1. GENERAL AGENDA

Mayor Dean Katerndahl opened the work session at 6:06 p.m. on September 20, 2022, at City Hall, 8880 Clark Avenue, Parkville, Missouri. In attendance were aldermen Tina Welch, Philip Wassmer, Bob Bennett, Douglas Wylie and Greg Plumb.

A quorum of the Board of Aldermen was present.

The following staff was also present:
Alexa Barton, City Administrator
Kevin Chrisman, Police Chief
Alysen Abel, Public Works Director
Stephen Lachky, Community Development Director
Matthew Chapman, Finance/Human Resources Director
Brittanie Propes, Parks & Recreation Director
Chris Ashley, Public Works Project Manager
Jeffery Rhodes, Assistant to the City Administrator
Rich Wood, City Attorney

A. Review the process to establish a quiet zone in downtown Parkville

Community Development Director Stephen Lachky provided a background of a quiet zone in downtown Parkville; presentation attached as Exhibit A. He said that the City had discussed a quiet zone since 2004 and held several open houses.

Discussion focused on a monitoring system to video the locations that would provide documentation if a horn did or did not sound and wayside horns that pointed downward to carry the sound down.

William Siegel, 13 W. 7th Street; expressed his support of the project.

2. ADJOURN

The work session ended at 6:44 p.m.

The work session minutes for September 20, 2022, having been read and considered by the Board of Aldermen, and having been found to be correct as written, were approved on this the fourth day of October 2022.

Submitted by:

Melissa McChesney
City Clerk Melissa McChesney

SEAL OF THE CITY OF PARKVILLE
PLATTE COUNTY MISSOURI

Downtown Parkville Quiet Zone

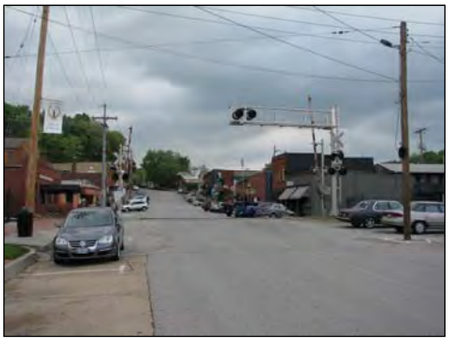
Board of Aldermen – Work Session

September 20, 2022

Public Railroad Crossings

East Street

Main Street



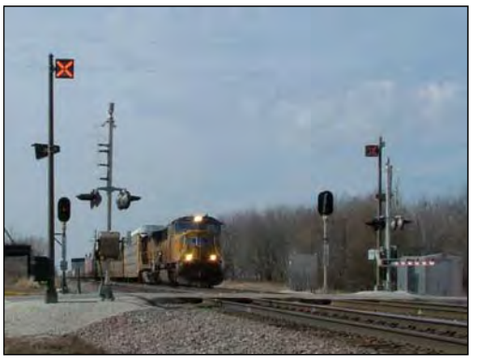
Private Railroad Crossings

Ball Equipment

Sewer Plant

Train Horn Rule

- Law enacted by Congress is 1994.
- Required FRA to issue regulation for sounding of horns at public highway-rail grade crossings.
- Nationwide standards established June 24, 2005.
- The rule allows establishment of "quiet zones".

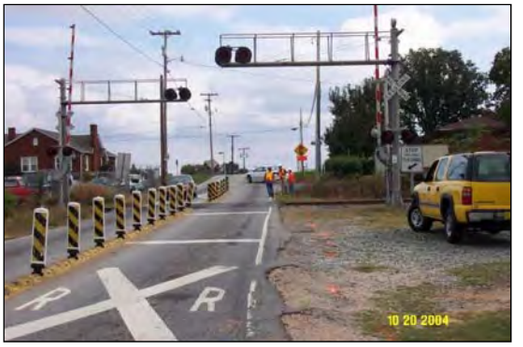


What is a Quiet Zone?

- Is a section of railroad line.
- Must be at least 0.5 miles in length.
- Must include 1 or more consecutive public grade crossings.
- Locomotive horns are NOT routinely sounded.

Active Warning Devices

- At a minimum must be installed at each highway-rail crossing. This includes:
- Flashing Lights
- Gates
- Constant warning time devices
- Power out indicators



Supplemental Safety Measures (SSM)

Four-Quadrant Gates

Roadway Channelization and Median Barriers

Supplemental Safety Measures (SSM)

One-Way Roadway with Gate(s)

Permanent Closure of nearby Public Crossing(s)

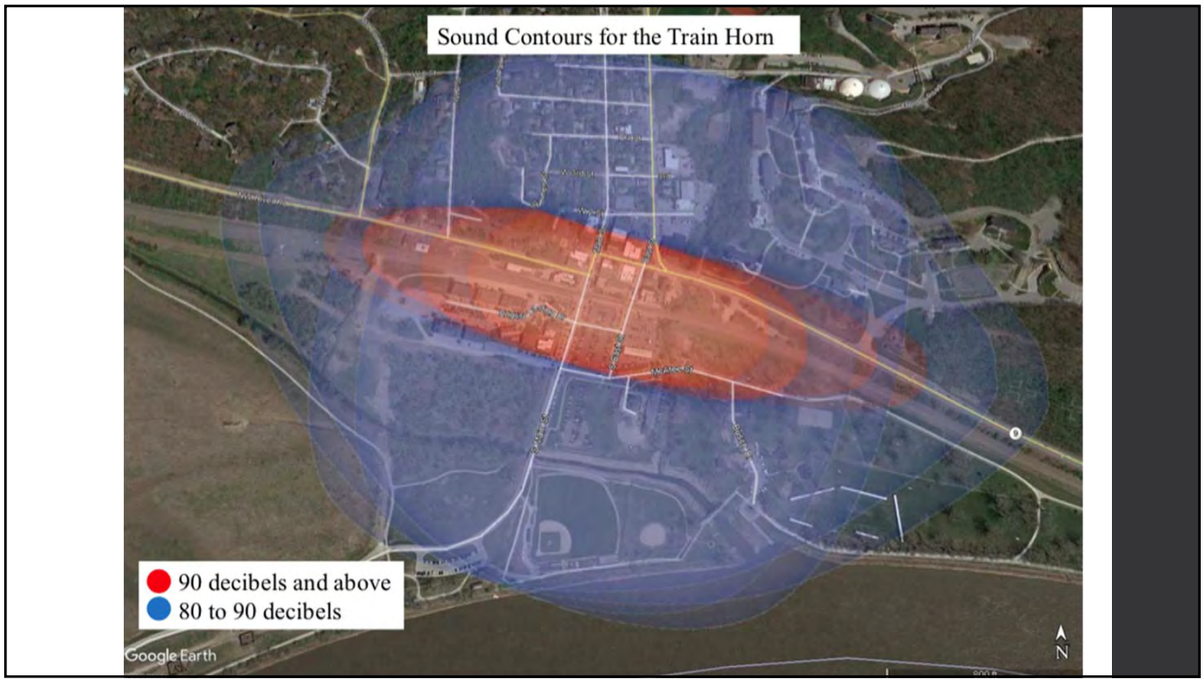
Potential Quiet Zone Boundary

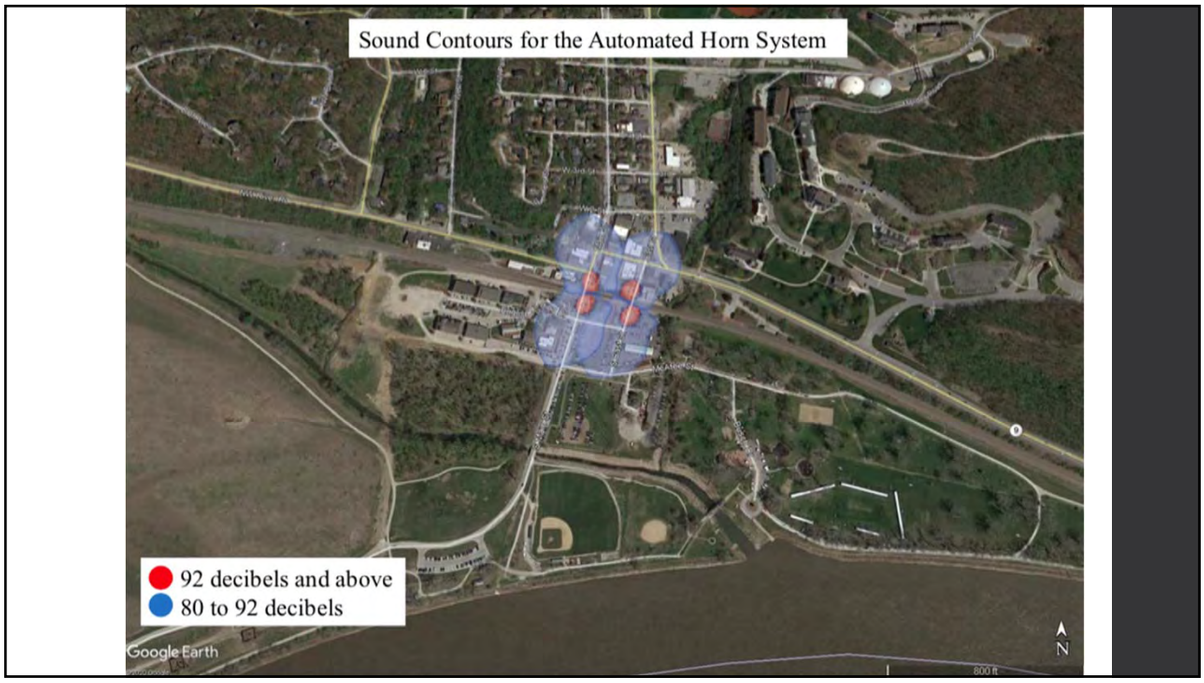
Wayside Horns

- An alternative to a full quiet zone.
- Replace noise from trains by devices placed at railroad crossings.
- Must still have:
  - Flashing lights
  - Gates
  - Constant warning time devices
  - Power out indicators

Public Authority Considerations for use of Wayside Horns

- Temporary closure is not feasible
- Not enough distance to implement raised medians or channelization devices
- One-way street is not a viable alternative
- Cost of 4 quadrant gates is prohibitive
- Cost-effective for the community.


Sound Contours for the Train Horn
90 decibels and above
80 to 90 decibels
Google Earth
N


Sound Contours for the Automated Horn System
92 decibels and above
80 to 92 decibels
Google Earth
N

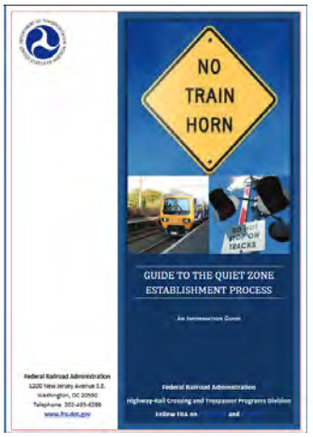
Wayside Horns "Field Trip" to Merriam, Kan. (August 20, 2020)

Merriam, Kan. Wayside Horns

- Installed wayside horn equipment at three intersections (**equipment cost of $216,250**).
- Construction contractor was CTC (out of Fort Worth, Tx.), who provided all equipment and labor needed for the project, as well as permits from Evergy.
- **Additional costs of $420,784** required for BNSF equipment, labor and engineering.
  - One location required many extra relays, modules, event recorders and wire due to the track switching capabilities at that particular location as well as a new Bungalow - $137,768.
  - The other two locations didn't need much other than new relays, modules, event recorders and wire. Those two locations cost $33,515 and $33,451.

FRA Guidelines

- Meeting with FRA's Regional Manager in May 2019 to discuss establishment process.
- Completed a calculation of Quiet Zone Risk Index (QZRI)
- Explored SSMs.



Quiet Zone Establishment Process

1. Conduct a quiet zone diagnostic review
   - Takes place 1-2 months after agreement execution
   - Performed by the railroad company's third-party consultant
2. City issues a "Notice of Intent" and RFQ for construction services.
3. City negotiates an agreement with BNSF for construction & maintenance of improvements.

Project Funding

- Significant funding ($560,000+) required.
  - Quiet zone or wayside horn equipment
  - BNSF equipment upgrades
  - Ongoing annual maintenance ($5,000 a year)

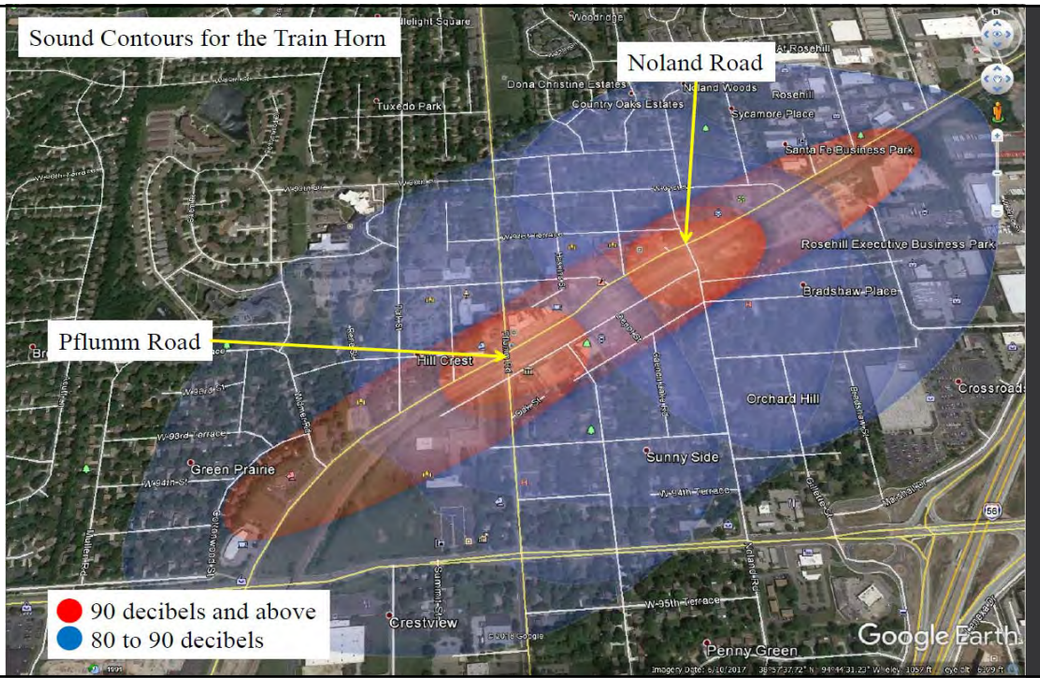
- BNSF does NOT contribute funding towards the establishment of quiet zones.

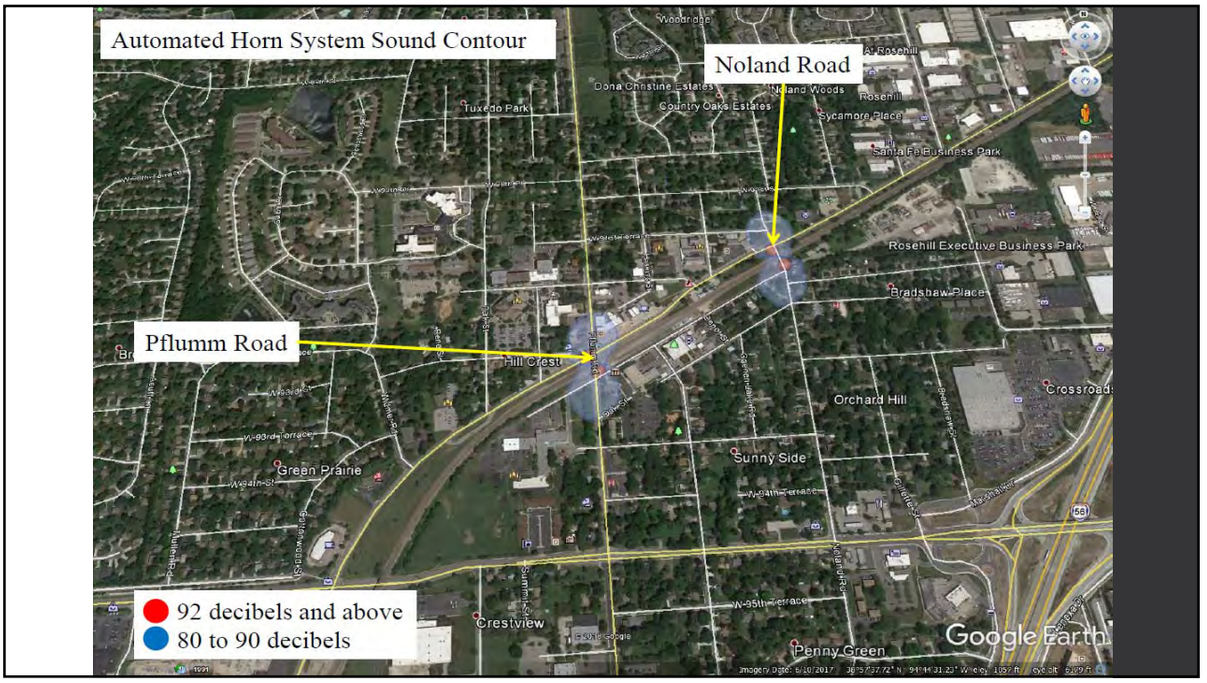
Funding Source

- State and federal grants
- City's General Fund via programming project in a future CIP
- Grant funding via the Parkville Old Towne Market CID
- Partnership funding with Park University
- Creation of a Transportation Development District (TDD)
- Creation of a second Community Improvement District (CID)
- Increasing our operating tax levy
- Capital project municipal bond issuance
- Voter approval of a ½ percent capital improvement sales tax
- Voter approval of a 2% local use tax on out-of-state purchases

Lenexa, Kan. Case Study

Old Town Lenexa area





Lenexa, Kan. Timeline

- **2018** – In May 2018, Lenexa's City Council joined residents and business owners along the corridor to hear a test of the wayside horn system.
- Feedback was overwhelmingly positive to proceed forward with wayside horns as the system reduced noise to an acceptable level at a much lower cost than installation of a quiet zone.
- That same month, the City approved $350,000 in funding for the installation of wayside horns at both Old Town intersections.
- **2019** – The City then began contract negotiations through 2019 with BNSF to install the horns.

Lenexa, Kan. Timeline

- **2020** – In February 2020, the City Council authorized an agreement with BNSF to install the wayside horns.
- BNSF submitted their signed agreement on September 4, 2020, but noted that due to the age of the existing system, substantial upgrades would need to be made to the signal control equipment (adding an additional $190,000 to the project). BNSF denied the City's request to split the cost of these upgrades.
- In October 2020, the City Council adopted a resolution to amend their 2020-2024 CIP to allow the budget increase and approved change orders for increased costs associated with each intersection.
- Once all contracts were finalized, BNSF complete the signal control equipment themselves (180 days); and then once that was completed, the City's contractor only needed about 2 weeks to install the wayside horns.

Lenexa, Kan. Timeline

- **2021** – BNSF completed their signal control upgrades necessary for wayside horn installation in April 2021.
- City began their work installing the wayside horns in June 2021 and completed the work mid-July 2021.
- A 30-day testing period ensued and no issues since.

Parkville Next Steps

1. Execution of Preliminary Engineering Services Agreement with BNSF for on-site diagnostic assessment.
   - Performed by the railroad company's third-party consultant
   - Assessment reveals what improvements are allowed per FRA requirements.
   - Takes place 1-2 months after agreement execution
2. Identify a Funding Source
3. City issues a "Notice of Intent" and RFQ for construction services. Conduct a quiet zone diagnostic review
4. City negotiates an agreement with BNSF for construction & maintenance of improvements.

Questions?