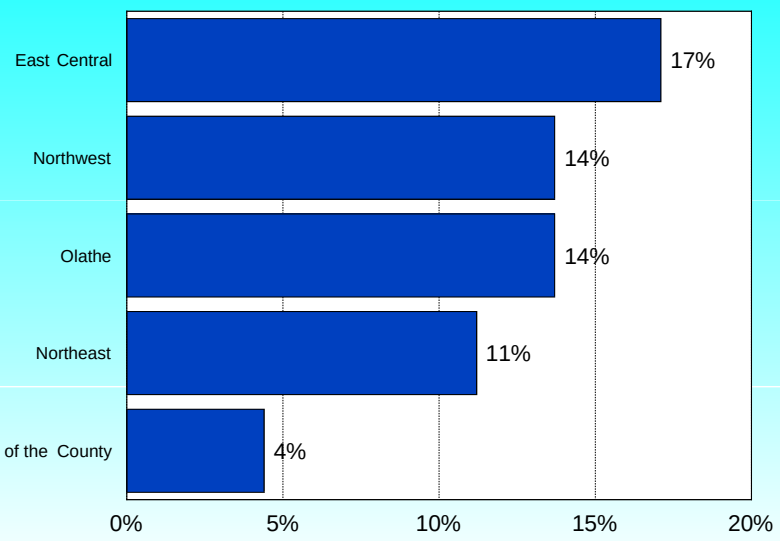
by percentage of respondents who would use public transit (multiple selections could be made)



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q19a. Where in Johnson County?

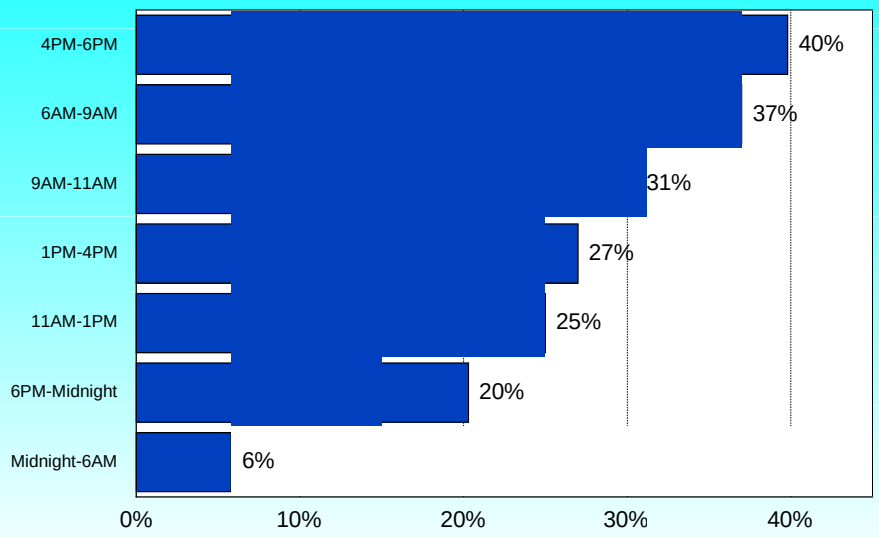
by percentage of respondents who selected "Johnson County" in Question 19 (multiple selections could be made)



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q20. What weekday time(s) would you be most interested in using public transit?

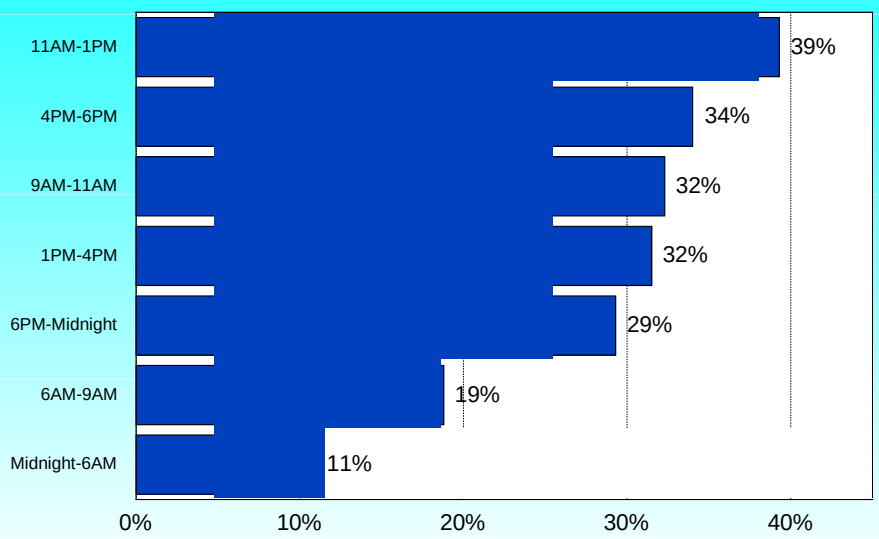
by percentage of respondents (multiple selections could be made)



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q20a. When or would you be interested in weekend public transit use?

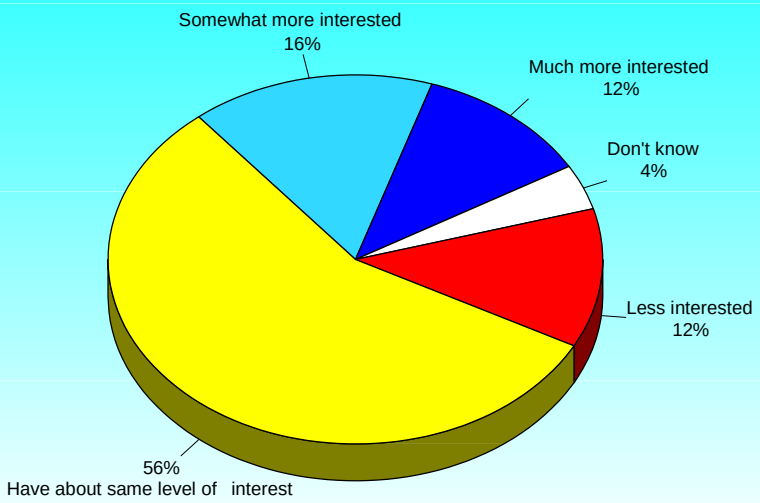
by percentage of respondents (multiple selections could be made)



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q21. How have higher gas prices affected your interest in using public transportation during the past two years?

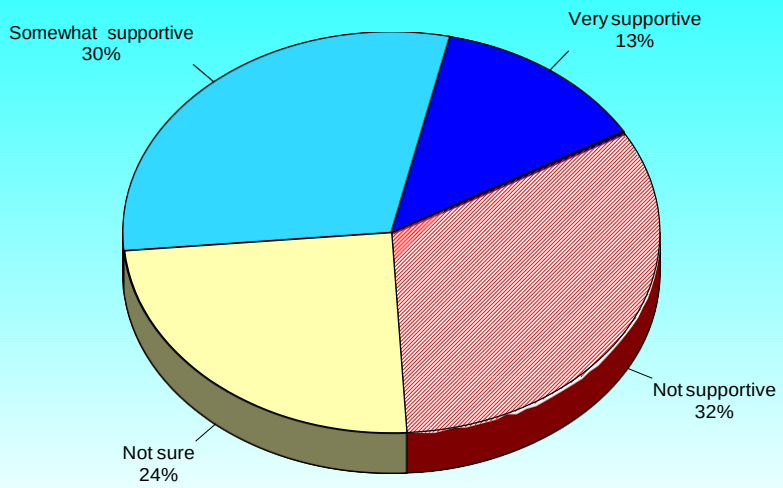
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q22. How supportive would you be of increasing the amount of your current city tax dollars that are used for public transportation?

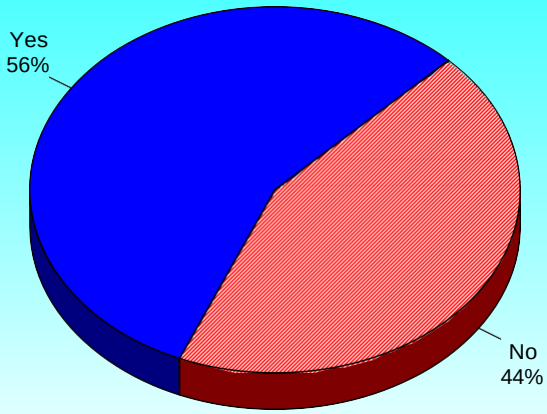
by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)

Q23. Prior to this survey, did you know that public transportation services are currently available in the City of Lee's Summit?

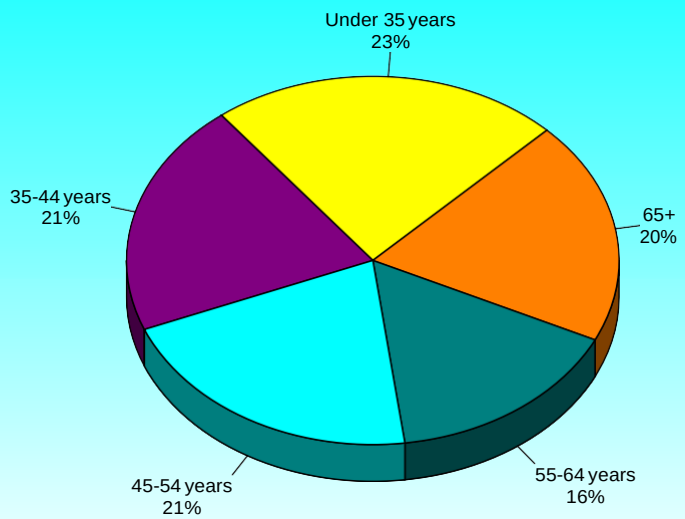
by percentage of respondents



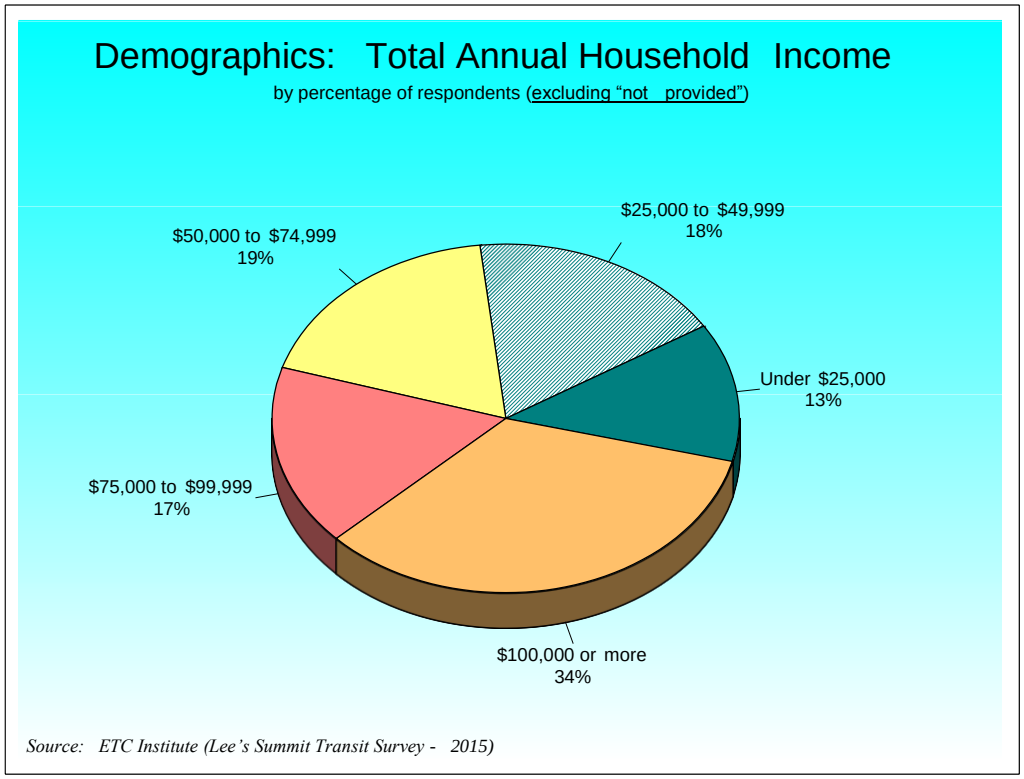
Source: ETC Institute (Lee's Summit Transit Survey - 2015)

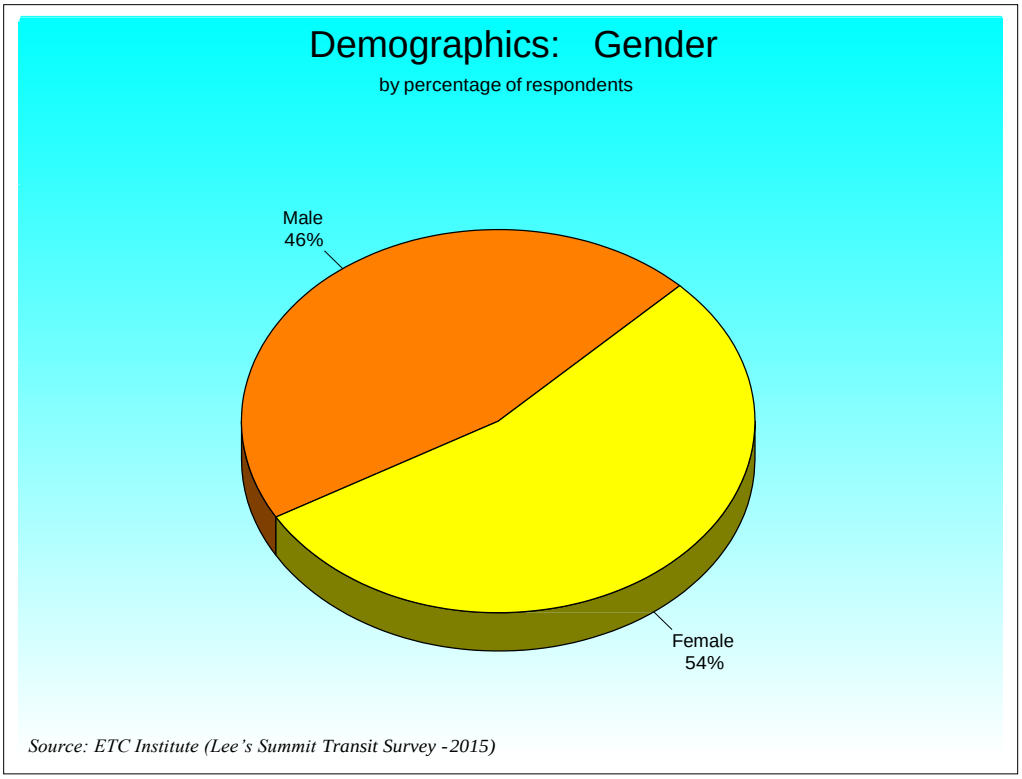
Demographics: What is your age?

by percentage of respondents



Source: ETC Institute (Lee's Summit Transit Survey - 2015)


Demographics: Total Annual Household Income
by percentage of respondents (excluding "not provided")
$25,000 to $49,999
18%
$50,000 to $74,999
19%
Under $25,000
13%
$75,000 to $99,999
17%
$100,000 or more
34%
Source: ETC Institute (Lee's Summit Transit Survey - 2015)


Demographics: Gender
by percentage of respondents
Male
46%
Female
54%
Source: ETC Institute (Lee's Summit Transit Survey -2015)

Section 2:
Tabular Data

Q1. Counting yourself, how many people regularly live in your household?

Q1 How many people live in household	Number	Percent
1	32	8.0 %
2	139	34.8 %
3	62	15.5 %
4	77	19.3 %
5 or more	90	22.5 %
Total	400	100.0 %

Q2. How many people in your household (counting yourself) are?

	Mean	Total	Sum
Q1 How many people live in household	3.22	400	1289
Q2 Under age 10	1.89	85	161
Q2 Ages 10 19	1.78	143	254
Q2 Ages 20-39	1.73	163	282
Q2 Ages 40-59	1.70	236	401
Q2 Ages 60-69	1.45	69	100
Q2 Ages 70+	1.51	65	98

Q3. Which of the following methods of transportation do you usually use to get to and from work and other frequent destinations?

Q3 Methods of transportation use	Number	Percent
Bicycle	3	0.8 %
Bus	7	1.8 %
Carpool	20	5.0 %
Car	385	96.3 %
Total	415	

Q3. Other:

Q3 Other	Number	Percent
GETS RIDES	4	12.9 %
MOTOR CYCLE	6	19.4 %
MOTORCYCLE	3	9.7 %
OATS	1	3.2 %
PUBLIC TRANSIT	1	3.2 %
VAN	5	16.1 %
WALK	11	35.5 %
Total	31	100.0 %

Q4. What is your current employment status?

Q4 Current employment status	Number	Percent
Employed outside the home	221	55.3 %
Student	20	5.0 %
Operate home based-business	33	8.3 %
Homemaker/stay-at-home parent	27	6.8 %
Not currently employed	7	1.8 %
Retired	88	22.0 %
Not provided	4	1.0 %
Total	400	100.0 %

Q5. Are any persons in your household, ages 16 and older, dependent on public transit or rides from friends or relatives because they do not have a car or do not drive?

Q5 Persons dependent on public transit	Number	Percent
Yes	57	14.3 %
No	343	85.8 %
Total	400	100.0 %

Q6. I am going to read you several purposes for a public transit system. For each one, please indicate whether you think the purpose should be very important, somewhat important, or not important in the design of transit services in Lee's Summit?

(N=400)

	Very important	Somewhat	Not important	Don't know
Q6a Help people get to & from work during the day	57.0%	28.0%	10.3%	4.8%
Q6b Help people get to non-work destinations during the day	39.3%	42.0%	17.8%	1.0%
Q6c Help people get to destinations during the evening	39.1%	43.1%	16.3%	1.5%
Q6d Provide door to door service for disabled & special needs	77.5%	15.8%	4.5%	2.3%

EXCLUDING DON'T KNOW

Q6. I am going to read you several purposes for a public transit system. For each one, please indicate whether you think the purpose should be very important, somewhat important, or not important in the design of transit services in Lee's Summit? (excluding don't know)

(N=400)

	Very important	Somewhat	Not important
Q6a Help people get to & from work during the day	59.8%	29.4%	10.8%
Q6b Help people get to non-work destinations during the day	39.6%	42.4%	17.9%
Q6c Help people get to destinations during the evening	39.7%	43.8%	16.5%
Q6d Provide door to door service for disabled & special needs	79.3%	16.1%	4.6%

Q7. If you were going to use public transit, which of the following would be the primary reason you would use it?

Q7 Primary reason to use public transit	Number	Percent
Go to/from work	121	30.3 %
Go to/from school	51	12.8 %
Go to/from medical/dental appointments	148	37.0 %
Go to/from meals, social activities, daycare	136	34.0 %
Run errands/go shopping	132	33.0 %
Would never use public transit	112	28.0 %
Don't know	4	1.0 %
Total	704	

Q8. I am going to read you some alternative modes of transportation to a single passenger vehicle. For each one, please tell me if you would be very willing, somewhat willing, or not willing to use that mode of transportation:

(N=400)

	Very willing	Somewhat	Not sure	Not willing
Q8a Bus	27.5%	40.5%	7.3%	24.8%
Q8b Carpool	18.5%	33.8%	7.5%	40.3%
Q8c Vanpool	14.8%	32.3%	7.5%	45.5%
Q8d Walk	29.5%	34.5%	3.3%	32.8%
Q8e Bicycle	21.3%	28.3%	2.5%	48.0%

EXCLUDING NOT SURE

Q8. I am going to read you some alternative modes of transportation to a single passenger vehicle. For each one, please tell me if you would be very willing, somewhat willing, or not willing to use that mode of transportation: (excluding not sure)

(N=400)

	Very willing	Somewhat	Not willing
Q8a Bus	29.6%	43.7%	26.7%
Q8b Carpool	20.0%	36.5%	43.5%
Q8c Vanpool	15.9%	34.9%	49.2%
Q8d Walk	30.5%	35.7%	33.9%
Q8e Bicycle	21.8%	29.0%	49.2%

Q9. How often do you walk to/from work, school, shopping or for recreation?

Q9 How often do you walk to/from work, school, shopping or for recreation?	Number	Percent
Daily	84	21.0 %
Weekly	93	23.3 %
Monthly	41	10.3 %
I don't walk as a mode of transportation	182	45.5 %
Total	400	100.0 %

Q10. How often do you bike to/from work, school, shopping or for recreation?

Q10 How often do you bike to/from work, school, shopping or for recreation?	Number	Percent
Daily	3	0.8 %
Weekly	54	13.5 %
Monthly	38	9.5 %
I don't bike as a mode of transportation	305	76.3 %
Total	400	100.0 %

Q11. How long in minutes would you be willing to walk or ride a bike to a bus stop, then use a fixed route bus system within Lee's Summit?

Q11 How long in minutes would you be willing to walk or ride a bike to a bus stop, then use a fixed route bus system within Lee's Summit?	Number	Percent
Zero	90	22.5 %
5 to 10 minutes	211	52.8 %
11 to 15 minutes	80	20.0 %
Over 15 minutes	19	4.8 %
Total	400	100.0 %

Q12. How likely would you be to use public transportation in the Lee's Summit area to go shopping, visit the doctor, or make other non-work related trips?

Q12 How likely would you be to use public transportation in the Lee's Summit area to go shopping, visit the doctor, or make other non-work related trips?	Number	Percent
Very likely	77	19.3 %
Somewhat	163	40.8 %
Not likely	152	38.0 %
Don't know	8	2.0 %
Total	400	100.0 %

Q13. How willing would you be to drive your car (or carpool) to a location where you park your car and then use an express bus to get to your final destination?

Q13 How willing would you be to drive your car (or carpool) to a location where you park your car and then use an express bus to get to your final destination?	Number	Percent
Very willing	90	22.5 %
Somewhat willing	165	41.3 %
Not willing	140	35.0 %
Don't know	5	1.3 %
Total	400	100.0 %

Q14. How many miles from your home would you be willing to drive so you could park your car at a park-and-ride lot and use an express bus as your primary method of transportation to and from your most frequent destination?

Q14 How many miles from your home would you be willing to drive so you could park your car at a park-and-ride lot and use an express bus as your primary method of transportation to and from your most frequent destination?	Number	Percent
Less than 1 mile	96	24.0 %
1 to 4 miles	78	19.5 %
5 to 9 miles	141	35.3 %
10 miles or more	81	20.3 %
Not provided	4	1.0 %
Total	400	100.0 %

Q15. On average, how many minutes does it currently take you to travel one way to/from work, school, or your most frequent destination?

Q15 On average, how many minutes does it currently take you to travel one one to/from work, school, or your most frequent destination?	Number	Percent
5 minutes or less	85	21.3 %
6 to 10 minutes	77	19.3 %
11 to 15 minutes	60	15.0 %
16 to 20 minutes	35	8.8 %
21 to 25 minutes	32	8.0 %
26 to 30 minutes	44	11.0 %
31 to 40 minutes	37	9.3 %
More than 40 minutes	29	7.3 %
Not provided	1	0.3 %
Total	400	100.0 %

Q16. If you were able to use public transit to get to/from work, school or your most frequent destination, what is the additional maximum time in minutes that a one-way trip to your most frequent destination could take, compared with driving?

Q16 What is the additional maximum time in minutes that a one-way trip to your most frequent destination could take, compared with driving?	Number	Percent
5 minutes or less	86	21.5 %
6 to 10 minutes	57	14.3 %
11 to 15 minutes	85	21.3 %
16 to 20 minutes	47	11.8 %
21 to 30 minutes	54	13.5 %
31 to 45 minutes	28	7.0 %
More than 45 minutes	34	8.5 %
Not provided	9	2.3 %
Total	400	100.0 %

Q17. What is the most you would pay for a one-way bus trip to get to/from work, school or your most frequent destination?

Q17 What is the most you would pay for a ONE-WAY bus trip to get to/from work, school or your most frequent destination?	Number	Percent
50 cents or less	53	13.3 %
Between 50 cents and $1	60	15.0 %
Between $1 and $1.50	49	12.3 %
Between $1.50 and $2	110	27.5 %
Between $2 and $4	71	17.8 %
More than $4	46	11.5 %
Not provided	11	2.8 %
Total	400	100.0 %

Q18. If convenient public transit were available near your home in the next few years, how many days per week would you use public transit?

Q18 If convenient public transit were available near your home in the next few years, how many days per week would you use public transit?	Number	Percent
None	113	28.3 %
1 day per week	75	18.8 %
2 days per week	37	9.3 %
3 days per week	71	17.8 %
4 days per week	11	2.8 %
5 or more days per week	51	12.8 %
Don't know	42	10.5 %
Total	400	100.0 %

Q19. If you were going to use public transit, which of the following destinations would you be interested in using it to travel to?

Q19 Destinations interested in	Number	Percent
Within Lee's Summit	205	51.3 %
Other cities in Jackson County	153	38.3 %
Country Club Plaza/UMKC/Mid-town KC	205	51.3 %
Downtown KCMO & Crown Center	208	52.0 %
Johnson County KS	102	25.5 %
Other	91	22.8 %
Total	964	

Q19. Other

Q19 Other	Number	Percent
AIRPORT	1	2.6 %
ALL	3	7.9 %
CERNER	1	2.6 %
CORPORATE WOODS	2	5.3 %
CORPORATE WOODS	2	5.3 %
FIRST FRIDAY DOWNTOWN	1	2.6 %
NORTH KC	2	5.3 %
SPORTS COMPLEX	6	15.8 %
SPRINT CAMPUS	2	5.3 %
SPRINT CENTER AND TRUMAN	1	2.6 %
SPRINT CENTER, LEGENDS	2	5.3 %
TRUMAN COMPLEX	1	2.6 %
TRUMAN SPORTS	2	5.3 %
TRUMAN SPORTS COMPLEX	12	31.6 %
Total	38	100.0 %

Q19a. Where in Johnson County?

Q19a Where in Johnson County	Number	Percent
Northeast	23	11.2 %
Northwest	28	13.7 %
East Central	35	17.1 %
Olathe	28	13.7 %
Other parts of the County	9	4.4 %
Total	123	

Q20. What weekday time(s) would you be most interested in using public transit?

Q20 Time of day most interested	Number	Percent
6AM-9AM	148	37.0 %
9AM-11AM	122	30.5 %
11AM-1PM	100	25.0 %
1PM-4PM	108	27.0 %
4PM-6PM	159	39.8 %
6PM-Midnight	81	20.3 %
Midnight-6AM	23	5.8 %
None	77	19.3 %
Total	818	

Q20a. When or would you be interested in weekend public transit use?

Q20a Time of day most interested weekend transit use	Number	Percent
6AM-9AM	75	18.8 %
9AM-11AM	129	32.3 %
11AM-1PM	157	39.3 %
1PM-4PM	126	31.5 %
4PM-6PM	136	34.0 %
6PM-Midnight	117	29.3 %
Midnight-6AM	44	11.0 %
None	109	27.3 %
Total	893	

Q21. How have higher gas prices affected your interest in using public transportation during the past two years? Would you say you are:

Q21 How have gas prices affected interest	Number	Percent
Much more interested	47	11.8 %
Somewhat more interested	63	15.8 %
Have about same level of interest	226	56.5 %
Are less interested	48	12.0 %
Don't know	16	4.0 %
Total	400	100.0 %

Q22. How supportive would you be of increasing the amount of your current city tax dollars that are used for public transportation?

Q22 Support increasing city tax for public transportation	Number	Percent
Very supportive	53	13.3 %
Somewhat supportive	119	29.8 %
Not sure	98	24.5 %
Not supportive	130	32.5 %
Total	400	100.0 %

Q23. Prior to receiving this call, did you know that public transportation services are currently available in the City of Lee's Summit?

Q23 Know public transportation services available	Number	Percent
Yes	225	56.3 %
No	175	43.8 %
Total	400	100.0 %

Q24. Do you have any additional feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the survey?

- Need to reallocate funds not raise tax dollars.
- More information needs to provide.
- CITY PLANNING HAS TO ALLOW FOR PEOPLE TO ACCESS SHOPPING, ETC, WITHIN WALKING DISTANCE, CITY PLANNING NEEDS TO IMPROVE FOR LONG TERM PUBLIC TRANSPORTATION. IT'S ALL ABOUT SUSTAINABLE LIVING.
- Sidewalks to get to the bus stop would be safer.
- Need to improve walking in Lee's Summit.
- Build shelters for the bus stops.
- Support for those who have to get to work and have no other means to get there and for disabled.
- Depends on destinations and easy to get to. Treat it where it is convenient to get where you need to go.
- Hurry up and get it further out. And better times for pickups, and cheaper prices.
- Focus should be on transit dependent customers.

Q24. Do you have any additional feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the survey? (cont.)

- Very difficult to walk safely in Lee's Summit. Need to improve pedestrian's ability to walk to grocery stores.
- Weekends (Friday, Saturday) express buses in evenings, going to Major entertainment Districts. Would be willing to pay $10.00 round trip.
- Improve pedestrian network within Lee's Summit.
- I think it's very important particularly for people getting to and from work.
- Better advertising of the bus.
- More advertising!!!! I know nothing about it and I don't think my neighbors do either!
- Would like to see trolley go to downtown, shopping areas, Longview to Legacy Park and to John Knox Village.
- The Lee's Summit circulator needs to expand its coverage area, and cutoff times need to be expanded, as well.
- More taxis.
- Get more information out about public transit services that are currently available.
- Should be better sidewalks and bike lanes.
- Not one has ever paid off. Buses are run empty very often.
- Good thing to study.
- Light rail service to and from Lee's Summit bus to the train service and trolley service in Lee's Summit.
- Take a preference towards connectivity with other regions outside of Lee's Summit.
- Need to have more visibility, more advertising and more routes.
- Would like an express to Warrensburg.
- Would be more interested in a convenient train system to get to/from downtown.
- More information.
- Think of services should be self-supporting and government not pay for it.
- WOULD LIKE MORE ADVERTISING THEIR SERVICES A LITTLE MORE AND HAVE MORE INFORMATION OF OATS.
- Would like airport transit.
- Would like bus service all over the city 7 days a week & have round the clock service

Q24. Do you have any additional feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the survey? (cont.)

- Lee's Summit is too small for a large amount of public transportation.
- Please no bus line in Lee's Summit.
- Do more advertising.
- WOULD LOVE TO HAVE A TROLLEY OR PUBLIC RAIL SYSTEM.
- Commuter bus should have longer hours.
- More biking trails and lanes.
- Make it more available for seniors.
- Interested in commuter rail line.
- Send public more info. I did not know we even had transit here.
- If there was reliable and convenient to the new trolley then I would consider it. Especially for work purposes.
- Need public transportation in Lee's Summit.
- More of tax services.
- I would like to see bicycles encouraged more.
- No interest at all. Strongly opposed.
- Better bus stop signage.
- It be good to have public transit.
- I would be interested in seeing public transit closer to retirement communities.
- Would like easier access to the transit system, travel to airport & to Royals & Chiefs games
- Privatization of Transit services.
- It would be very nice if we could have it around the clock.
- Very important to have public transportation.
- Would like to have more hours on weekends.
- They cross into Independence and Blue Springs, and I would like to see that happen.
- I would like to see rail cars put in.

Q24. Do you have any additional feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the survey? (cont.)

- OATS needs to be more available to the elderly and handicapped other than taking others where they need to go.
- I would like to see the city pursue it.
- Make better connections to other cities in Metro area.
- We do not need in our area.
- Light rail into KC.
- Would like to have transportation spread out more in lee summit.
- Street car project.
- Public transit is something that is necessary to look into.
- I feel like my town does not need to expand on public transit in the Lee Summit area. I feel like the tax payers are already subsidizing more than enough things in the area and we don't need more public transit at this time.
- Don't need it.
- Have a light rail- that goes to downtown, KCI, and North Kansas City- like small rail system.
- We don't need it.
- Would like to see service that would connect with major areas in the KC metropolitan area.
- I had proposed a system to the city- to have a commuter service or a train- that runs on a grid- and it has stops in between say Oak Grove and Kansas City- and when people needs to get off on their stop they are able to get off the train- and once off the train there are buses, or vans there to take the passengers somewhere else.
- Needs to become more available
- Downtown independence as well.
- Need to have buses available all day long.
- No tax, not to miss trash.
- Light Rail.
- Rail line, I would like see it.
- More lines.
- No need for public transportation in Lee's Summit.
- Rail Line to the airport.

Q24. Do you have any additional feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the survey? (cont.)

- Does not want publicly funded public transportation system.
- Way to connect to the KC metro system.
- Critical that other transits connect with the lee summit transit. Trolley to Airport.
- If they had bus goes to airport.
- Necessary for the people who need it.
- Amtrak stop in area.
- Need to go to more area's in Lee's Summit.
- Getting the rail system too come out in Lee's Summit.
- More advertising.
- Monorail or a train, rickshaw.
- Add a trolley.
- Public transportation is needed but doubt if it takes hold to go anywhere.
- Do not use taxes for public transit. It should be self-sufficient.
- Airport Express chain and light rail.
- Would be interested if work downtown.
- Did not know where there was any form of public transportation in Lee's Summit and the only form of public transportation was in the Truman Lakewood area but that's part of Kansas City.
- Too far out in city.
- Never thought about public transportation.
- LIGHT RAIL TO ST. LOUIS FROM OTHER AREAS OF KC OR LEE'S SUMMIT.
- SAFETY IS A CONCERN.
- Important for any system to be efficient.
- SPORTS COMPLEXES ARE GOOD AND DOWN TOWN FOR BUSINESS ARE GOOD - SECURITY ALSO LIKE TO SEE MORE MY EARNING TAX DEVOTED TO LEE'S SUMMIT TRANSIT
- VERY IMPORTANT FOR SENIORS AND LOW INCOME.

Q24. Do you have any additional feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the survey? (cont.)

- Don't think public transit is necessary for Lee's Summit.
- Everybody needs to go to Europe to get an idea how to do this.
- Good idea.
- A drunk cab or something similar for the community to prevent drunk driving.
- OATS IS VERY HELPFUL. VERY SATISFIED.
- We have perfect rail line; we need to get it going.

Q25. What is your zip code?

Q25 Zip code	Number	Percent
64063	86	21.5 %
64064	56	14.0 %
64081	124	31.0 %
64082	49	12.3 %
64086	84	21.0 %
69081	1	0.3 %
Total	400	100.0 %

Q26. In which city do you work, go to school, or generally travel to the most frequently outside your home?

Name of City	Number
Bates City	4
Blue Springs	17
Gilman City	1
Gladstone	1
Grandview	3
Greenwood	1
Harrisonville	2
Independence	20
Johnson County	1
Kansas City, KS	6
Kansas City MO	68
Leawood	6
Lee's Summit	191
Lenexa	4
Merriam	1
Mission	1
North Kansas City	2
Olathe	5
Overland Park	26
Plaza	1
Raymore	4
Raytown	2
Sedalia	3
Shawnee	1
Warrensburg	6
Whiteman Air Force Base	3
Not provided	20
Total	400

Q26-1. What is the zip code for that destination?

Q26 Zip code	Number	Percent
60207	5	1.7 %
64011	4	1.4 %
64012	1	0.3 %
64014	5	1.7 %
64015	8	2.7 %
64030	4	1.4 %
64034	1	0.3 %
64050	4	1.4 %
64051	3	1.0 %
64055	2	0.7 %
64057	2	0.7 %
64063	35	12.0 %
64064	9	3.1 %
64081	56	19.2 %
64082	18	6.2 %
64083	2	0.7 %
64084	1	0.3 %
64085	1	0.3 %
64086	45	15.5 %
64093	5	1.7 %
64105	1	0.3 %
64106	6	2.1 %
64108	2	0.7 %
64109	1	0.3 %
64110	3	1.0 %
64111	4	1.4 %
64112	2	0.7 %
64113	1	0.3 %
64114	8	2.7 %
64119	1	0.3 %
64120	1	0.3 %
64125	1	0.3 %
64128	1	0.3 %
64129	2	0.7 %
64130	4	1.4 %
64133	2	0.7 %
64134	4	1.4 %
64137	1	0.3 %
64147	1	0.3 %
64151	2	0.7 %
64412	1	0.3 %
64642	1	0.3 %
64701	1	0.3 %
65305	3	1.0 %
66061	3	1.0 %
66102	1	0.3 %
66105	1	0.3 %
66160	2	0.7 %
66210	7	2.4 %
66211	2	0.7 %
66212	1	0.3 %
66214	1	0.3 %
66218	1	0.3 %
66219	2	0.7 %
66251	4	1.4 %
66612	1	0.3 %
Total	291	100.0 %

Q27. What is your age?

Q27 What is your age?	Number	Percent
Under 35 years	92	23.0 %
35 to 44 years	82	20.5 %
45 to 54 years	84	21.0 %
55 to 64 years	64	16.0 %
65+	78	19.5 %
Total	400	100.0 %

Q28. Would you say your total annual household income is:

Q28 Would you say your total annual household income is:	Number	Percent
Under $25,000	32	8.0 %
$25,000 to $49,999	45	11.3 %
$50,000 to $74,999	47	11.8 %
$75,000 to $99,999	42	10.5 %
$100,000 or more	86	21.5 %
Not provided	148	37.0 %
Total	400	100.0 %

EXCLUDING NOT PROVIDED

Q28. Would you say your total annual household income is: (without "not provided")

Q28 Would you say your total annual household income is:	Number	Percent
Under $25,000	32	12.7 %
$25,000 to $49,999	45	17.9 %
$50,000 to $74,999	47	18.7 %
$75,000 to $99,999	42	16.7 %
$100,000 or more	86	34.1 %
Total	252	100.0 %

Q29. Respondent's gender:

Q29 Gender	Number	Percent
Male	183	45.8 %
Female	217	54.3 %
Total	400	100.0 %

Section 3:
Survey Instrument

2015 Lee's Summit Transit Survey

date:_____ interviewer:_____ phone: _____

This is_____and I'm calling from ETC Institute on behalf of the City of Lee's Summit. The reason I am calling is that the City is studying improvements to public transportation services. Your help is needed to assess how public transportation should be designed to best serve the needs of residents. Would you be willing to answer a few questions, which should take about 10-mintues?

Do you live inside the city limits of Lee's Summit?
If YES – continue
If NO – end the interview

---

1. **Counting yourself, how many people regularly live in your household? _____**

2. **How many people in your household (counting yourself) are?**

____ Under age 10	____ Ages 40-59
____ Ages 10-19	____ Ages 60-69
____ Ages 20-39	____ Ages 70+

3. **Which of the following methods of transportation do you usually use to get to and from work and other frequent destinations?** (Check all that are mentioned)
   - ___(1) Bicycle
   - ___(2) Bus
   - ___(3) Van pool
   - ___(4) Carpool
   - ___(5) Car
   - ___(6) Other: _____ _____

4. **What is your current employment status?**
   - ___(1) Employed outside the home
   - ___(2) Student
   - ___(3) Operate home-based business
   - ___(4) Homemaker/Stay-at-home parent
   - ___(5) Not currently employed
   - ___(6) Retired

5. **Are any persons in your household, ages 16 and older, dependent on public transit or rides from friends or relatives because they do not have a car or do not drive?**
   - ___(1) Yes
   - ___(2) No

6. I am going to read you several purposes for a public transit system. For each one, please indicate whether you think the purpose should be very important, somewhat important, or not important in the design of transit services in Lee's Summit?

Purpose	Very Important	Somewhat Important	Not Important
(A) Help people get to and from work during the day ..	1	2	3
(B) Help people get to non-work destinations during the day	1	2	3
(C) Help people get to work and non-work destinations during the evening	1	2	3
(D) Provide "door to door" service for persons with disabilities and special needs .	1	2	3

7. If you were going to use public transit, which of the following would be the primary reason you would use it? If they currently use transit, ask: what is your primary reason for using public transit? [Check all that apply]

___(1) Go to/from work
___(2) Go to/from school
___(3) Go to/from medical/dental appointments
___(4) Go to/from meals, social activities, daycare
___(5) Run errands/go shopping, etc.
___(6) Would never use public transit

8. I am going to read you some alternative modes of transportation to a single passenger vehicle. For each one, please tell me if you would be very willing, somewhat willing, or not willing to use that mode of transportation:

	Very Willing	Somewhat Willing	Not Sure	Not Willing
(A) Bus	1	2	3	4
(B) Carpool	1	2	3	4
(C) Vanpool	1	2	3	4
(D) Walk	1	2	3	4
(E) Bicycle	1	2	3	4

9. How often do you walk to/from work, school, shopping or for recreation?

___ (1) Daily
___ (2) Weekly
___ (3) Monthly
___ (4) I don't walk as a mode of transportation

10. How often do you bike to/from work, school, shopping or for recreation?

___ (1) Daily
___ (2) Weekly
___ (3) Monthly
___ (4) I don't bike as a mode of transportation

11. How long in minutes would you be willing to walk or ride a bike to a bus stop, then use a fixed route bus system within Lee's Summit?

____(1) Zero
____(2) Five to ten minutes
____(3) Eleven to fifteen minutes
____ (9) Over fifteen

12. How likely would you be to use public transportation in the Lee's Summit area to go shopping, visit the doctor, or make other non-work related trips?

____(1) Very likely
____(2) Somewhat likely
____(3) Not likely
____(9) Don't know

13. How willing would you be to drive your car (or carpool) to a location where you park your car and then use an express bus to get to your final destination?

____(1) Very willing
____(2) Somewhat willing
____(3) Not willing
____(9) Don't know

14. How many miles from your home would you be willing to drive so you could park your car at a park-and-ride lot and use an express bus as your primary method of transportation to and from your most frequent destination?

_____miles

15. On average, how many minutes does it currently take you to travel one way to/from work, school, or your most frequent destination?

_____minutes each way to travel to the destination

16. If you were to use public transit to get to/from work, school or your most frequent destination, what is the additional maximum time in minutes that a one-way trip to your most frequent destination could take, compared with driving? (tell the respondent to include the time it takes to get on a bus or other form of transit from their home)

_____additional minutes each way on transit

17. What is the most you would pay for a ONE-WAY bus trip to get to/from work, school or your most frequent destination?

Would pay $_____for a ONE WAY trip

18. If convenient public transit were available near your home in the next few years, how many days per week would you use public transit?

____(0) None
____(1) 1 day per week
____(2) 2 days per week
____(3) 3 clays per week
____(4) 4 days per week
____(5) 5 or more days per week

19. If you were going to use public transit, which of the following destinations would you be interested in using it to travel to? (READ LIST and CHECK ALL THAT APPLY)

_____(1) To travel within Lee's Summit
_____(2) To go to/from other cities in Jackson County
_____(3) To go to/from the Country Club Plaza/UMKC/Mid-town Kansas City
_____(4) To go to/from downtown Kansas City, MO and Crown Center
_____(5) To go to/from Johnson County, Kansas – ask 19a
_____(6) Other: (e.g. Cerner, Corporate Woods, Sprint Campus, Truman Sports Complex)

_____

19a. where in Johnson County?

___(1) Northeast JOCO (North of 1-435 and East of 1-35)
___(2) Northwest JOCO (West of 1-35 and North of K-10)
___(3) East Central JOCO (Between 1-435 and 135th Street and East of 1-35
___(4) Olathe
___(5) Other parts of the County (Gardner, Spring Hill, Stanley, etc.)

20. What <u>weekday</u> time(s) would you be most interested in using public transit? [Check all that are mentioned]

___(1) 6:00 am-9:00 am
___(2) 9:00 am-11:00 am
___(3) 11:00 am-1:00 pm
___(4) 1:00 pm- 4:00 pm
___(5) 4:00 pm-6:00 pm
___(6) 6:00 pm-midnight
___(7) midnight-6:00 am
___(9) None

20a. when or would you be interested in <u>weekend</u> public transit use? [Check all that are mentioned]

___(1) 6:00 am-9:00 am
___(2) 9:00 am-11:00 am
___(3) 11:00 am-1:00 pm
___(4) 1:00 pm- 4:00 pm
___(5) 4:00 pm-6:00 pm
___(6) 6:00 pm-midnight
___(7) midnight-6:00 am
___(9) None

21. How have changes in gas prices affected your interest in using public transportation during the past two years? Would you say you are:

_____(1) Much more interested in using public transportation
_____(2) Somewhat more interested
_____(3) Have about the same level of interest
_____(4) Are less interested
_____(9) Don't know

22. How supportive would you be of increasing the amount of your current city tax dollars that are used for public transportation? [if asked, current funding is used for Route 152 Lee's Summit Express and Lee's summit MetroFlex, along with OATS (not limited to elderly or disabled persons)]

___(1) Very supportive
___(2) Somewhat supportive
___(3) Not sure
___(4) Not supportive

23. Prior to receiving this call, did you know that public transportation services are currently available in the City of Lee's Summit?

___(1) Yes
___(2) No

24. Could you provide any feedback regarding transit and desired transit services in Lee's Summit that were not discussed in the Survey?

_____

_____

DEMOGRAPHICS

25. What is your zip code? _____

26. In which city do you work, go to school, or generally travel to the most frequently outside your home?

Name of City: _____

What is the zip code for that destination? _____

27. What is your age?

___(1) Under 20
___(2) 20 to 24
___(3) 25 to 34
___(4) 35 to 44
___(5) 45 to 54
___(6) 55 to 64
___(7) 65 to 74
___(8) 75+

28. Would you say your total annual household income is:

___(1) Under $25,000
___(2) $25,000 to $49,999
___(3) $50,000 to $74,999
___(4) $75,000 to $99,999
___(5) $100,000 to $124,999
___(6) $125,000 or more

29. Respondent's gender:

____(1) Male
____(2) Female

THANKS FOR YOUR TIME - THIS CONCLUDES THE SURVEY.

LEE'S SUMMIT
MISSOURI

Packet Information

File #: 2016-0430, **Version:** 1

Discussion of Stormwater Program Scenarios

Issue/Request:
Continuing discussion of a stormwater program

Key Issues:
Scenarios for varying levels of service including staffing, equipment and costs

Background:
The scenarios and funding options had been discussed with the previous PWC. This presentation is an update to the new Public Works Committee on the various scenarios for providing ongoing maintenance, regulatory compliance in the storm water area, and review potential sources of funding.

Presenter: Scott Edgar, Senior Staff Engineer

Comparison of Stormwater Scenarios 1-3

Stormwater Scenario #1

Summary	Stormwater a priority		
	1 Full-time field crew		
	Other PW priorities at same level of service		
	Snow response Impact:	Provides:	
		3 Drivers	
Level of Service	Reduced reactive repairs		
	PW field crews construct CIP < $75,000		
	Decreased work order response time		
	Proactive NPDES response		
	Proactive inspections		
	Increased Cusomer Service		
Staff	Supervisory Engineer	0.25 FTE	1 ea
	Equipment Operator	0.80 FTE	2 ea
	Maintenance Worker	0.80 FTE	1 ea
	Field Supervisor	0.80 FTE	1 ea
	Sr./Staff Engineer		1 ea
	Sr. Engineering Tech		1 ea
	Environmental Specialist		1 ea
	Inspector - Water Quality/ Environmental		1 ea
	Annual Staff Cost sub-total		**$712,000**
Total FTEs	**7.45**		
Equipment VERP costs	Utility Truck		N/A shared w/PWO
	Backhoe		$6,994
	Dump Truck		N/A shared w/PWO
	Pick-up	3 ea	$6,369
	Skidsteer		$6,910
	Skidsteer trailer		$906
Annual Expendable Costs	Tools		$4,500
	Commodities & Contractual Services		$8,780
	In-House Construction Materials		$136,512
Sub-Total annual Cost			**$882,971**

One time costs basic equipment

Equipment Tools/Etc.	Utility Truck		Shared PWO
	Backhoe		$107,000
	Dump Truck		Shared PWO
	Pick-up	3 ea	$84,000
	Skidsteer		$90,000
	Skidsteer trailer		$11,000
Sub-Total one time Cost			**$292,000**
Total Cost			**$1,174,971**

Stormwater Scenario #2

Summary	Dedicated Stormwater Team		
	2 Full-time field crews		
	No impact to other PW priorities		
	Snow response Impact:	Provides:	
		6 Drivers	
		1 Dump Truck	
		1 Utility Truck	
Level of Service	PW field crews construct CIP < $150,000		
	Limited system replacement program		
	Environmental permitting tracking		
	NPDES reviews conducted		
	System inspection program implemented		
	Small system repairs routine		
	Dedicated Customer Service team		
	`		
Staff	Supervisory Engineer	0.50 FTE	1 ea
	Equipment Operator	0.80 FTE	4 ea
	Maintenance Worker	0.80 FTE	2 ea
	Field Supervisor	0.80 FTE	2 ea
	Sr./Staff Engineer		2 ea
	Sr. Engineering Tech		1 ea
	Environmental Specialist		1 ea
	Inspector - Water Quality/ Environmental		1 ea
	Annual Staff Cost sub-total		**$1,150,000**
Total FTEs	**11.9**		
Equipment VERP costs	Utility Truck		$4,896
	Backhoe		$6,994
	Dump Truck		$16,150
	Pick-up	4 ea	$8,492
	Skidsteer		$6,910
	Skidsteer trailer		$906
Annual Expendable Costs	Tools		$9,000
	Commodities & Contractual Services		$18,000
	In-House Construction Materials		$273,000
Sub-Total annual Cost			**$1,494,348**

One time costs basic equipment

Equipment Tools/Etc.	Utility Truck		$70,000
	Backhoe		$107,000
	Dump Truck		$177,039
	Pick-up	4 ea	$112,000
	Skidsteer		$90,000
	Skidsteer trailer		$11,000
Sub-Total one time Cost			**$567,039**
Total Cost			**$2,061,387**

Stormwater Scenario #3

Summary	Positive Impact to Quality of Life in LS		
	3 Full-time field crews		
	Regional Leaders in SW/Environmental Issues		
	Snow response Impact:	Provides:	
		9 Drivers	
		2 Dump Truck	
		2 Utility Truck	
Level of Service	Move beyond structure flooding projects		
	Capital Projects implementation		
	Water quality programs		
	PW field crews construct CIP < $600,000		
	System deficiency replacement program		
	CIP system upgrades designed/built in-house		
	NPDES physical Improvements / Training Program		
	System inspection program		
	Customer Service Program		
	Environmental permitting program		
Staff	Supervisory Engineer		1 ea
	Equipment Operator	0.80 FTE	6 ea
	Maintenance Worker	0.80 FTE	3 ea
	Field Supervisor	0.80 FTE	3 ea
	Sr./Staff Engineer		2 ea
	Sr. Engineering Tech		1 ea
	Environmental Specialist		1 ea
	Inspector - Water Quality/ Environmental		1 ea
	Annual Staff Cost sub-total		**$1,500,000**
Total FTEs	**15.6**		
Equipment VERP costs	Utility Truck	2 ea	$9,792
	Backhoe		$6,994
	Dump Truck	2 ea	$32,300
	Pick-up	7 ea	$14,861
	Skidsteer		$6,910
	Skidsteer trailer		$906
	Trackhoe - mid size		$8,066
	Trackhoe trailer		$1,326
Annual Expendable Costs	Tools		$17,500
	Commodities & Contractual Services		$36,000
	In-House Construction Materials		$600,000
Sub-Total annual Cost			**$2,234,655**

One time costs basic equipment

Equipment Tools/Etc.	Utility Truck	2 ea	$140,000
	Backhoe		$107,000
	Dump Truck	2 ea	$354,078
	Pick-up	7 ea	$196,000
	Skidsteer		$90,000
	Skidsteer trailer		$11,000
	Trackhoe mid size		$100,000
	Trackhoe trailer		$20,000
Sub-Total one time Cost			**$1,018,078**
Total Cost			**$3,252,733**

Captial Imrpovement Program

Staff	Sr./Staff Engineer	1 ea
	Sr. Engineering Tech	1 ea
	Const. Project Manager	1 ea
	Construction Inspector	2 ea
	Annual Staff Cost sub-total *	**$495,000**
Total FTEs	**5**	

*** This level of staffing is appropriate for 2M - 3M projects annually.**

PLEASE PRINT ON 11" X 17" IN LANDSCAPE FORMAT

Stormwater Program Scenarios

Public Works Committee

August 15, 2016

Discussion Items

- Stormwater program goals
- Examination of existing and proposed levels of service (LOS)
- Capital Improvement Program (CIP)
- Next steps

Definitions

- EPA – Environmental Protection Agency
- NPDES- National Pollutant Discharge Elimination System – EPA driven program
- IDDE – Illicit Discharge Detection and Elimination - EPA driven program
- CIP- Capital Improvement Program
- FTE – full time equivalent staff
- BMP -Best Management Practice
- LOS- Level of Service

Program Goals

- Improve reliability of existing system through increased maintenance including proactive efforts
- Expand implementation of regulatory water quality plan including infrastructure improvements, public education and staff training
- Construct capital projects that continue to address problem areas

Existing Stormwater Program Level of Service, LOS

Public Works Operations (PWO):

- Staffing priorities:
  1. Potholes
  2. Island maint.
  3. sweeping
  4. mowing
  5. weed eating
  6. **Stormwater**
  7. pavement
  8. R/W misc.

Existing Stormwater Program Level of Service, LOS

- After a significant rainfall several crews check and clean known blockage points in stormwater system
- Current reactive responses:
  - Respond to customer inquiries
  - Patch failing stormwater system
  - Jet clean stormwater lines per problems reported
    - (on-call contract as needed)

Existing Stormwater Program Level of Service, LOS

Public Works Engineering (PWE):

- Support CIP projects for roads and WU
- Reactive response to customer requests
  - Floodplain, Structural flooding, nuisance flooding, & stream instability
- Engineering support to PWO
- Management of CIP Stormwater bond projects
- Assist with development review on large/complex development projects
- Environmental permitting for City/CIP projects
- Implementation of changing regulations, currently NPDES & floodplain maps
- Assist codes department on environmental cases

Existing Stormwater Program Level of Service, LOS

Public Works Operations (PWO):

2014 & 2015 avg. 2.6 FTEs includes:

- 3 person crew, & supervisor
- Stormwater as lower priority crew, often pulled to backfill higher priority needs.
- PWO historically as many as 35-40 FTEs, 26 FTEs currently including transfers from Landfill

2017 FY PW budget stormwater services:

- PWE 2 FTEs, PWO 4.74 FTEs; Total 6.74 FTEs (budgeted)
  - PWE 1.2 FTEs; PWO 2.6 FTEs; Total 3.8 FTEs (actual)
- 714 k, includes equipment & materials

Scenario #1 level of service

- Create PWO stormwater crew, (staff expansion)
- Limited proactive stormwater system maintenance
- Proactive stormwater system inspection
- Decrease work order response time
- Increase NPDES regulatory compliance
- Small CIP projects (10K)
  - Designed and built in house

<u>Scenario 1:</u>

- PWE 4.25 FTEs, PWO 3.2 FTEs Total 7.45
  - PWO includes 4 new positions for Stormwater crew
  - PWE includes 3 new positions for SW engineering support
    - Transfer 2 existing PWE staff
- $ 1.17 M, includes staff, contracts, equip. and materials

Scenario #2 level of service

In addition to scenario #1 LOS:

- Small stormwater system repairs (25K)
  - Reduce contract work issued
- Structure inspection program increased
- Increase in-house design of small CIP projects
- Increase water quality w/ NPDES, IDDE inspections and enforcement
- Scenario 2:
- PWE 5.5 FTEs, PWO 6.4 FTEs; Total 11.9 FTEs budget
  - PWE 6 FTEs, PWO 8 FTE's; Total 14 FTEs (actual)
- $ 2.06 M, includes staff, contracts, equip. and materials

Scenario #3 level of service

In addition to scenario #2 LOS:

- Water quality programs
- Medium CIP projects (100K)
  - Designed and built in house
- Failing stormwater system replacement program
- NPDES /IDDE improvements

Scenario #3 level of service continued

In addition to scenario #2 LOS:

- Environmental permitting resource
- Best Management Practice, (BMP), Water quality measures adopted and implemented
- Scenario 3:
- PWE 6 FTEs, PWO 9.6 FTEs; Total 15.6 FTEs budget
- PWE 6 FTEs, PWO 12 FTEs; Total 18 FTEs actual
- $ 3.2 M, includes staff, contracts, equip. and materials

Overview of Scenarios

SCENARIO	STAFF FULL TIME EQUIVALENTS -FTE	EQUIPMENT FIRST COST	STAFF AND MATERIALS ANNUAL COST	START UP TOTAL COSTS	Typical level of service
1	7.45 9 staff	$292,000	$883,741	$1,175,471	Increase customer service response Work order response time lowered Proactive inspections Reduced reactive response
2	11.9 14 staff	$567,039	$1,494,348	$2,061,387	Dedicated customer service team NPDES reviews conducted System inspection program Small system repairs as schedule allows
3	15.6 18 staff	$1,018,078	$2,234,655	$3,252,733	Water quality programs NPDES internal audits Systematic small system repairs Environmental permitting program

Capital Improvement Program, (CIP)

- Allow 20% of CIP budget for soft costs
- Soft costs include staff or consultants to manage, survey, design, administer contracts, test materials, and inspect capital projects.
- For budget of $3 million per year
- $0.5M for soft costs (approx. 5 staff)
- $2.5M for construction

<u>Increase over FY 2017 in addition to Scenario #3:</u>

- PWE 5.0 FTEs
- $ 3.0 M, includes staff, contracts, equipment and materials

Next Steps

- Direction per:
  - Stormwater program goals
  - Level of service desired
  - CIP priorities
- To refine LOS & CIP scenarios

- Questions?