STATE OF KANSAS)
WYANDOTTE COUNTY)) SS **SPECIAL SESSION, THURSDAY, MAY 18, 2017**
CITY OF KANSAS CITY, KS)

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, May 18, 2017, with nine members present: Bynum, Commissioner At-Large First District; Walker, Commissioner At-Large Second District; Townsend, Commissioner First District; McKiernan, Commissioner Second District; Johnson, Commissioner Fourth District (arrived at 5:09 p.m.); Markley, Commissioner Sixth District (arrived at 5:22 p.m.); Walters, Commissioner Seventh District; Philbrook, Commissioner Eighth District; and Holland, Mayor/CEO, presiding. Murguia, Commissioner Third District; and Kane, Commissioner Fifth District; were absent. The following officials were also in attendance: Doug Bach, County Administrator; Ken Moore, Chief Legal Counsel; Bridgette Cobbins, Unified Government Clerk; Gordon Criswell, Asst. County Administrator; Jeff Fisher, Executive Director of Public Works; Debbie Jonscher, Deputy Finance Director; Reginald Lindsey, Budget Manager; Emerick Cross, Commission Liaison; Mike Tobin, Deputy Director of Public Works; Brandon Grover, Asset Coordination Manager for Public Works; Jeremy Rogers; Director of Parks & Recreation; Merle McCullough, Fleet Manager; John Kelly, Deputy Director of Building & Logistics; Maureen Mahoney, Asst. to Mayor/Chief of Staff; and Nate Doleshal, Sergeant-at-Arms.

MAYOR HOLLAND called the meeting to order.

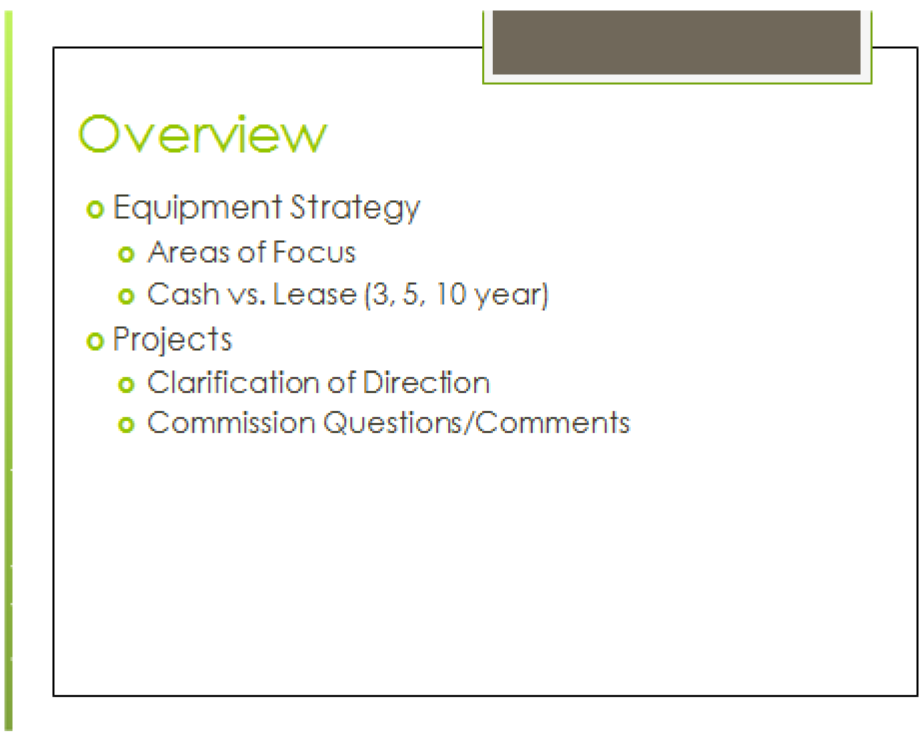
ROLL CALL: Townsend, McKiernan, Walters, Philbrook, Bynum, Walker, Holland.

NOTICE OF SPECIAL MEETING of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held Thursday, May 18, 2017, at 5:00 p.m. in the 5th floor conference room of the Municipal Office Building for a presentation on the 2017-2022 Capital Maintenance Improvement Plan (CMIP) Budget.

CONSENT TO MEETING of the governing body of Wyandotte County/Kansas City, Kansas, accepting service of the foregoing notice, waiving all and any irregularities in such service and in such notice, and consent and agree that we, the governing body, shall meet at the time and place therein specified and for the purpose therein stated.

Mayor Holland said this is our second CMIP in anticipation of the budget. The goal is to get through tonight walking through more of our Capital Maintenance Improvement program and then turn it over to the staff to formally prepare the budget.

Doug Bach, County Administrator, said it is good to be able to come in and do the second phase of this as we presented two weeks ago really where we were with the projects and then provided you all with a copy of the detail of what was within all the project budgets.



Tonight I'm really going to do an overview of the—staff is going to do the equipment strategy. We're not giving you copies of all of the equipment that we're buying and I think in the years we haven't spent time looking at each piece of apparatus that we're looking at buying. Really the strategy of what we're trying to do and it's still pretty fluid for us as we're working through right now to try to build it in from a balance perspective because the equipment is different from projects where we have cash and debt to know where we're at on the debt limitations on the equipment side with cash; still working through that until we realize where we are with everything from the Operating side and how that focuses in. We're going to go over the strategy of what we have of the different kind of main areas, how much we're trying to do and target and buy in each of those areas and make sure you agree with that so that's our areas of focus.

Also, the emphasis that I'm doing toward the equipment is moving toward cash versus lease and you know we have different programs where we have a lot of things where we've gone three, five and ten years leases. I'm trying to move out of that category of lease and get more to cash. My first step is on the three year leases so if I can get the three years and then we will move to the five and ten. Right now I'm really not touching any of the ten's. Those are from \$600K to \$1M type—you know a lot of times they're in Fire but they are larger pieces of apparatus and it's just not practical to be able to make that transition all at once.

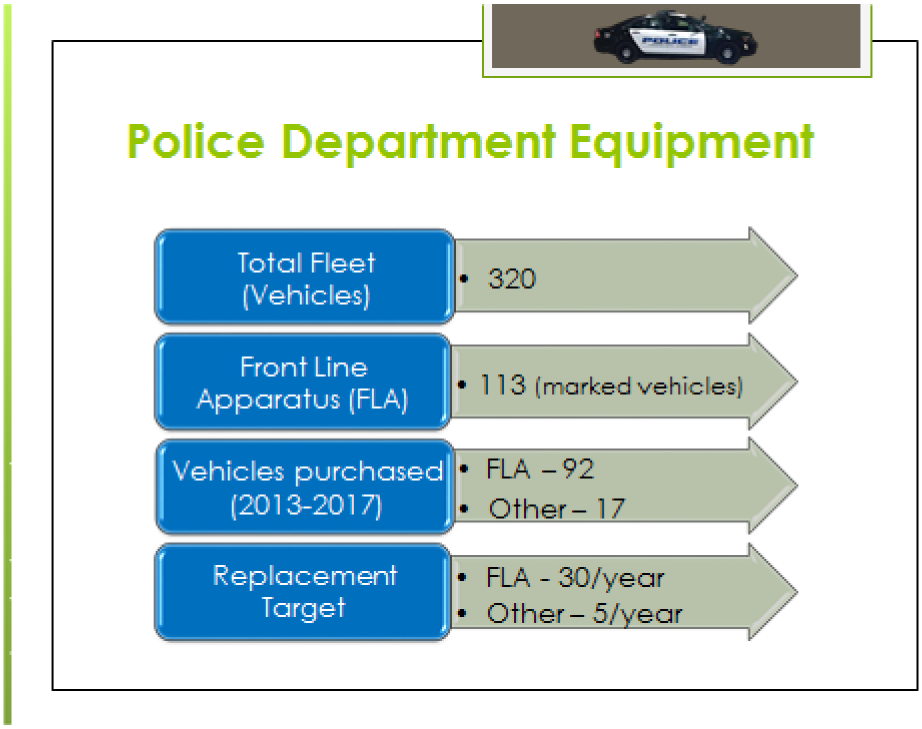
Those are some of the overall things we will be—that's the strategy we're using in building the budget and we will talk about that and at the end of this we will move back to projects. I have a few projects that I really want to get some clarification on and then if the commissioners have any questions on any of the other projects that we haven't addressed this evening specifically. That's the format for tonight if that works for all of you.

Commissioner Walker asked are we going to be allowed to inject equipment issues as a commissioner I might feel that are important. **Mayor Holland** said yes, absolutely. **Mr. Bach** said yes, if you would like to and if we don't cover that tonight of what we think we're covering and we need to do more emphasis in an area, you can lay that out and then of course once we present the budget if you see there is something there that's clearly missed, you can put that in.

Major Equipment items that we're going to talk about are the fleet vehicles and so we're going to cover Public Safety, Transit, Public Works, what the strategy is in those areas; Street Equipment, Water Pollution, areas of purchase there. Telecommunication which is becoming a larger and larger portion of our budget each year all the way from what we're doing with the camera equipment for the Police Department to our fiber network and really that's become a major portion of our infrastructure so that piece really goes between equipment and the project side of the budget.

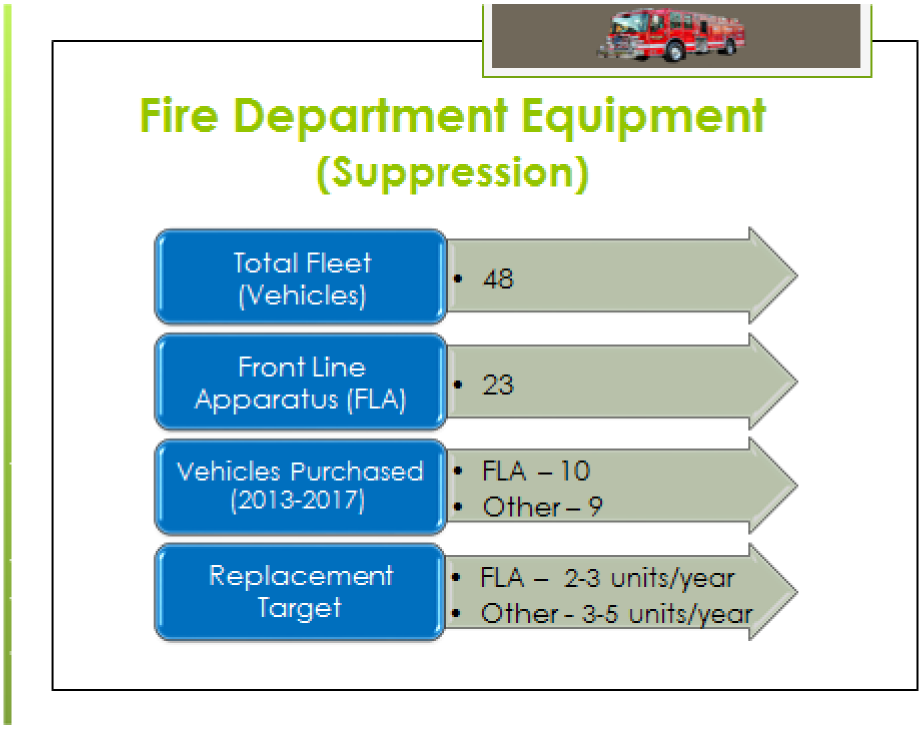
With that, I'm going to turn it over to Debbie Jonscher, Deputy Finance Director, and she is going to take us through a few of the departments and then we will move to Public Works.

Debbie Jonscher, Deputy Finance Director, said we thought we would just start going through some of the larger departments and just give you an idea where we are with the fleet and what our replacement schedule has been. Ever since the recession you know in previous years the equipment budget has been cut significantly and so we're behind on our replacement schedule. We're going to go through the items and give you an idea of where we are on trying to catch up on that replacement schedule.



We're going to start with the Police Department. We have a total fleet of 320 vehicles. The frontline apparatus is 113 vehicles and those are the marked patrol vehicles. Over the least five years we purchased 92 of the frontline apparatus in the replacements and 17 of the other vehicles and that would include other support vehicles such as patty wagons, if there are Animal Control vehicles, other vehicles that are not considered the patrol vehicles.

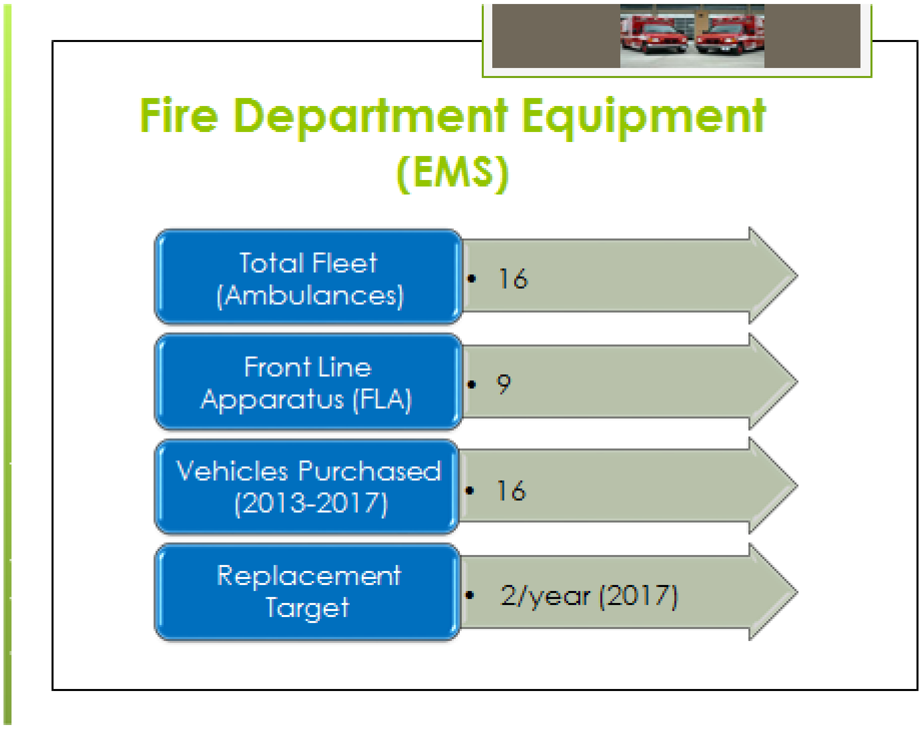
Our replacement target is currently at 30 cars per year for the frontline apparatus. In the past couple of years we have been doing replacement of about 20 cars per year. In 2017 we did increase that to 30 and we're trying to work through—that's our plan to try to get 30 vehicles per year for that replacement. Then we're also looking at the other vehicles of possibly five per year.



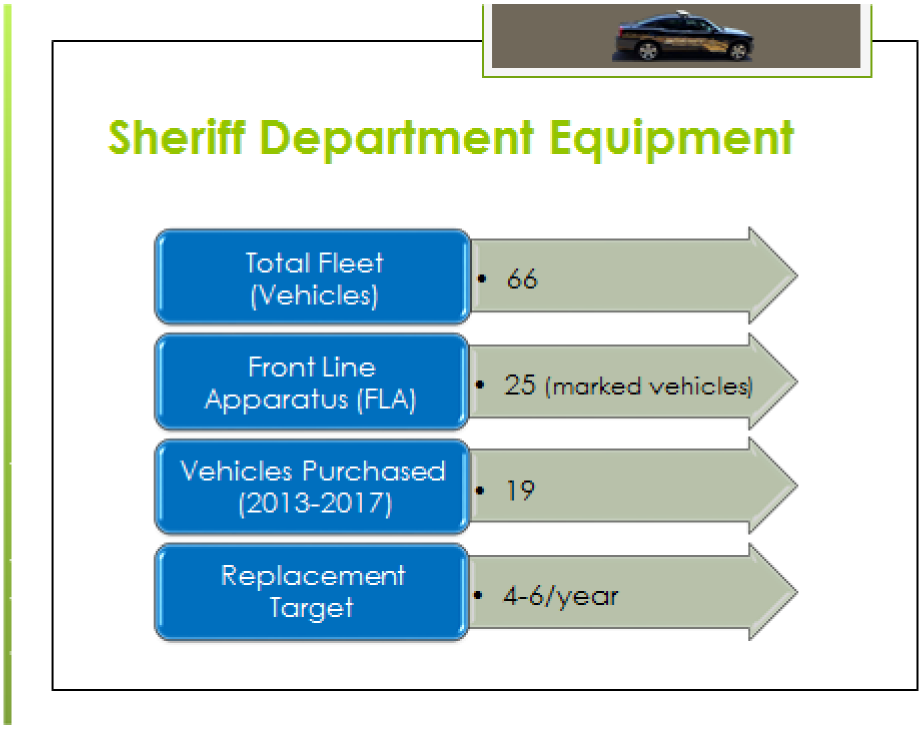
The next department we're going to look at is the Fire Department. We split the Fire Department into two slides. The first one is going to be on Suppression and the second one will be on EMS. The total vehicles that we have here are 48 and this is only the fire apparatus which would be pumpers, aerials, Quints, and we've got frontline apparatus listed at 23. The difference there is the staff is crossed staffed to cover all the vehicles in this fleet, all 48 vehicles are available on any given day but they're staffed to cover the 23 so we're calling that our frontline apparatus.

The vehicles purchased over the last five years; we've purchased 10 of the frontline apparatus and that includes four in year 2017. We've also included other support vehicles, about nine of those over the past five years.

Our replacement target has been about two to three units per year on the frontline and three to five units per year on the other vehicles.

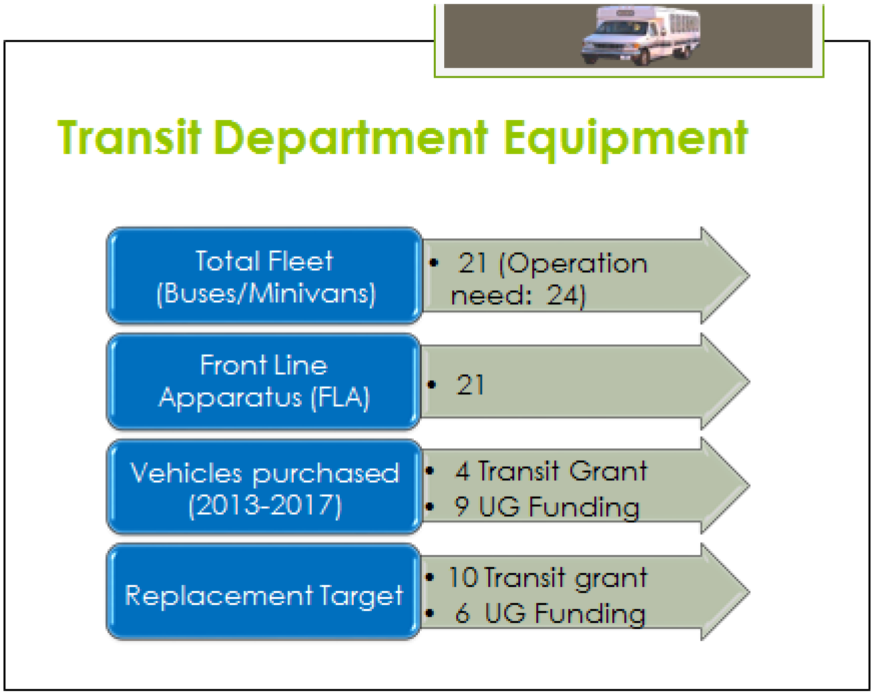


The next one is EMS. We have a total fleet of ambulances of 16. Nine of those are frontline apparatus. Over the past five years we have replaced all 16 vehicles, all 16 ambulances in the fleet and our current replacement target is two per year starting in 2017. The ambulances are paid from the EMS Fund which is funded by the quarter cent sales tax.



The next department we're going to look at is the Sheriff Department. Their total fleet is 66 vehicles, 25 of those are frontline apparatus and are marked vehicles. Over the past five years we've replaced 19 of their fleet and our replacement target is four to six per year to get us back on the replacement schedule.

Commissioner Philbrook said so when you say the replacement schedule, this is doing it on a cash basis, Doug. **Mr. Bach** said not in all cases, no. **Commissioner Philbrook** said that's why I was asking. **Mr. Bach** said they vary. Like this one, Sheriff, these are probably cash I would guess how we're building it now, but on the previous one on the Fire Department those are lease and Police was a combination. **Ms. Jonscher** said we bought 20 as a lease/finance and 10 we paid we cash or that's this year in 2017. **Mr. Bach** said it's a transitional mode to try to get to more cash away from lease and still trying to come up with targets that gets us back where our frontline apparatus is all in good condition. **Commissioner Philbrook** said so pairing up the Police is helping us on the numbers of police cars we need totally right now. **Mr. Bach** said it will help us to get there in the future, yes.

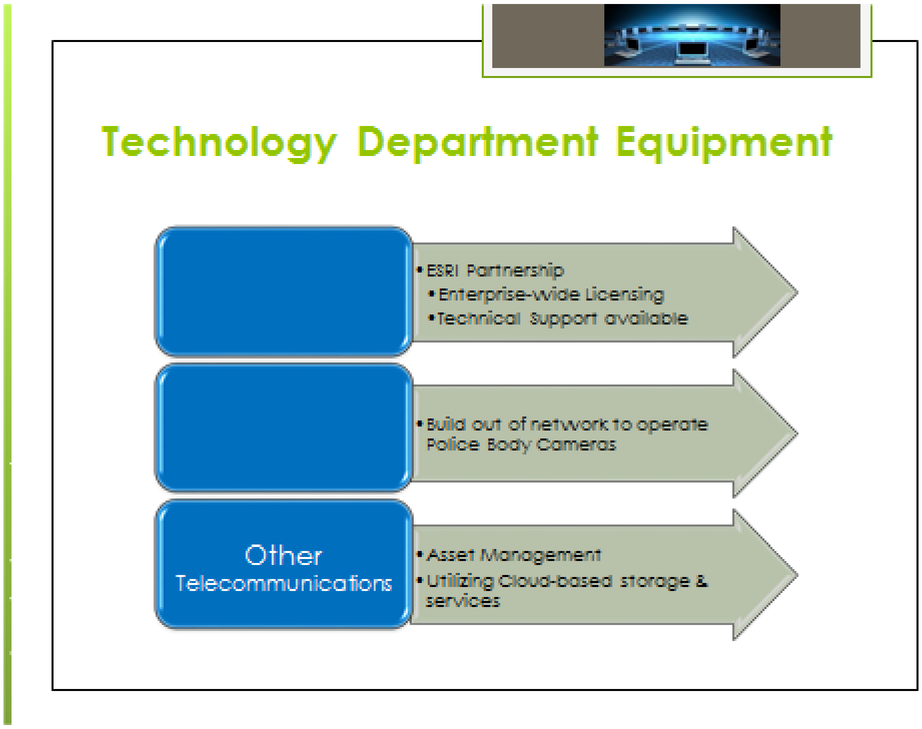


Ms. Jonscher said the next department is Transit. Currently they have 21 buses in their fleet, however; they've identified for their operational need they need 24 buses so they are three buses short in their fleet and so the frontline apparatus is 21. Over the past five years we've replaced 13 of those vehicles. Four have been with a Transit Grant and nine of them have been through the CMIP process. The replacement target is—they currently have 16 vehicles that are in need of being replaced. They have reached their useful life. The useful life of a bus is about four years so over the next couple of years we're in need of replacing those 16. Ten they're hopeful to get paid for with a Transit Grant and the other six would come through the CMIP process.

Mr. Bach said this is probably one department area that is more dire need than the others. One thing we've had in previous years we had been very successful in getting a lot of federal grants. That was just the earmarks, the federal earmarks that come in, we were pretty good. Every three or four years we were able to keep our buses refreshed and keep going so it did not have its place in our normal CMIP Equipment Schedule. We do a little bit of work with this, replace some of them and as you can see we were still able to get a couple of buses in the last couple of years, but with the recession everything kept falling behind. As Debbie noted, we are completely in a point of needing to almost change out our whole fleet. Those 16 noted below, all of them need to be changed now and the aspect of 24 versus 21 means we bring one bus in, it's run it's cycle; we have to change some things; overlap for one bus for a couple of hours and pull a different bus in and run the rest of the shift for that though we had about four out the other day because they were down for maintenance and that's kind of a day-to-day. These are all, as you know, another group of very expensive piece of equipment that we're working on. We feel pretty good about some of these grants that we have in the hopper though we can probably get four of them maybe next year out of this. The other six is probably a couple years before they get brought into the cycle of getting pulled into it so putting our funding into this over the next couple of years. On the rest of all these I will say they were the 2018 target you've been looking at. It's probably impractical for me to put in here that we're going to fund six in 2018 though I left it there in this target because we need to change six buses out with UG funding next year in order to keep the operation going good we're going to have to at least make a strong hit on that.

Commissioner Walker asked how much money, UG money, do we spend in the Transit Department budget. **Reginald Lindsey, Budget Manager,** said $7.1M. **Commissioner Walker** asked how much in addition to that is federal money. **Mr. Lindsey** said we spend $7.1M and we have like pass-through grants that goes directly to the KCATA so the number I'm giving you doesn't include those grants. **Commissioner Walker** said so $7.1M of UG taxpayer money goes for public transit. **Mr. Lindsey** said yes.

Mayor Holland asked what does a bus cost, a full-size bus. **Ms**. **Jonscher** said about $90K. **Commissioner Philbrook** said and the little buses. **Mr**. **Bach** said those are our buses. **Mayor Holland** said the full-size KCATA we don't pay for. **Mr. Bach** said right, the big ATA buses we just pay them a fee from that $7.1M to operate. (**Commissioner Philbrook** was speaking but inaudible due to not having mic turned on.) **Mr. Bach** said I will also note we are borrowing some buses from them now to keep our operation going and that's how we get by with less than what our operational need is.



Ms. Jonscher said the last department I'm going to talk about is the Technology Department. We've had many requests this year from Technology. We've got a lot of initiatives. I just listed a couple of them here. The GIS Initiatives we're looking at a partnership with ESRI which would allow an enterprise-wide licensing as well as technical support. Fiber connectivity which would be related to the build out of network for the body cameras and then other telecommunication we're looking at an Asset Management System as well as utilizing cloud-based storage and services. I think Public Works is probably going to touch on that when they go into review of their equipment. **Mayor Holland** asked does that include additional camera so we can simultaneously video Standing Committee and the Monday Planning meetings. **Mr. Bach** said I believe that's proposed as part of the Administrator's budget for Public Relations for our Operating Budget. I don't think it's separate in this. **Mr. Lindsey** said everything related to like this room it is in the Public Relations budget. **Mr**. **Bach** said it didn't quite make this CMIP. **Mayor Holland** said it's just in Operational.

Commissioner Walker said one of the things that I've been reminded of and knew of, but I guess I didn't realize—and I think it would belong in Technology is I haven't seen a proposal for the District Attorney's Office to become digital in their file retention, in their current file system.

I think it's a major problem, Doug, and I would invite you and the Mayor and anybody who has not been to the fourth floor or the fifth floor of the old courthouse to go up there and examine how files are maintained. It is a multiyear project, how that's best done is probably best left to you and the District Attorney but the fact that thus far I've not seen anything in the budget that would reflect even an awareness that this is an issue. He has himself a book of photos that I think every commissioner who is either going or has been invited to meet with him should ask to look at of how the files on criminal cases are maintained. Some might say well what's the big deal? Well, a lot of those cases are unsolved. If they are ever solved or a new development occurs, the preservation of that material, the various pieces of evidence is critically important. Also, felons are known for filing many kinds of legal actions out of prison and if you don't have a file, you can't defend whatever it might be; habeas corpus post-conviction relief type of practice and I think that technology has to be involved in that. **Mr. Bach** said I agree with you that the modernization of those records is an issue. I'm going to ask Assistant County Administrator Joe Connor who's worked on some of this technology to speak to what we've done and engagement so far.

Joe Connor, Asst. County Administrator, said the DA specifically has reached out to Alan Howze in the Knowledge Office on a number of different fronts with records being part of that and they're kind of in a planning process now trying to really define what they're trying to achieve and how they're going to get there. So, trying to avoid going out and buying some system that looks really good but doesn't really meet their needs so they've already had some success with some small little projects they've worked with with the DA but there is an open line of communication. We have staff that is assigned to help them out with this planning for these kinds of projects. **Commissioner Walker** said that sounds like its years away from being meaningful. Would I be correct or incorrect? **Mr. Connor** said I don't know specifically about that particular project, but it probably wouldn't happen in 2017. **Mr. Bach** said there is a lot to all of that. I will say this, part of where all those records are on the fourth and fifth floor we're looking at greater plans from a facilities aspect of what we can do with the building and in order to get into that more we're going to have to automate those files in some way so we just don't have boxes and boxes that are 70 and 80 years old of records. That involves not only the District Attorney but also some things we might be able to do with District Court. **Commissioner Walker** said I'm certain there are files there of the vintage that their destruction would not be, except for the loss of history perhaps, which to me is important but to most people it may not be the priority, would not have to be digitized. There are a huge number of cases over the last 20 years which could still be relevant. I just think we have to view the District Attorney's office differently than we do. We kind of acknowledge it but we're always talking about more police, more sheriff deputies; you know the cop on every corner but you can't get all of them through the funnel that they arrest if we don't have a professionalized District Attorney's office and that goes into a whole different issue for another day but I'm coming on that one.

Mayor Holland said I'm pleased that our District Attorney has reached out to us and said this is a problem and we want to address it. I think that's the first in my four years that I've heard of the District Attorney reaching out to us and asking for that kind of help and I think it's a help we can provide and should because they are UG records. I think that's good and probably a lot of the work that needs to be done is deciding what are the priority records to preserve and just sorting them and getting those saved. **Mr. Connor** said and also identifying who your partners are and can they accept the records in the format you are giving them to so if you look at all the partners the DA has to work with there is a whole system there. It's a much larger process than just scanning some documents and making them digital.

Mr. Lindsey said also the District Attorney, and it didn't come through this process, he has submitted for digitizing so he did like $30K and then $5K thereafter for maintenance. It hasn't been approved yet, but it's in the process. **Commissioner Walker** said maybe I need to urge him to be more vocal publicly to get the attention. **Mr. Bach** said it hasn't been approved because its proposed coming into what we're doing. Am I correct on that? **Mr. Lindsey** said yes.

Mr. Bach said one of the things I wanted to do in kind of closing out particularly where we talked about some of the emphasis on Public Safety is a lot of what we've been able to purchase is through our Public Safety and Infrastructure Sales Tax. It is really a lot of emphasis towards how we buy police cars and fire trucks. $1.4M has been expended in those areas so it's really important to us in order to maintain that kind of equipment and then stay on the path we're looking for is that we continue to have this Dedicated Sales Tax which is due to expire in 2020. It's important for us to keep our eye on the ball of how that's setup and what an impact it would have on our Public Safety and then our Neighborhood Infrastructure if we did not have that additional money. **Commissioner Philbrook** asked how much is that tax. **Mr. Bach** said how much revenue? **Mayor Holland** said it's a 3/8 cent sales tax.

Mr. Bach said the next area we want to talk about is in Public Works. We've looked at various strategies that are coming on and I will say with bringing Jeff Fisher onboard last year he has gone through and done a lot of analysis of the department so I'm going to turn it over to him now and he is going to talk a little bit about things we are doing in that regard and his staff as they go through their presentation.

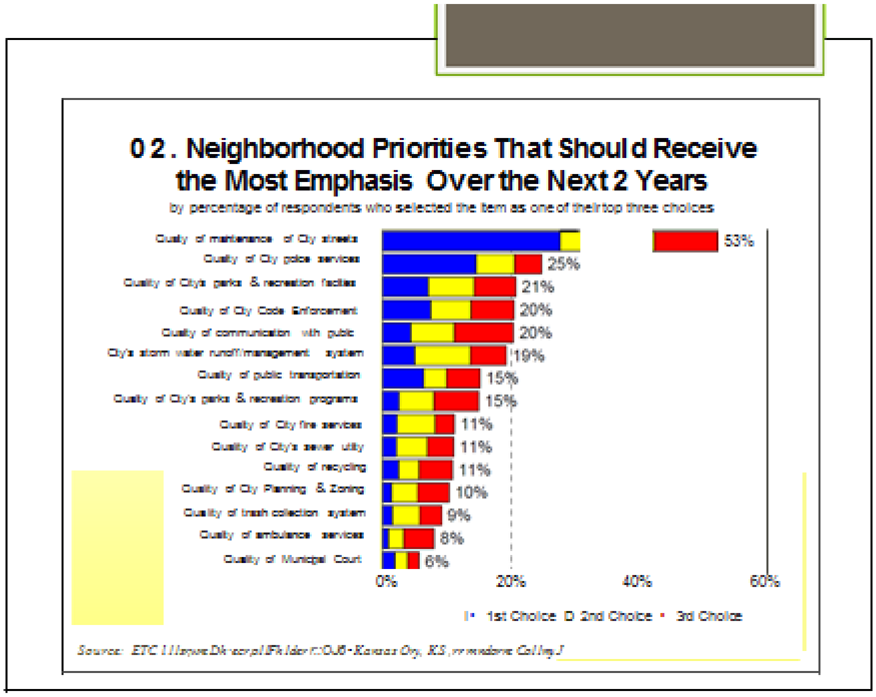
Jeff Fisher, Executive Director of Public Works, said it's been about eight months now since I joined the team and it's been a great experience. Most of my focus in that eight months has been evaluating personnel, systems and resources of course; and I want to note real quick how useful and important that has been for me to have Commission goals, to have Citizen Survey information, the SOAR Initiative; that has provided us great focus and we're working on our Strategic Plan right now. That should wrap up here fairly soon.

In my assessment there are several areas of improvement, but a few that I want to note tonight that are related to this discussion. Asset Management; one important part of Asset Management is Lucity. That is a tool that we have had and continue to utilize. We are expanding it into every division. We just expanded into Parks & Rec to help put the mowing strategy and so it's a really important tool to continue to use to help us be more organized, track our work, identify needs, make business case; those kind of things.

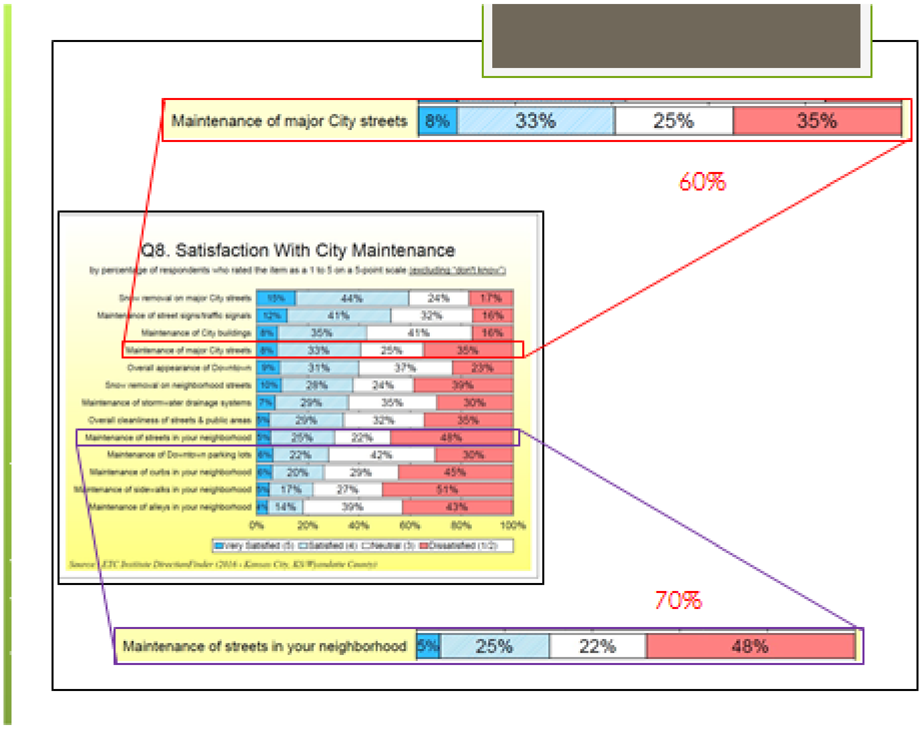
Project Management; the lower left-hand corner that's a screenshot of a dashboard view from a Project Management tool; we do not have that tool. It is something we are exploring now and look to purchase in the next three months. That will also help us be more organized on Project Management. We've got a big portfolio of projects. This will help us deliver more high-performing projects. It will increase accountability and allow us to communicate information to others including the Commission more easily. **Mayor Holland** asked is that something the public could use also. Would that dashboard have public application? **Mr. Fisher** said possibly. We want to get really good with it before we try something like that, but it's possible I guess. **Brandon Grover, Asset Coordination Manager for Public Works,** said there will be a potential integration with our dashboard and the 311 dashboard that's being developed that will be public facing as far as they can track their work orders that they've called in via reference number and things like that.

Mr. Fisher said one other is Pavement Condition. The vehicle in the lower right-hand corner is a vehicle that third parties use to drive city streets and collect pavement condition data. We need this. It will take about six months to collect and create our new baseline that will then allow us to target segments with the right applications three to five years out. Stretch those dollars; be real effective with those dollars. If we were to build this baseline in-house and my experience in a city of this size, it would take about 1.5 years. This will take us about six months so this will be really important. The pavement conditions are just crucial to be more effective with street maintenance.

There is a missing piece of equipment on our Street Maintenance Fleet that Brandon is going to highlight for us. My experience, again, it's necessary and I believe we're about to order one here soon and we propose another one in 2018 and I will let Brandon take over and highlight that equipment.



Mr. Grover said as Jeff pointed out as part of our evaluation of our pavement condition we've looked at several different materials and several different implements that we might need but all that really stems from one key piece of data and that's the Citizen Survey that came out. Everybody has probably seen this a million times right now but of course the number one thing that's pointed out is the quality and maintenance of our city streets. Fifty-three percent of our population rated that as their first, second or third choice as to what they would like to see emphasized over the next few years. We've really taken that to heart to come up with better ways to meet those needs. Some of the things we've looked at like I mentioned materials, equipment and we will highlight a couple of those here in a second.



This is another representation of that same thing but we pulled out two key pieces, Maintenance of City Streets and also Maintenance of Neighborhood Streets. Sixty percent said they were unhappy, dissatisfied or neutral with the city streets and 70% were unhappy, dissatisfied or neutral of their neighborhoods so, again, those were huge issues to us and we felt we can make a large impact with those.

The first piece of equipment we want to highlight is a pothole patcher. This is the one Jeff alluded to earlier. As most everybody knows the way we currently patch potholes is hot mix in a bed of a truck with crews out putting it in and tapping it down and that's what we've got. There are notorious issues with wasting because as the mix dries out it's just not useable anymore. These new elements have heated batch plants in them so they keep the material more usable. There is almost zero percent waste anymore. You can actually keep material overnight and because they are heated we can continue patching through the winter. Because these implements are so advanced it will also allow us to reduce our crew size from around four to six depending on the size of the job to one to two. This savings, well not really savings, but this reallocation of crew and materials will allow us to focus about $160K per crew that we're reallocating to curbs, sidewalks and other elements. Some of the main features that you will see that I mentioned earlier were the heated batch plans so all these hoppers are heated. The first one we're trying to purchase or recommending to purchase is this one over here, the lower left-hand, that's really a two-man rig and what it does is it blows out the patch itself, puts down a little tacky solution, rolls it back in and taps it and seals it. It's for larger area patches.

This second one over here on the lower right is a one-man operation. It does the same functions just with this little spray arm out in front and it's more of an emulsion mix as opposed to the true asphalt mix that we're used to seeing. Both of these are designed to be used on a citywide basis so they won't be split up per district anymore. It will be an as needed basis so we will be able to train crews on how to use these in the most effective way possible and hopefully get the best product out of them.

Mr. Fisher said I did some benchmarking a few months ago and the UG has about 2,400 lane miles in the system and the next barring KCMO, the next is Overland Park in this area at 1,800 and Olathe is even less than that so it gives you a scale of the system that we have to maintain and this kind of equipment is necessary.

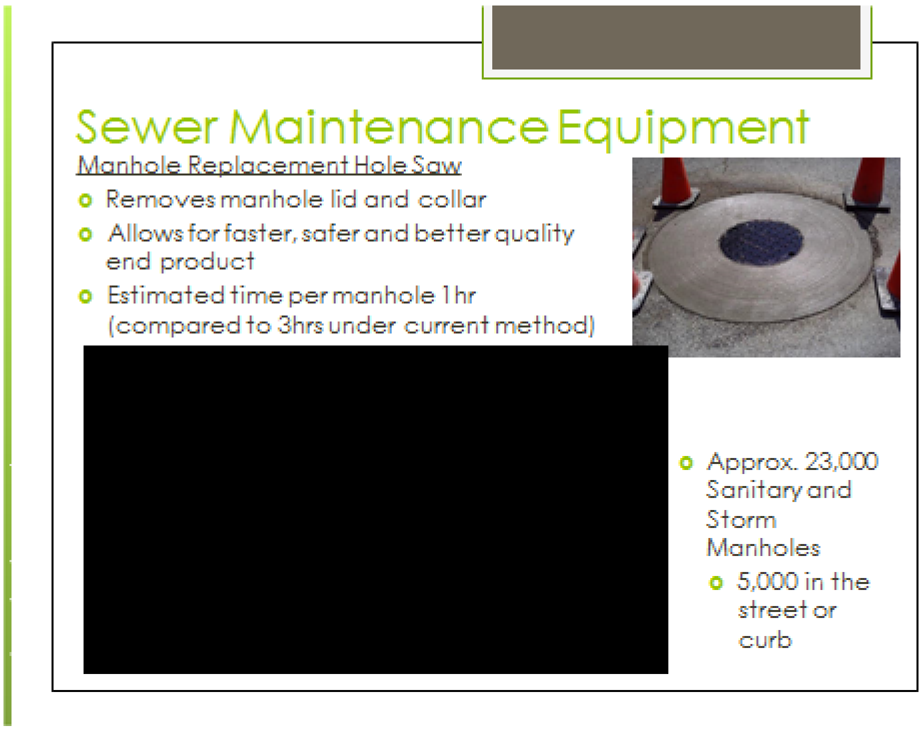
Commissioner Johnson said you said you were already working on a strategic plan for the departments. One of the things that I'm always curious about and have a lot of discussion with constituents about is sidewalks and I know that particularly those commissioners east of 635 probably share the same challenge in that regard. I look at the major thoroughfares for my particular district. If you go north/south I'm looking at maybe 18th, 13th, 10th, I think 7th is pretty good, 5th is pretty good; that goes through my district. It seems to me that those major thoroughfares and then the ones that run also east to west would be the areas that we really need to look at where we put in infrastructure such as sidewalks, curbs and things of that nature. I was just driving down 13th the other day and it's just atrocious and it just speaks to the quality of life and so as you're putting those together I would just be interested to hear so that I can communicate that—maybe even offer some input and maybe my fellow colleagues might want to jump in on that as well as to those areas that would be the most beneficial to have that kind of infrastructure as we're talking about trying to revitalize this area of town. I will stop right there. I could go on but I think that is something that is of high importance to me.

Commissioner McKiernan said if we look in the CMIP budget it looks like a program that came to Neighborhood & Community Development two meetings ago. It was the sidewalk fund, a little bit of additional money budgeted on an annual basis for filling sidewalk gaps or where there were particular problem areas in sidewalks so that will help. I have a question about that when we get time for questions and answers, but one of the things that strikes me is that I think we need to examine our fundamental approach to sidewalks. Historically my understanding is when a developer, a builder puts that in and after that the responsibility for the maintenance or replacement of that sidewalk goes to the adjoining property owner and unfortunately in our city like in a whole bunch of cities that are older and in the more urban or the older areas of town those adjoining property owners have less means or limited means to contribute to the maintenance of the city sidewalks. I think that's something strategically we should think about what is our approach going forward to continue with the property owner having the responsibility, but we may throw in 50 or 75% of the cost or just to have a strategic sidewalk program that is entirely based within the UG. **Mayor Holland** said we do have a Sidewalk Master Plan and maybe we need to have that presented. **Commissioner McKiernan** said its five years old. **Mayor Holland** said there is an additional layer being done right now to take it down to a more granular level to look again at the Sidewalk Master Plan because it highlights—we probably need to spend some time just on that Sidewalk Master Plan because it addresses two things that both of you I think are speaking to. One, I do agree that putting the burden on the homeowners when it's a public benefit to have the sidewalk, it's not just that homeowners benefit, is that a shared cost that the whole community pays? I think the answer is yes. For instance, when we went down State Avenue and put sidewalks down State Avenue that was a public interest, it was a part of that project. Leavenworth Road, we're putting sidewalks all the way down Leavenworth Road and in neither of those cases are we asking the public to pay for those.

Commissioner Markley said can I just add to that, part of the issue is that a lot of a time the homeowner moves in and the sidewalk has already been in three decades of disrepair and so this new guy moves in and that's when we jump on them and say this is your responsibility. You should clean up this sidewalk and they're like what. It would be one thing if our sidewalks had been maintained regularly over time and we were just asking for someone to do the little bit of update. It's another thing to say the sidewalk has turned into gravel ten years ago and now it's your problem. **Mayor Holland** said there is a full third of our city that has no sidewalks, not even a sidewalk to replace, you know between 38th Street & 72nd Street largely. The area that was built during the township days north to south, all of Turner and most of our midtown area, by the time 72nd Street started we had annexed and sidewalks were required again but that whole area doesn't have stormwater, it doesn't have curbs, it doesn't have sidewalks and it's about four times the cost when you have to put in the storm sewer also. Our Sidewalk Master Plan needs to look at what it's going to take to do the main arterials first and the other priority that we have is near schools where kids are walking. We've got to put in sidewalks where kids are walking primarily to and from school. I think it would be helpful, Mr. Bach, if we could look and kind of revisit the Sidewalk Plan in terms of what we're doing and make sure that we have full Commission input into how we prioritize that and maybe even by district.

Commissioner Philbrook said thank you, Mayor, you took care of District 8 for me. **Mayor Holland** said the no sidewalk portion? **Commissioner Philbrook** said yes, the no sidewalk portion. Our old township roads that just have the drainage ditches and about 40 or 50 years' worth of asphalt built up so everything just kind of (made a sound affect noise) and no place for the kids to walk. I would tell you that the biggest bite that I get all the time is those streets; 67th, 55th –**Mayor Holland** said 47th. **Commissioner Philbrook** said that's right and all the north/south feeder places because you have kids walking up and down those streets and we don't have lights also on a lot of those streets and so it's pretty dangerous. I appreciate you saying that and you know I want my constituents to know that it's very expensive to put in—that's much more expensive than replacing sidewalks and curbs in town that already have everything set up. **Mayor Holland** said the other thing I was talking to the Mayor of Overland Park because Overland Park went through and actually did a special assessment to put in all the curbs and sidewalks in all the areas that just had drainage ditches and it was a 20 year process in Overland Park. It's going to take us that long but we have to get started because if we wait it will be 21 years. **Commissioner Philbrook** said so I would like to say thank you already to 67th Street around the grade school that's beautiful. That was one of those sidewalk programs and they did a wonderful job and thank you, Mr. Tobin, and all of the engineers that had to do with that. **Mayor Holland** said we're coming back to sidewalks. **Commissioner Johnson** said 18th, 13th, 10th, that's it.

Mr. Bach said I guess that's one of the great things about this initiative and you will note that Brandon was careful in his verbiage that I'm not coming to you and saying I'm reducing $160K of cost. Part of the efficiency of the money that is saved here is its efficiency saving because I'm not wasting asphalt. This machine is going to use more asphalt so we're actually going to have to put more money into buying asphalt because we're going to do more work with it. That's a good problem and I told that to the guys when we went through this. If you come back to me and tell me you need more asphalt money because we're filling all the potholes, great. The crews as he noted is not a reduction that we're proposing, it is to move those people into other areas so we can get into the sidewalks, into the curbs, do things we're not doing today or we don't have time to get to.

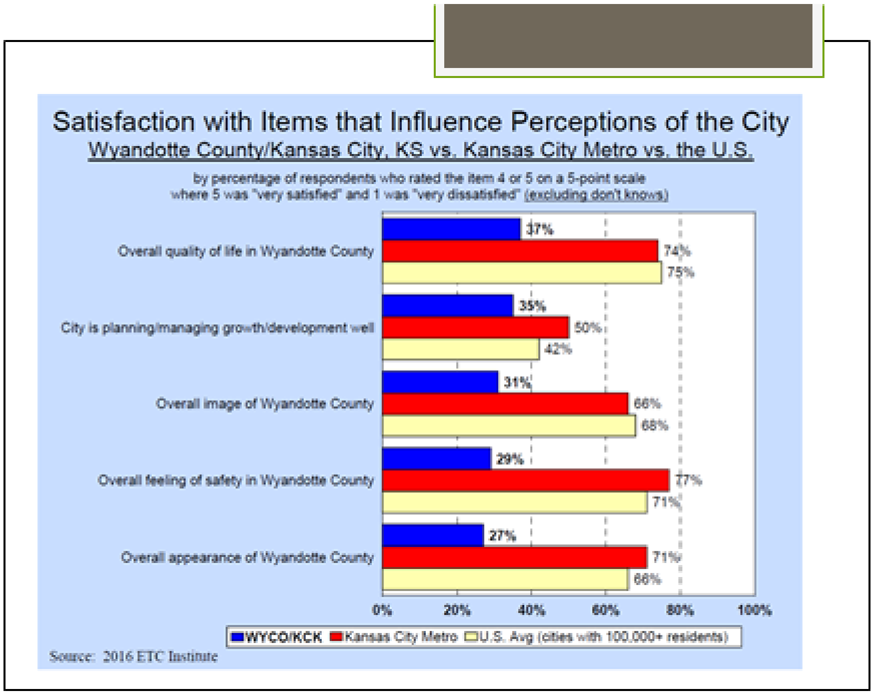


Mr. Grover said another large portion that seems to be one of the banes of most motorists is the sunken manhole problem. As everybody knows when you do an overlay it's hard to get it to match back up and over time these settle a little bit just due to regular beating of cars driving over them. Recent development in technology has allowed for basically a giant hole saw that allows you to drill, this one in particular is five foot in diameter, to drill around the manhole itself down to 14 inches and remove everything all in one fell swoop and the video that I will be showing in a second if everybody can indulge for a 1.5 minutes, to do that takes 90 seconds as opposed to about the normal hour, 1.5 hours to 2 hours that it takes per our current method. This will allow for a lot more efficient time, it will allow a safer atmosphere for our workers that are out there trying to do this because it will allow people to focus on safety while one person is solely focused on the job itself. (The video was shown at this point.) **Mr. Grover** said from the time it arrives at the site and starts up it does takes about 90 seconds to complete this removal. It’s a carbide bit tooth saw so the teeth themselves are replaceable as they wear out and like I said it goes down to 14 inches. It will go through concrete, asphalt, brick; pretty much anything you really run into and because it cuts so deep down to 14 inches it actually creates a structural base so we’re not just putting really a surface patch on the area, it’s actually structurally sound to the real level of a road. If we do concrete we’re looking at 30+ years; asphalt, a little bit less. If you do concrete, you can dye the concrete and brush it in a manner kind of in the upper corner you see up here so it looks pretty much like the surrounding road.

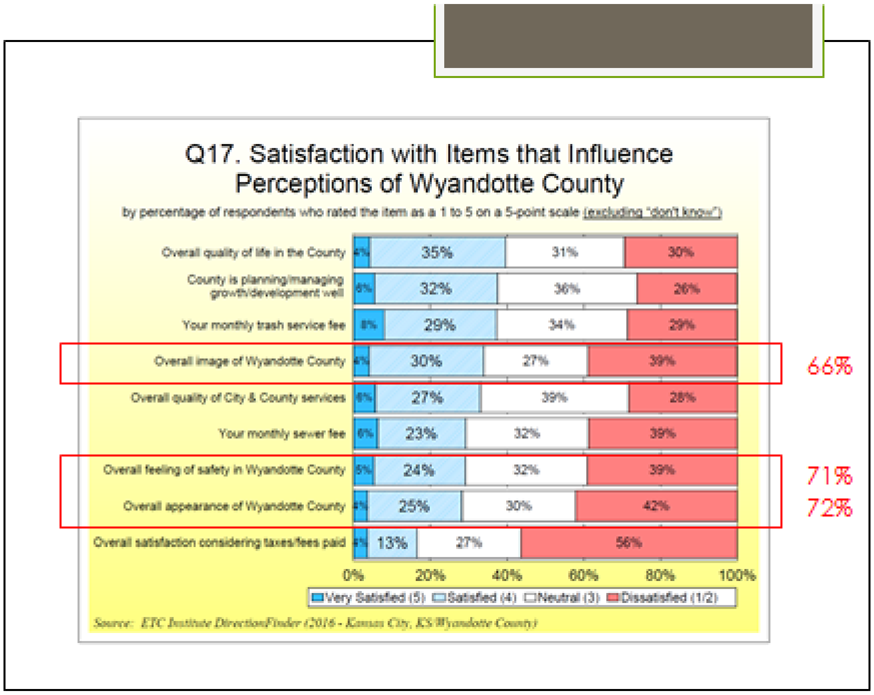
The other nice factor about it is because it lifts it all up out in one piece you can either transport it directly to the bed of a truck or trailer for disposal or you can lay it back down on the ground and break the loose concrete and gravel and reuse the collar if it’s not damaged in any way.

As you can see it fits right on the front of a standard loader or bobcat. They’ve actually got a mounting apparatus that it can go on the back of a track hoe as well so there are several ways you can implement it.

Mr. Bach said, Brandon, you noted this is real time so this is the actual time it takes this coming on to the street to do what’s being done right here and you said it at the beginning, but how long does that take us to do what we just watched? **Mr. Grover** said to do that once you get onsite and get it running, about 90 seconds to bore 14 inch—**Mr**. **Bach** asked how long does it take us today. **Mr**. **Grover** said about three hours to saw cut, jackhammer, remove and it usually takes a crew of four to five people. **Mr. Bach** said it’s important to note when we’re looking at 5,000 in the city, not that we have to go do 5,000, but 1,000 to 2,000 and then the others keep going we can’t do them. I mean you’re two a day with a large crew working on it versus one or two people working this and plus the people that have to do the stopping on the street. This is only a $65K piece of equipment as opposed to everything else they need. **Mr. Grover** said that $65K actually buys us multiple size bits or holes. That way we can do all the way up to the five inch utility holes or you can down to the individual size hand holes for when those go bad as well.

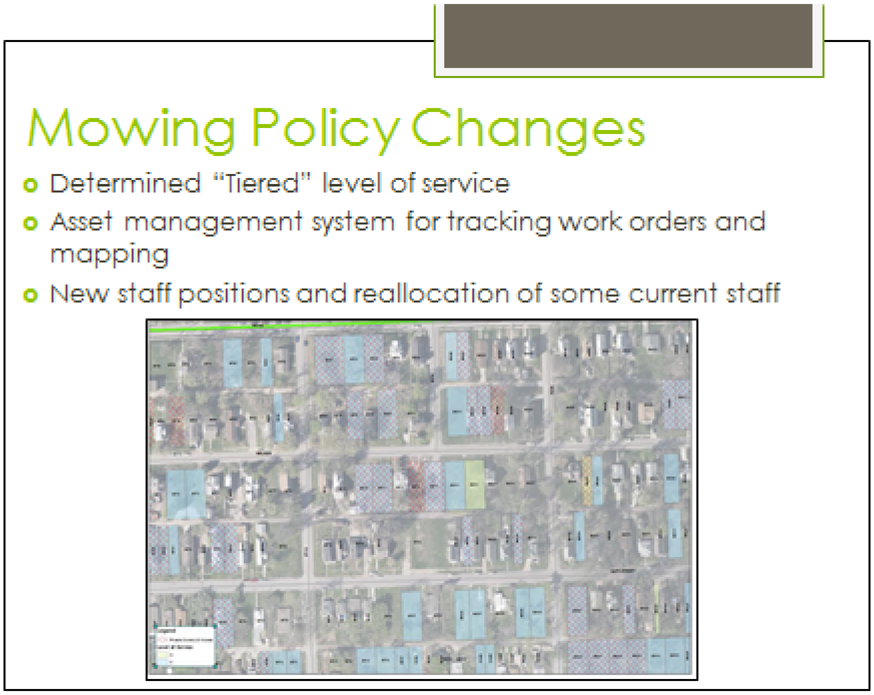


One of the next pieces we wanted to highlight is our commitment to the SOAR initiative. As everybody has heard the SOAR initiative focuses on three main pieces; the overall image of Wyandotte County, the feeling of safety in Wyandotte County and the overall appearance of Wyandotte County. This graphic shows we are well below the average of the KC metro area which is the red line and the U.S. average of around cities of our size so these are three big things that SOAR took to focus on and our piece is what we're going to kind of focus on here in the next slide that has to do with our Parks and Recreation staff as well as Public Works.



Again, the same kind of information, just kind of showing you the overall disparity or the magnitude of people who are dissatisfied; 66% are neutral or dissatisfied with the image, 71% and 72% or dissatisfied or neutral with the feeling of safety and appearance. Again, those are over two-thirds or almost three-quarters of the population. Those are staggering numbers.

A couple of the major pieces of equipment that we bought to help out with this are three new zero-turn mowers which you see down in the lower left-hand corner. These are 72 inch mowers so you can do a lot pretty quickly with those. For some of the larger areas we bought two new 11 foot wide area mowers. They have multiple decks on them. The side decks can be raised up if you have obstruction in the way and things like that and one large compact tractor with an offset flail mower that is meant for the really large areas that are too rough to really take a finished type mower on.



Also, we've brought before you some of the policy changes that we've made to our mowing program. We brought before you the tiered mowing system which takes our lots and breaks them up into different levels of service based on the need, the area, and how effective we can really mow some of the areas. We've developed our Asset Management System a little more, as Jeff mentioned, implementing it into Parks & Rec. The Lucity System which has allowed us to do some mapping and some work order tracking so when we send somebody out to mow these lots we have a better idea when they're finished, how long it's taking to do these kind of things and what the real cost is to us. That's what this map shows here below. It faded out a little bit but you're seeing a couple different things. The different colors are the different levels of service that you see and the hatched areas are ones that have been code issues that the UG has had to go in and maintain anyway even though they are privately owned. We have sent out our first initial notice to these residents or to these locations saying that we've seen this issue in the past and if we continue to see this, we will have to take action.

Also, we have reallocated a few staff from our Street Division, from our Quick Response Trash Team; they are now helping out on the mowing side when they're not attending to those immediate needs and also we've looked at a few new staff members to our mowing group.

Commissioner McKiernan said first of all I've already seen what I consider a dramatic improvement in the upkeep of and the mowing of these lots so job well done. Can you imagine this; I shared a photo with Jeremy when I got here tonight to show that we still have to continue to pay attention to detail and to quality work. A couple of Land Bank lots that got cut today and the two things that stuck out for me, something that Commissioner Townsend has mentioned before, there was no trimming around signs or fire hydrants and mowing over trash instead of picking it up before you mow. A little trash hidden in tall grass is actually less unsightly than a whole bunch of shredded trash and thrown all over the place so dramatic improvement, keep it up, I know we're going to get better.

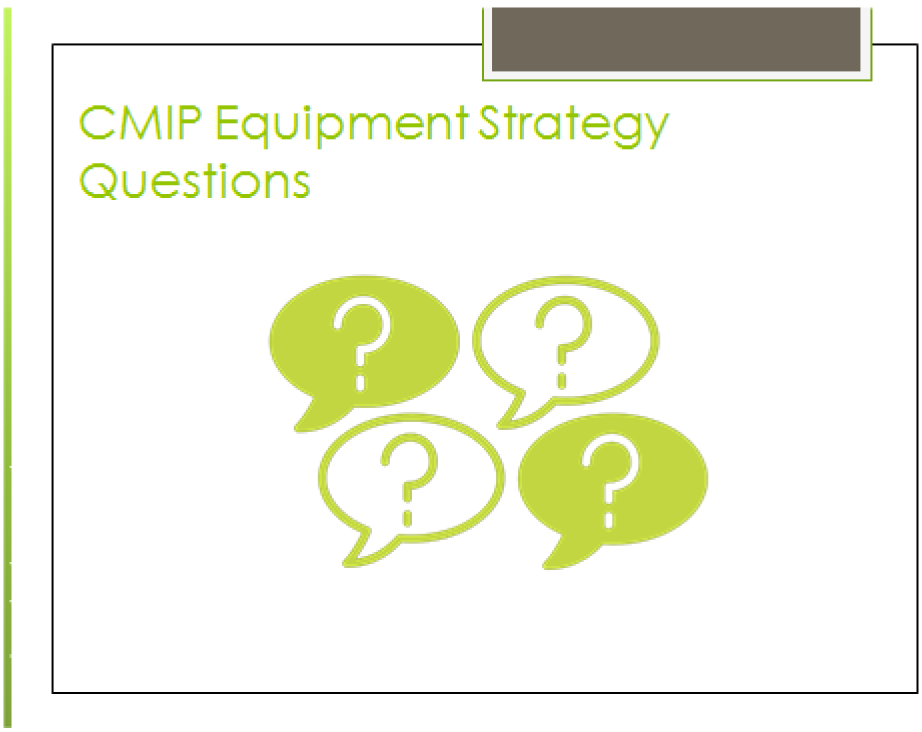
Commissioner Philbrook said I really do appreciate the good work that is going on in my district and also up and down State Avenue, but I do have a clarification question. Did I hear properly not too long ago that we were or were not going to mow along the sidewalks on State Avenue? **Mr. Fisher** said the right-of-way. Yes, as part of the mowing strategy we had shared that this year we will continue to mow right-of-way where we have been mowing right-of-way— **Commissioner Philbrook** said so in other words a little bit toward the inside and over the—**Mr. Fisher** said by the curb and next year that would stop. **Commissioner Philbrook** said we're going to have a mess if you do that on State. **Mr. Fisher** said we're providing notifications. It's possible we will have a few things to work on. It will be a little bit of a transition, but again, it's similar to the pothole patcher. If we can reduce that kind of work activity then we can focus those resources on other core responsibilities so that's the idea there. **Commissioner Philbrook** said my comment has a lot to do with the impression people will have in the city if we don't maintain the mowing along the sidewalks up and down these boulevard type streets we have. It's going to start looking trashy and so I'm just going to say that, but I do appreciate them picking up the trash out at 72nd & State Avenue before they mow. It sure does look a lot nicer that way.

Mayor Holland said I also have a question, weed control on our medians and property that we own, we did spray them this year, it looked a lot better. Are we going to do any kind of pre-emergent spraying? Is there a plan for keeping up with the weed control rather than a one time? **Mr. Fisher** said well there are maybe a couple of things there. We just got bids on spraying for weeds on all UG and Land Bank and those kinds of lots hopefully to reduce the frequency of mowing this summer, just to get a better hand on the weeds. I think the medians are sprayed twice a year. **Mayor Holland** said spring and fall. **Mr**. **Fisher** said spring and maybe a mid-summer. **Mike Tobin, Deputy Director of Public Works,** said the bids that Jeff is referring to was for what you approved last year for us to go ahead and bid that and start to spray not only the medians as we have been which are sprayed three times a year, but to spray the lots. We're going to try to spray all the lots twice through this season. Hopefully, if we have a normal year where we don't have it wet and end up mowing into October like we have the last couple, we should see a real improvement on those lots in terms of weed control. Personally, I think the medians look better than they've ever looked. **Mayor Holland** said they do. This spring really helped. **Mr**. **Tobin** said Jeremy and Jack and their crews have done a real good job with that and we hope to get all the lots the same way. Brandon is going to go into this slide right now and this will help explain what's a little bit of a different program due to SOAR and how the lots are going to improve.

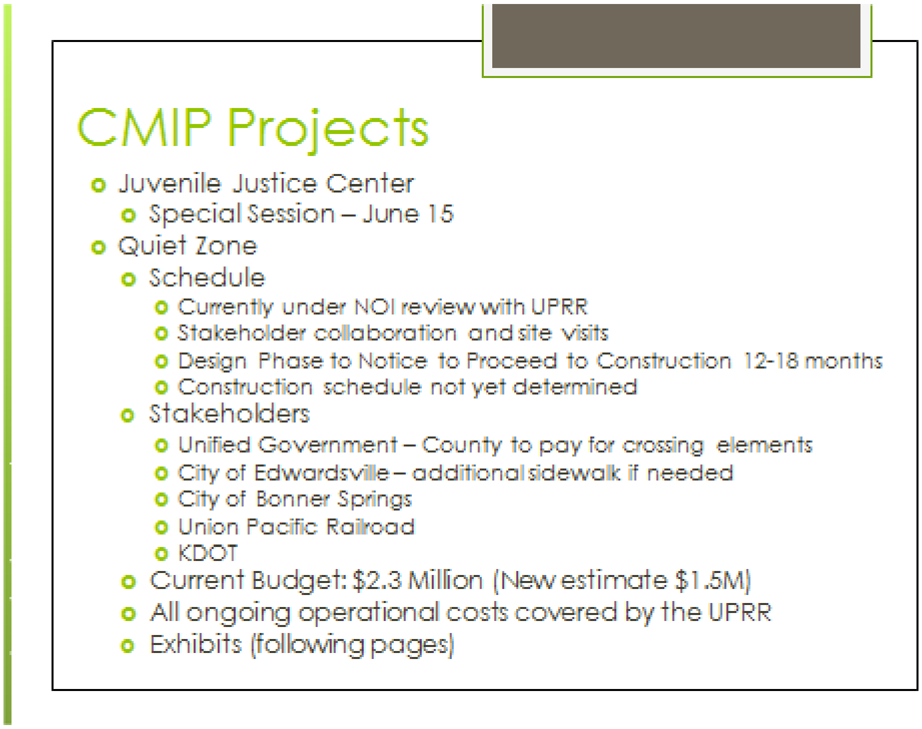
Commissioner Townsend said I want to join Commissioner McKiernan in acknowledging the work that I've noticed already, the change that's been very positive. I've seen some of these Land Bank lots and some of the other empty lots that we own already on their second cutting and not only that I noticed a difference in the quality. There are still some that we get the shredded trash which looks horrible and the weed-whacking and trim is not being done in some cases but overall it's an improvement so you will be receiving an email from me that identify these last couple of weeks the lots that I've seen cut because I want to know who have done them. They should be commended and for those who didn't quite step up, maybe next time they will step up, but it is an improvement and I wanted to acknowledge the staff and on down the line whoever is doing it. It seems like we got an earlier start this year than last year. Last year we were kind of slow getting out there. Now, to those constituents who are listening I know I'm still getting calls but it's an improvement I want to acknowledge that for what I have seen.

Mayor Holland said I would also like to take a two second detour and just say our streets and parks workers, several of them came over yesterday and today. We had a delivery from Feed the Children through the Rotary Club of 75,000 books to give away to the students in District 500,

$800K worth of books that we're delivered on three tractor-trailers and now we had a crisis of how to get those distributed. Our Parks and Street Departments stepped up and provided vehicles and manpower to help get those books distributed and every child before they leave for the summer from every school in District 500 will take home at least three books each. It was really a great effort so going above and beyond, not just cutting grass but getting out there and helping kids get books so that was a great effort as well that we might otherwise not heard of so thank you.



Mayor Holland asked are there any other questions around Equipment Strategy or plans. (There were none)



Mr. **Bach** said the next section I want to talk about is a few CMIP Projects. The first one I'm going to note and these are really ones that we have built into our budget though there are some changes to them or additional direction that I'm looking for, so the first one I have is the Juvenile Justice Center. This is a project that you approved so I have authority to go forward and build this project. We're working on it and going through the design. As part of that design we've identified some potential changes that we think could be better for us in the long-term future. There is a lot of detail to this so we want to come back as a Special Session on June 15th and really go through what we're looking at with the Center, how it will be built out, some proposed recommendations to add some things to it now, but also look at really what could be a five to ten year phase of changes made to buildings that are in our County infrastructure and the Courthouse. It's not just the new Juvenile facility, but it's the old Federal Building that we are taking some space from and some things that we're doing over at the Courthouse and kind of do more of a long-range plan to show you how we think this may be a could idea. Obviously, we're not committing to projects five years out, but at least to develop a plan and put that in play as what we might be doing and then how we might tweak this budget a little bit on the Juvenile Center to make it better now.

Another one we have is the Quiet Zone. Last year you all authorized staff to move forward on the Quiet Zone project as far as going through and doing our analysis of it, looking at it and saying how would we get this done, have communication with the cities of Bonner Springs and Edwardsville and get their input back. I believe the direction was they needed to have some play in this, they need to be part of the project and then we bring this back so I think we want to go through what we've done a little bit tonight and I will tell you where we're ending up and for that I'm going to turn it over to Brandon and he is going to go through a few steps and then I will follow with it.

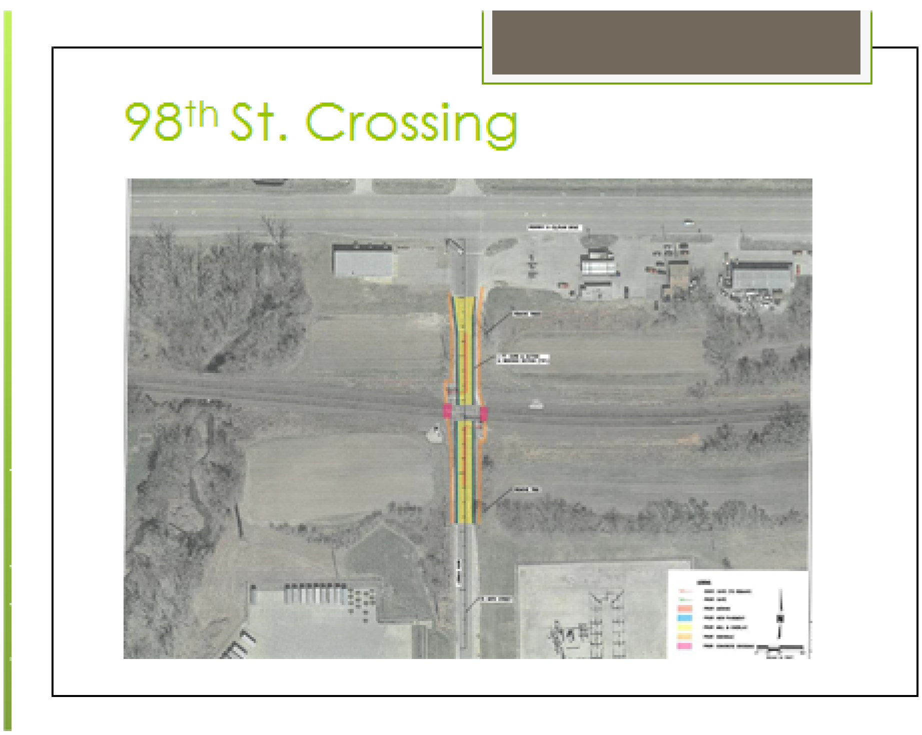
Mr. Grover said we wanted to touch on the schedule a little bit of where we're currently at. Currently we've submitted our Notice of Interest to the Union Pacific Railroad. Any time you are doing anything around a railroad they like to see what's going on. They've got a review period where they're looking at it. They looked at it once and asked us for some more details and we just got that back to them so they are looking at it again.

During this time we're working on coordination with the city of Edwardsville, city of Bonner, the UP and KDOT. That way we can all get together, agree on some of the terms of what we're looking and proposing to do and actually meeting onsite to look at some of the potential safety concerns, how they're going to be addressed, who is responsible for addressing them and that kind of stuff.

Currently we don't have—since we haven't finished all of that we're not at the time where we can be approved to go to design, but what we're looking at is once we get that approval we can then move from design phase to Notice to Proceed in about 12-18 months. We haven't set a construction time limit yet so that's where we're sitting currently.

Commissioner Philbrook asked are you saying that approval from the other two cities to move ahead is that what you're saying or what are you saying because it's kind of all slurred together there. **Mr. Bach** said no, I think what we're looking at is—this is where I believe we're at today. We've got the Notice of Need; we've talked to the other communities about what's in play. A couple of the key factors were for the other communities what's their cost going to be. So, one, our overall cost; we had showed a placeholder in budget for \$2.3M to make this happen. As we've gone through and refined it we believe we can make it happen for less than \$1.5M.

Commissioner Philbrook said make what happen exactly. **Mr. Bach** said the Quiet Zone off the four areas we talked about and we will touch base on what those four areas are to remain you again. There was an ongoing operational cost that was identified. That was a key thing and that would be going forever. After communicating with the railroad, talking about the existing arms that were down in place we have the feedback from them that will not be an operational cost we would have to assume because they are already covering that cost today. That was an ongoing operational cost. We were saying okay we may do the capital project here but those cities need to pick up that cost because it's going to be in their communities. That's really been taken off the table at this point. We don't think there will be that ongoing operational cost associated with this. If you step through these slides and once…These are four different crossing areas that we're looking at and I'll comment I guess when we get to the next one.



Mr. Grover said this first crossing is at 98th Street just south of K-32. What we would be proposing to do here is adding some medians on each side of the crossing which will allow the current gates that are there to function as they are and not allow people to go around them with the medians being there. That's why there's not that additional ongoing cost because we're not adding more elements to the crossing itself. It will also include some sidewalk improvements stretching down to the extent of the mill and overlay or the road surfacing that will be done and also some concrete crossing elements within the rail bed itself that will make for a smoother transition for bike and pedestrian people.

Commissioner Walker asked is there a lot of bike and pedestrian traffic on that bridge. **Mayor Holland** said it's not a bridge. **Commissioner Walker** said the crossing I mean. **Mr. Grover** said no, but anytime you improve a crossing like this you have to add that element.

Mr. Bach said I think one thing though to your point, Commissioner, which is right on play with these is what we're proposing in each one of these crossing is that we're only going to do the sidewalk element that is there required to the railroad and to the crossing. In some of initial looks we had to this was we had the sidewalk running south and north all the way out of that. We feel like that's back to the local community. If they want to do that additional sidewalk area, then that would be on them to go in and put those dollars in to make that happen. We only do what's right there around the railroad. **Commissioner Walker** said I know it's a simplistic statement, but I thought these things that we're doing isn't part of what we're trying to do is to cut down the number of times they blow their horn? **Mr. Bach** said yes sir. **Commissioner Walker** said so this will stop from blowing horns at this. **Mr. Bach** said yes. **Mr. Grover** said that's correct because with the inclusion of the medians it limits the ability for a car to go around the existing gates so that prevents the need for the audio warning or the horns. **Commissioner Walker** said the railroad, the UP, is onboard because I thought there was a problem with the way they viewed their responsibility to blow their horn whether the crossing was correct or not. Am I wrong? **Mr. Grover** said there were several different design possibilities that could alleviate that but they were initially concerned but some of the newer designs have alleviated some of that.

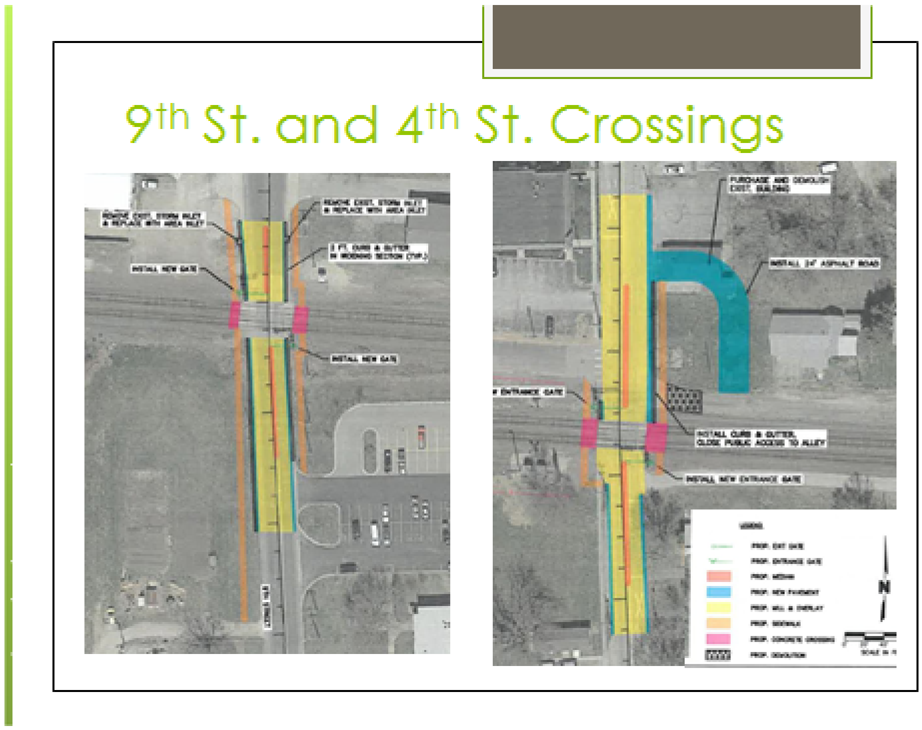
Mayor Holland said the Union Pacific has been involved in this and has given the design specifications and it was really the missing piece because a lot of the engineering that was done that gave us the increased cost was because we couldn't get the railroad to give input. Now that the railroad has given input we have design much more specific at a lower cost and we've learned that we don't need to do the ongoing $15K per crossing ongoing annual maintenance fee anymore as well. We've learned a lot with the engagement of the railroad which was really hard to get ahold of the railroad.

Commissioner Philbrook said so, Mayor, on this—these are the crossings we're talking about. **Mayor Holland** said yes. **Commissioner Philbrook** said those are the only ones we're talking about. **Mayor Holland** said these four are the four that have been identified for this project. **Commissioner Philbrook** said with this project. **Mr**. **Bach** said there was a larger study up and down the corridor of what could be included but this was the target area that we went after starting at one end and we had to do at least four, wasn't that the required criteria, in order to make a Quiet Zone actually become a Quiet Zone and cover a few miles. **Mr. Grover** said correct. You have to do a certain distance and you can't start or stop on a private crossing. **Commissioner Philbrook** said I know that, but I also know that I have people that heard we were talking about a Quiet Zone on K-32 and the whole thing was under study and up until now most of the people out there didn't have a clue there was only going to be that short amount that we were going to work on. **Mayor Holland** said this represents a number of miles through Edwardsville. This is what a four mile stretch? **Mr. Grover** said I think that's about right, yes. **Mayor Holland** said so this is the bulk of it. **Commissioner Philbrook** said not where my people live. **Mayor Holland** said I'm saying of the area that was studied, the original study, this is the bulk of the length because this is where the crossing are the closest together. **Commissioner Philbrook** said I understand that but—**Mr**. **Bach** said we've heard from residents that are more in the area of about 57th to 61st Street in there that live north of Kaw Drive that have expressed a lot of interest in a project like this. You know operating from where we were last year in the budget as we came through and said we did this first phase it was in this area and it was a pretty good number to work with at that point. If we like this and think this is a future benefit where we could go we can look at doing additional intersections.

Commissioner Philbrook said, Doug, what I will say is I appreciate all your work on this. I would have though appreciated being kept up-to-date a little bit more on where you were putting your emphasis because I really like the project but I have to be able to tell folks what's going on so they understand why they got shook out so to speak of this. The other thing is that there is no law against them honking their horn so to speak or blowing their horn. They always have the right to do that and even though it's marked and it's supposed to tell them—the codes are supposed to tell them as they come through that there is no danger. They still always have the right to blow their horn. Let's just pray they pay attention to our millions of dollars.

Commissioner Walters said I just want to comment. I'm recalling our discussion about this last year. The original recommendation by the study was to do 11 crossings and I believe the cost was around $6M and that's what I recommended that we consider as a Commission. During the discussion it was decided that we did not want to do the entire 11 crossings but we wanted to do Step 1. I recommended I think three crossings at that point and staff said four would be better because for the additional crossing you would get many more miles of Quiet Zone for the money so that's how four crossings out of 11 were settled on. I would be a big advocate of doing all 11 and maybe we can think about in 2018 budget to do Step 2. **Commissioner Philbrook** said I would appreciate a step-by-step sort of approach to this instead of just saying that we're going to do this section. **Mayor Holland** said this Commission decided last summer to do this section in this meeting. **Commissioner Philbrook** said this particular section? **Commissioner Walters** said we sure did. **Mayor Holland** said yes, we sure did.

Mr. Bach said we made the decision to study this section and I'm bringing it back tonight because you didn't give me the authority to go do this section. You said we're not going to do 11, we will consider a phased approached. Our team went back and broke it down, showed these four. This would make sense. We could do this initially and we gave an estimated cost but we had a lot of preliminary analysis that was done so we've actually cut $1M off of what was projected to be in the cost and then the ongoing to say okay this is what we could really do it for and that's where I'm coming back tonight to say okay, if you want me to move forward, I can do this part of it that we've studied for less than $1.5M. I think our message back to the other cities would be this is how we will do it through the Quiet Zone, here is a recommendation for doing sidewalks and such in the area—flip to the next slide Brandon.



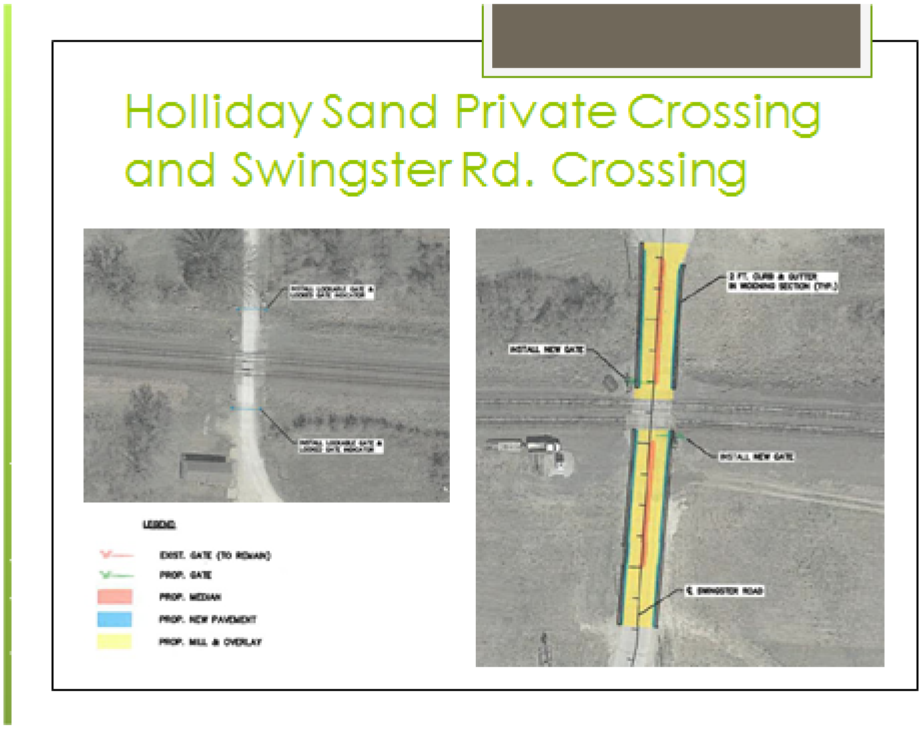
Like on 4th Street which is on the right side you can see a trail where people, you can't see it on this map, but people walk from the post office and cut across that railroad track, we're going to build a fence because it's a safety issue along the rail there so if they want to put a sidewalk to do in there—if not, we're going to do the intersection and make it fit within. We would spend the money, do that section of the Quiet Zone and we've done a study looking at seven more sections down the road and if we feel like this is the direction we want to go we can continue to move in that way. We would have to do similar to what we did this year. I'm assuming guys, we haven't had that discussion but we would need to breakout probably another section or we could do all of it or maybe break it in half and say we want to go out and study those, refine, get a better budget for it and then come back and say that's what it would take to do the next areas.

Commissioner Philbrook said I'm not asking that it be done. I'm asking that we find out what it would take to be done and what kind of stepwise it would take. That's what I'm saying. **Mayor Holland** said let's do this. It sounds like—because this was such a new idea the last couple of years that there was a lot of discussion about whether or not we would even explore it. I think we know that all over southern Johnson County there are Quiet Zones everywhere and I think Commissioner Walters has done a lot of that research. Once people see the benefit of 50 trains not blowing their horn four times is going to eliminate like 200 horn blows a day in Edwardsville. When people see the benefit I think people are going to want to extend it and I think getting this done and if we want to go ahead and fund this one this year and do the continued study to get the rest of it out and then we can see the next chunk we would want to do. I think we're going to end up doing all of it when people see the benefit. **Commissioner Philbrook** said especially with the cross street there by Bill's West 32—**Mr. Grover** said 65th Street—**Commissioner Philbrook** said yes, because that's an absolutely dangerous crossing in itself. He wants to eliminate that one. **Mayor Holland** said the railroad wants to improve it altogether and so that's where—we actually finally got their interest because—what we finally learned when we finally got Union Pacific at the table which took months is that they have been working on this corridor for a long time because they hate having 11 crossings with the trucks, the pedestrians and the bicycles; they have so much traffic going across this railroad track it's a hazard for them. They have been studying it but they hadn't been talking to us and so this solution starts to look at a whole corridor and the one at 65th & Kansas I believe they highlighted because the amount of semi-trucks going across it and the proximity to Kansas Avenue and 32, it's the most dangerous. **Commissioner Philbrook** said they said I believe that they would like to eliminate that crossing. **Someone** spoke but was inaudible due to mic not being turned on. **Commissioner Walters** said that's a real positive and they even bring money when municipalities are willing to eliminate crossings so that's all good.

Commissioner Bynum said, Mr. Bach, I just want to reiterate basically what's in here to make sure that I'm understanding it. The new estimate of the cost for the four crossings is the $1.5M, correct? **Mr**. **Bach** said yes. **Commissioner Bynum** said the two cities, Bonner and Edwardsville we have spoken with city staff and basically told them there is no cost to you. Is that correct? **Mr. Bach** said we haven't taken this message back to them. We've gone through it. They have been part of the information and recognize that there is no cost of an ongoing operation. They've heard the same information that we have so they are aware of that. I think they are aware that there are some reduced costs but we have not taken the proposal back to them to say look we're taking out the local sidewalk portion of this that was built in and we're just doing the crossings. If you want to build the sidewalks within your community and make that more beneficial for your residents, that's your call. As a County we're coming through and doing just the Quiet Zone.

Commissioner Bynum said and it's the County side of the budget where this would occur. Are there economic benefits to any city that would do this? I mean I think there are quality of life benefits. **Mr. Bach** said yes and I think you see varying numbers that have come in. I apologize I don't have that information with me but I have looked at different cities that have done these then they have seen new construction built up in the areas around whereas today you will come in and look at an area along where there are 58 train blasts go through a day that you will say—or 58 trains, they won't build in that area. In areas where they have established the Quiet Zones then you are starting to see construction that people are willing to build houses, apartment complexes in those areas so that is one economic benefit that comes. I think it is also on the commercial side. It was kind of hard to put together specific data about that. There is probably some analysis we could work on in that regard. I think you're making a lot of assumptions with it but we have directly seen it kind of like probably when you look at the light rail system that's come into play in Kansas City, MO now they are seeing development come in now around it because it's an attraction. Well there is a distraction here now that people don't build around as frequently.

Mayor Holland said I think Commissioner Walters email from a constituent is my favorite story about this, about the person that complained to you about this project. **Commissioner Walters** said the email was something about fire stations and he said I voted for you because I wanted you to do the right thing and we need these fire stations and I looked up his address and he lived in Piper. I sent an email back and said I support the fire stations but I have to say I represent District 7 so I don't think you're in my district and he said oh yes I used to live in Edwardsville but I had to move out because of the constant train noise so he moved to Piper.



Commissioner Walters said I might mention just a couple additional things to what Doug said. We talked about four crossings but if you look at this you're actually going to see five and the reason it's five is because the original recommendation was to terminate the Quiet Zone at that crossing that is highlighted. That's a private crossing so the proposal was to make it a public crossing which required right-of-way acquisition, road building and all that stuff. The railroad came back to us and said if you would move the Quiet Zone one crossing further west and make it five we could let you get by with a very minimal approach to addressing that private crossing. What is currently in the $1.5M is actually five crossings. The one on the right being the western most crossing is called the Swingster Crossing. This takes care of all the crossings in the western edge except the private crossing going to the shooting range in Bonner Springs. That's a particular sore subject with the city because a lot of the retailers along Front Street gets the 200 blasts of the horn so in the last meeting we had Bonner Springs is currently planning to move forward on taking care of that crossing themselves so of the 11 they would take care of that one taking one crossing out of the overall scheme that we would have to achieve.

Commissioner Philbrook said so the minimum thing we have to do on the private one is like a gate. **Commissioner Walters** said no, it has a gate now, but no it would probably have to have a crossing. The other element of this, and we're getting a little bit into the weeds, Edwardsville would like to relocate this crossing because they think from an economic development standpoint that if this crossing was about half mile further west it would improve the value of the property on the south side. If that happens, that would be completely at their cost as a part of that development. **Commissioner Philbrook** said the reason I was asking is because I think we had one or two more private ones further east. **Commissioner Walters** said we sure do. **Commissioner Philbrook** said that's why I'm asking about that.

Commissioner Walker said since we've now gone through this, what is it we want to do tonight? You want us to kind of acknowledge go ahead, don't go ahead, what? **Mr. Bach** said that's what I was after coming in tonight. Since this is—it was 2.5 but now we're down to $1.5M in the budget that as I'm building everything this governing body did not give me clear authority to say go study and if you can do it, build it like we do on our road projects. That's how those come forth. It was go study it, analyze it, come back here with what it's going to actually take to do it and present and what I am showing you with the staff is that we would go forward, we have taken out the ongoing operational costs, it's about $1.5M; you asked me to have a local participation component in this. I'm offering you to let those jurisdictions decide what they want to but we just stop, I'll use the terminology, we stop at the curb; but it stop at the edge of what we're required to do on each side for the sidewalks or any type of trails and if they want to build the rest of that they go build it. Our study showed us doing you know longer things connecting into K-32, that will be a local decision they can do with their own if they want to do it. I believe if we want to move forward with the Quiet Zone Study authorization of $1.5M we will be able to move with these four or five intersections along with how Bonner Springs would do on that last one.

Commissioner Philbrook said I'm all for us going forward and I love all the work you've done with it. I would just ask that we be very cordial and keep Edwardsville in the conversation especially for that major crossing there, for them to be onboard with how they're going to fit their stuff in to make it work for them.

Commissioner Townsend said the $1.5M is that for the total project cost. Are we spending that for so many years or that would take care of these four or five? **Mr. Grover** said that would be these five crossings and it will cover everything that has been highlighted. **Commissioner Townsend** said I hope it is successful because Commissioner Bynum alluded to other benefits. You've got the safety aspect I guess listening to this and definitely quality of life. There is nothing like getting into a peaceful sleep—I don't know how many of those 200 blasts are during the daytime, 220, but you certainly don't want to hear it at 2 a.m., 3:30 a.m. 4 a.m. so as we look to better the northeast end that's certainly something I hope is successful and would be well used in Fairfax.

Mr. Bach said the next section I have is on Parks and a little different from this perspective, but I wanted to highlight some of the things we're working on whether we want to make adjustments. The Parks Master Plan, key to the overall. Not a decision on anything there other than the fact to inform you that's coming back on May 25th so next week we will have a Special Session. That will be unveiled and talk about how that's all going to come together. It's been long awaited to have that happen.

One of the key things as I'm moving forward and building the budget is you gave us direction to move forward on the Accessible Playground. We had estimated a cost of around of around a half million dollars to make this happen. We budgeted $100K in 2017 from our Casino money allocated to Parks to go into this program. To date we've had luck in getting about $150K in grants that could go toward this Accessible Playground. You can do the math, that's about halfway to get there. We believe there may be some continued grant opportunities out there that we can work on to get this done though we're just halfway with our allocation and the grant money coming in. As I build the budget I was just looking as do we want to wait for those grants and work on that or should I be putting more dollars, UG dollars, into this Accessible Playground project. That was the question I was proposing to see where you're at because the direction last year was put $100K in and go get grants to build the rest. **Commissioner Markley** said I'm just curious whether that discussion should be part of the May 25th discussion because presumably that Master Plan is going to give some input into both the Piper area park and to this idea of the Accessible Playground and the priorities of how we manage the parks that we have.

Commissioner Walker said I don't disagree with that. Unfortunately I will not be here on the 25th and I want to be clear that obviously I consider this somewhat of my baby. I think it's important that this park be built. I've not in any way suggested to Jeremy where it should go. I don't care where it goes, where's it's best needed or where it serves the purpose for which it's being built is what this county needs and so I've left that to the professionals to come up with the best location; presumably a place that has some adequate parking, perhaps accessible to some kind of public transportation or special transport. I guess it just depends on what your priorities are. To me this is as important of a priority as a new police car, a new transit bus or a piece of fire apparatus and we drop those sums of money and it seems like to me we're a city that does not—we have some equipment at various parks but we don't have a park where these children can go with their families. I don't have the current number but I think the number is significant to kids that would fit within the definition of challenged, special, whatever term of art you want to use to describe the benefits of this park. We're lucky to have our Parks Director having built one of these in Independence. If you've gone out there and viewed it, you can see why these things are destinations to families with children. I'm hopeful that the Commission will give the go ahead for the project and at some point figure out where the money is coming—budget the money and continue looking for grants. I would like to see ground broke on this before the end of the year for obviously reasons as you all know but it's up to you whether you see it as enough of a priority. Certainly I expect us to make a decision on a vote for this or not to move it into this years' budget. **Mayor Holland** asked is your goal to move it into 2017 or 2018 budget. Do you want it in 2017 budget? **Commissioner Walker** said I would like to have—I mean if we have it in 2018 obviously I would like the spot picked and designated by this professional staff and I would like to have the ribbon cutting, turning the dirt or whatever you want to call it; I don't even care about that. If that's in 2018 that's fine as long as we're committed to move forward with it in the next year I don't care when it is; whether we do it before I leave office or not is immaterial.

Mr. Bach said I will recognize Jeremy Rogers our Parks Director. I think it's a matter of whether we probably identify the location for the park and then probably the funding and construction is probably going to be an '18 project, wouldn't it, just practically? **Jeremy Rogers, Department of Parks & Recreation,** said that's correct and the Master Plan does address where the five best places throughout the county to put in an Accessible Playground.

Mayor Holland said one of the things I'm going to ask—are you going to present that on May 25th those locations? **Mr. Rogers** said I will speak to Vireo the company that's doing that and make sure they do address that. **Mayor Holland** said that would be great because one of the things I think we've looked only at our current park grounds and I think there are some opportunities for locations that are not current park grounds that would give maximum bang for the buck for this Accessible Playground. I think we can talk about that next week as well.

Commissioner Markley asked can Commissioner Walker get maybe a preview of those five potential locations since he won't be there the 25th so that he can provide some feedback hopefully in advance of that. **Mayor Holland** said absolutely.

Commissioner Walker said you don't know how much I regret not being able to be here on the 25th. If there was any way I could get out of it, I would but I can't. **Mayor Holland** said we understand. We all have conflicts. **Commissioner Walker** said had I known a month ago that this date was going to be the Accessible Park maybe I could have picked an alternate day but now I'm locked in so I'm sorry. My absence should not be taken by anyone as an indication that I have less than complete passion for this. **Mayor Holland** said I'm seeing some heads nods so

I'm seeing a consensus. Are people comfortable with getting this moving forward and finding the other $250K? Okay, I'm not seeing any disagreement with that so let's plan on it and then we need to pick the location. **Commissioner Walker** said good, thank you all.

Commissioner Townsend said as we talk about accessibility and for a new playground one of the other things I would like us to consider formally is what we're doing with our current parks and the restroom facilities there. To me that's an accessibility issue, a necessity issue as we work on our parks and they're looking better. I mean that's an obvious slough in a lot of them. We need to address that situation I think immediately. **Mayor Holland** said that's in the Master Plan is it not? **Mr. Rogers** said that is correct. It is in the Master Plan. I don't want to give too much away for next week but the top two priorities were restrooms and shelters.

Mr. Bach said the last item on here is an initiative for a new park in the Piper area which has been brought up to my attention and there's a variation between to look to fund activities to come into it though I think that may be a little premature to be able to build funding for a park until we've really done community engagement. Some of this may come from the study that talks about location, amenities, there are some available grounds that we own that appear to be fairly affordable to come in and do activities with though until we really take a look at that ground and study it and see what may need to be cleaned out or covered it's hard for us to come in from a staff perspective and say we can do this for $300K or something like that. I wanted to tee it up as part of this that could be an initiative with a cost to come into this. We didn't build in money to build a new park yet. In the 2018 budget we put some money in our initiatives, put another $100K or maybe a couple hundred thousand that we're looking at, but building a whole new park is a financial issue that would come on. We would need to spend a little more study time to make it happen. **Commissioner Philbrook** asked did that fall into part of what they're studying as far as the park out west. **Mr. Rogers** said yes, it does address that issue.

Mr. Bach said that completes our presentation on areas we're covering I guess as I looked at from a project perspective that I had a lot of question about and would leave it open as you went through and looked at projects about other questions you may have. If anybody needs a sheet, a copy, I think we have additional copies of the project sheets that we passed out two weeks ago so if you don't have it electronic or hard copy, raise your hand and we will get you a copy if you want one.

Commissioner McKiernan said first of all I wanted to say I really appreciated the addition of the target line and the various lines for each section. It really allowed us without having to sit and do some mental math to see how each section fit into the overall and so that was very helpful on that.

On Debt Projects, first page, I think you already answered this for me tonight. Fibercon Activity Projects, it's new for '18 and that is things like the system that's going to be required to get, store and communicate the body camera video. **Mr. Grover** said there are multiple pieces of the fiber connectivity projects. That's why it's such a larger initiative that we're pushing for. The body camera's is one of the largest ones. That does include the storage and stuff like that. Other pieces include improvements to traffic cameras and things like that and connectivity to high accessibility areas. You know potential for schools, fire stations, other police stations; things like that. The body cameras are the primary focus we're going on.

Commissioner McKiernan asked was Google Fiber at one point going to actually connect public buildings. **Mr. Bach** said we do have connection with Google Fiber to our buildings. It doesn't serve this purpose. **Commissioner McKiernan** asked what's missing, Bandwidth, point to point connectivity. **Mr. Connor** said the kind of path we're heading down is this would end up being a private network that we would have control of. The difference is that we would have control of where it goes, how fast it is, we would support it whereas the Google connections are they are just community connections. They're not business class. **Commissioner McKiernan** said no they certainly aren't. **Mr. Connor** said if they don't have the support necessary to run a body camera system on, because we want somebody there like that to fix it and they don't provide that.

Commissioner McKiernan said on Cash Finance Projects under City General Fund, very first section, the last of the new line says Major Facilities Improvement (City) and then there is a Major Facilities Improvement (County) down under County General Fund and I noticed that these dollar amounts starting in '18 are like $30K, $50K; that doesn't seem like a dollar figure that qualifies as a major facility improvement and I'm just curious what kinds of projects are we anticipating under that. **Mr. Grover** said we took this opportunity to take some of the smaller line items in the budget, some of the individual floor remodels, some of the new carpeting, things like that and clustered them into this particular category. That's what that line item is so anytime we get requests for building new walls in an office or new carpet, new ceiling, new paint; we're going to cluster them together in this account code and that way we can get a better funding source. **Commissioner McKiernan** said then you have a breakout that shows all the detail of this and we don't need to see that. **Mr. Grover** said we can supply a breakout if needed. **Commissioner McKiernan** said no, that's all I needed.

In the next section under Community Programs the first item is Village West Parkway Lighting. I was curious, is this repair, replacement, some new lighting we don't already have because it's quite a chunk of money in '18. I'm on the very first page; it's under Community Programs on the Cash, its line 6, 1064 Village West Parkway Lighting, 430 for '18. **Mr. Tobin** said, Commissioner; that is the project to extend the lighting from I-70 & Village West Parkway around the west side where it does not exist right now and we pushed that out over the years trying to get our partner to participate in part of that. If you drive that now and after race events it's very, very dark out there. I know we have street light problems throughout the whole county, but this is a program that's been in there for a while and that's what the funding is for.

Commissioner McKiernan said same section under Community Programs, it's the last of the black ink and it's before the Trail Network. It says ST Street Lighting Upgrades and there is nothing funded here although there is another street lighting upgrade that is down a little bit further that does have some money attached to it. My main point here is do we have or are we considering at all any sort of initiative to upgrade our sodium vapor heads to LED? **Mayor Holland** said on my gosh, can I start? The city of Independence replaced all of their street lights in one fell swoop with a company program where the capital cost and the installation was rolled into a debt financing piece where the savings alone paid for it. I absolutely want to do that. We've been in dialogue with the Board of Public Utilities about that. If we paid the electrical on that I think it would already be in front of us to do because BPU pays the electric on it, they're more hesitant to do it and it's been an ongoing negotiation with BPU. My piece to BPU is why wouldn't you do it because it's non-revenue electricity that you're burning and you would save money immediately by converting them all to LED and it would improve the look of our city, the safety of our city, across the board it would be a giant win and they last longer. You could just go on and on and on about the benefits. Because we own them and BPU pays the electricity it would simply be drawing up a Memorandum of Understanding to get it done. It would also give us the opportunity to roll into that project pull upgrades and fill in missing gaps in our community. This could be a major project that the savings alone would pay for in its entirety. **Commissioner McKiernan** said Seattle did it, San Diego did it, LA did it—**Mayor Holland** said there is no excuse why we're not doing it and I would say we've been talking to BPU for the last year about this to try to get it done and I think we need to get this done. This is low-hanging fruit for our community both in terms of savings and quality of life. **Commissioner McKiernan** said I will come back to Street Lighting Improvements in a moment.

In the next section under Fire I noticed that fire stations, the third line, Fire Station 3 Parking Lot Replacement; we originally budgeted the amended and have zeroed that out. I guess it doesn't need replacement or we have—it's the third line down 8067 Fire Station 3 Parking Lot Replace originally budgeted for 75 amended budget has zero. **Mr. Tobin** said it's already underway. **Ms. Jonscher** said I think they had funding for this in both 2016 and 2017 and the 2016 funding was going to cover the cost of this. It is complete now.

Commissioner McKiernan said on the next page the third section is Urban Planning. This is not something that anybody I think here at this table can necessarily answer, but it's an answer I would be curious to get. The first item under Urban Planning is Revised Zoning Code. We funded it for this year and for next year and I'm just curious as to when that process will get underway. **Mr. Bach** said the process is starting now and I mean that is really one where we go out and we go out and we are bidding to get the services to come in and then start to work through it. Since we're doing it over a two year time period it's more of one where you start this year and then use the budget and move into the next year so it's one contract that will be let for both. **Commissioner McKiernan** said okay, because there have been just a few things that have been kind of held up because we're waiting for this zoning code revision to get completed. **Mr. Bach** said it will be next year before you get it completed.

Mayor Holland said it says New Armourdale Plan, New Central Avenue Area Plan; I think based on our discussions with Indian Springs we need New Midtown Plan. Is that somewhere else in here? **Mr. Bach** said it is not. **Mayor Holland** said I think that needs to be added if there is consensus by this group to that. I think that was the basis of our discussion. **Commissioner**

Philbrook said what was that from where to where on State? **Mayor Holland** said I would like to see it from 38th Street to 72nd Street with Indian Springs being the anchor at the center. We can call it the State Avenue Corridor Study or we can call it the Midtown Study. **Commissioner Philbrook** said call it anything you want to as long as you do it.

Commissioner Walker asked what are we going to get out of this study. **Commissioner Philbrook** said hopefully for me getting an idea—**Commissioner Walker** said I mean for the people that we all represent. **Commissioner Philbrook** said that's what I would be talking about. **Commissioner Walker** said well you said me. **Commissioner Philbrook** said because I represent them. They're not here. My comment to you is they would really like to know what we really intend to do up and down State Avenue and what we intend to do with the shopping center because we really haven't been back to them in quite a long time about that. We've been talking about like a new Zona Rosa there but we all know that's not going to happen, but we do need to be real and as the Mayor said, we're going to be having some conversations around this I do believe, right?

Mayor Holland said I think the whole idea is the same thing we did with the Rosedale Master Plan. You get public input on the front side about what people want and then you can go out and actively make that happen. The Healthy Campus—with the free market wanted in the Healthy Campus was blight and that's exactly what we have downtown in a lot of areas. We did a public engagement about what people wanted and out of that public engagement we have a Healthy Campus coming forward but we've had to will it into existence. We've had to go out and raise money, we've had to go out and reshape what the private sector was willing to do. The same thing with 18th & I-70, the private sector wanted a truck stop and a hotel. We wanted a real service to our community and went out and built it so I think it's going to take that kind of planning to get the public input because I think one of the things we heard with the public input on Indian Springs was people want to have input upfront and not on the backside of a plan. I think that's what we hope to gain and it's a strategy we've employed in other places. It's been very successful. **Commissioner Philbrook** said it definitely helped on Leavenworth Road, I know that.

Commissioner Johnson said with regards to our—in the Plan, only because we're in the Urban Planning area we have identified the area in the Northeast Master Plan which is underway right now as I understand. One of the things that I've heard from constituents and I think that it's fair to bring to the front is they often say you put together a plan and then it just sits on a shelf and what are you going to do with it. **Commissioner Walker** said we have hundreds of those in this building. **Commissioner Johnson** said exactly. So for that reason I would like to see some thought, more than thought, money put in toward implementation. Not in the sense of we need to implement or pay for the whole amount of it but at least to show that once this thing has been established that we have some monies put aside to help get this thing started beyond just putting together the plan itself and bringing it to the persons there. **Commissioner Walker** said the Mayor asked me to turn my mic on so my comment could be recorded. We've got hundreds of studies in the building sitting on shelves that were never implemented. Wonderful plans, wonderful dreams—I don't know how much clearer the people could have been already with what they want at Indian Springs and I don't think we're going to get any clearer image by spending $200K, $300K, $400K on a study. If you develop Indian Springs, State Avenue will follow but that's just my thought. There it is for the record. I'm sure there will be a lot of people in the future read these studies.

Mr. Bach said, Commissioner Johnson, I probably need to respond. I'm not sure what kind of money to build in for plan implementation for something like that when you're talking about a large geographic area. I agree with you, but I mean I can put $100K in for something, but we could be talking about a major infrastructure change. You know you can put some small amount that's kind of it's there as a placeholder and that's probably all I can really come up with because without understanding the magnitude of where we're going to put a first priority to it, and a lot of times a plan comes in coordination with some type of new development or change and maybe it's we're going to buy this property and put it in coordination you know I can go along that line. That's probably the best I can do. **Commissioner Johnson** said I would agree with that. I'm satisfied with that. I just think we need to put a marker in there to show that we are continuing to be engaged with this. One of the things we've heard as we've gone out and talked to different potential partners is they say you all need to be the ones that is leading the process as opposed to coming to us to find the money. That's a novel concept. Okay, we've proven that we have this here if there is something and, again, like you said it could be a marker—I'm not here to determine what that is. I'm going to lean to your professionalism to determine what that number should be but it just shows we're looking beyond just the here and now once this plan is done to make sure that we're moving it down at least another year or two towards implementation. I'll trust your judgement on it.

Commissioner Townsend said I have to weigh in on this because I wanted to say that there has not been a Northeast Plan ever done before so I want people to realize that. Secondly, I agree with Commissioner Johnson the point is for us to look at or get professionals to help and engage the community with the help of professionals to what can be done in an orderly fashion that makes sense. I was getting inquiries about why certain things didn't sell when new properties went up but it was kind of haphazard. The houses were nice but if you had a new house next to three old ones who was going to buy that. My question was, what was the plan overall? I don't know what the plan is going to recommend. I will say, if I'm still here, I will advocate for there being more than a plan but activation of some part of it and I hope the community will be ready for that. I think you have to strike a match to light the fire, whatever that is. We may have missed an opportunity with Indian Springs. I'm not sure that it came across clearly that for years Lane4 had represented us and that the plan that the people heard at those meetings was not something they just hashed up. I'm not sure what I heard them recommend would foreclose the opportunity later to do all that we want and have all that we want.

I heard Commissioner Walters quote it quite a bit that it should be a standout and I agree. Sometimes it takes a little more for people to come and see has something been going on there and maybe that could happen. I didn't mean to turn this into an Indian Springs but that's the mindset I have going forward with the Northeast Plan. We're not planning to plan. We're planning to do and to that end I don't know what that's going to be so I see the Administrator's point. I would rather see $100K put more into these streets and these weeds; we know they are there now to get rid of them. I would say maybe we should hold off on money, but going on record that the plan is to be activated, not to just to be put on a shelf.

Mayor Holland said I will give Commissioner McKiernan credit for bringing up Urban Planning and thank you for that diversion. Now, if you would continue with your list. **Commissioner McKiernan** said not a problem at all. I will bring up Urban Planning any chance I get.

On page 5, still on Cash Finance Projects, just an observation I made is that in the second section, which is Fire, the Kansas Avenue Maintenance Facility actually shows up in several sections. It shows up here, it shows up in Buildings & Logistics, it shows up I think in the Sales Tax Fund and each place it shows up that amount of money pushes that one over budget. It would seem to me that's a really important facility for us to find a way to make at least a start on some of the improvements that we need to make because, for example, in this category we were perfectly hitting our target until we added the $100K for that and then we're 100 over so anyway just to make sure that this is an important project for us.

In the middle of that page Parks & Recreation; Annual Facility Repairs and Improvements; this is one last year we had $350K in this line last year for improvements to the Argentine Community Center. Last year I said I fully 100% support putting that money toward that community center. What I said last year was I want to put that same amount of money so that over consecutive years we go through systematically all of our community centers and we make similar upgrades and enhancements so that we spread that across all of our community centers. I saw that we're back down to 100 on this and it's not actually allocated. I would just hope that since we budgeted 350 last year I'm hoping we can hold that line and find other places to make everything balance because I think systematically improving our community centers—and by the way, the work they're doing in Argentine is great work and would be well done at all of our community centers. I'm not going to hold up anything. I'm just on the record as saying I would love to see that happen. **Mayor Holland** said second.

Commissioner McKiernan said in the next section Public Works and, Debbie; I guess this is a question for you. The second line says Neighborhood Street Resurfacing. We originally budgeted 750 and then in the Amended Budget it's 750 in red which would suggest a change but it's the same number. **Ms. Jonscher** said I'm not sure if we modified that at some point but I think we changed it back.

Commissioner McKiernan said two lines down from that it says Neighborhood Street Lighting Program, budget 100 a year; I'm just curious what does that entail. Is that like replacement of broken heads or knocked down power poles? **Mr. Tobin** said yes, that's for the procurement of parts and pieces to keep everything working.

Commissioner McKiernan said the final one under Public Works is Sidewalk Gap Program. It's listed as new. It doesn't start until '18 but is that the same program that you brought to Neighborhood & Community Development two meetings ago? **Mr. Grover** said yes, that was our initial summarization of it. We're still evaluating potential growth in that program as I indicated in the last meeting. **Commissioner McKiernan** said I will just say that Commissioners Murguia, myself and Townsend all said at that meeting we're not going to make it anywhere if we budget that kind of money toward Sidewalk Gap Program. I would hope that we can find a way to put much larger amounts of money into this. I think we envision this kind of as almost a district by district but identify the high priority gaps using the sidewalks and trails analysis that's being updated. I think we were all in agreement we won't make a dent unless we can really find ways to increase that. **Mr. Grover** said that's correct. We just didn't want to increase it something arbitrarily just to. That's why we're looking at it a little more closely before we put a real number in there that makes more sense. **Commissioner McKiernan** said you notice I haven't asked for any number to go down yet.

This one is just for Doug. On the very last page under Special Assets Fund, Reardon Center Improvements, Hotel Proceeds, and I notice that we don't have any budgeted for 2017. Didn't we already have that money in the bank from the sell? **Mr. Bach** said yes, the money that you see budgeted here is from the Hotel Proceeds so this effectively—if we spend it all like that then the money runs out that we had the proceeds going to. Now, we do have the opportunity to allocate some CID money that's in the area that could go to it but what I was doing here was trying just to show the budget of money that when we sold the hotel and we said we were going to put this over toward the Reardon Center, now I've got a budget. **Commissioner McKiernan** said that's not the problem. The issue was I just thought we might be able to sneak some of that into 2017 Amended but we're just going to stick with—to get a head start. **Mr. Bach** said I'm not sure, Debbie, we're spending money this year. We've already spent money on the facility or was it all last year? **Mr. Jonscher** said no, it's in the Capital Projects Fund so we could—I think they've already got some of the money allocated to it that was probably allocated from '16 carrying over to '17 but if they found additional work we could allocate—**Commissioner McKiernan** said just in a different line because we did the roof, didn't we? **Mr. Bach** said yes, we did the roof and the AC units, John? **John Kelly, Deputy Director of Buildings & Logistics,** said I'm sorry, what was the question? **Mr. Bach** said what work did we do at the Reardon Center that we already started spending money on from the hotel proceeds. **Mr. Kelly** said we did a study on the whole facility to find out what items need to be touched first which a lot of them are major mechanical components, a new roof has already been put on and that's been completed and then internal staff has been down there just doing kind of some day-to-day maintenance that has been lacking for quite some time. We did get a report up to Administration and we will be working on that to itemize which things to tackle. **Commissioner McKiernan** said perfect. That's all I needed.

Commissioner Markley said Holliday Collapse in Morris is there anything that we are planning to address that. I know we haven't necessarily come up with I don't think a solution yet but I'm curious if it's in the 2018 Budget. If there is nothing budgeted here that means we're going to go a year with nothing being done. **Mr. Fisher** said we are exploring options. We don't have a solution for you yet. I would guess that once we do that we will work with the County Administrator to get those funds lined up.

Commissioner Markley said my only other comment, maybe not a question, I would still like to buy my library building. It's $120K. My only request in that regard is if staff could make contact with the Library Board and have that discussion. The building is available, $120K, my understanding is there is funding in the Library Board Budget that could pay for the remodel of that facility to move the Turner Community Library into that adjacent building by the community garden. It seems like it's a cheap option to get a facility that we could use.

Mayor Holland said tonight is not the last opportunity but we are going—after we turn the staff loose with the feedback then they will spend June crafting this budget and then bring it back to us in July. It is easier to make suggestions now than in July and I think the dialogue tonight has been terrific and the highlights that have been made have been terrific. I appreciate everyone's input because it is the priorities that you're looking for going forward. **Mr. Bach** said it certainly is and I appreciate that feedback and I think as I said two weeks ago, we've built this budget, we tried to be reasonable where we're at though as Commissioner McKiernan pointed out we're still above our targets in certain areas so when I'm coming back into it and trying to balance where we get to and I'm looking at the targets of all the equipment we have as compared to Operational priorities and what we're doing and the SOAR Program and trying to maintain those functional things—I believe I heard pretty good clear in the strategies that we're looking for a couple mill reduction some things will get pushed and that's just where it's going to be. It's not going to come back and look exactly like it is in front of you today but that is where I needed your comments and understand whether certain things are in or out and what needs are priorities and we will work from there.

Commissioner Walters said I have a general comment, request or question, last year at this time we spent a lot of time talking about the sales tax windfall from the STAR Bonds and we talked a lot about how to spend that money, ways to spend it, but we would spend it for one year and it would be available the next year and other decisions that we could make that tied up that money for a long period of time such as tax reduction. I would like to get an accounting or resurface that discussion of where are we, how much of the $12M we're going to get this year, is it already spoken for and how much we will have at our disposal. It's pertinent to CMIP when we're deciding whether we're going to spend cash or whether we're going to borrow. At some future meeting it would be nice just to have a review of that.

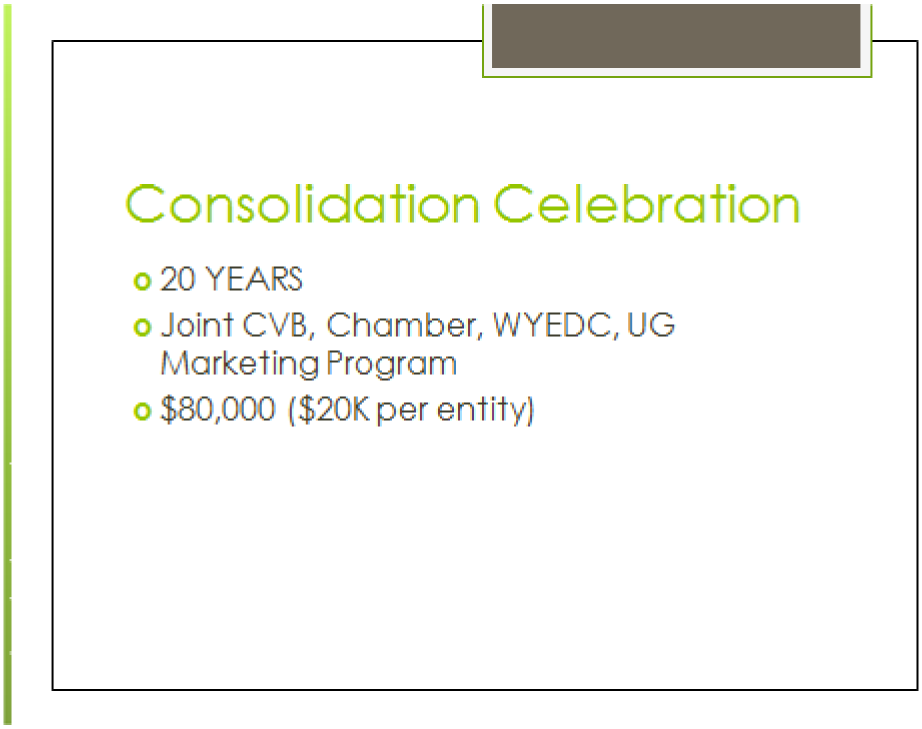
Commissioner Townsend said I would appreciate kind of a primer at some later time about what it might take to get CNIP back. That was already in process when I came onboard so the process was already laid out and it was a great mechanism for commissioners to target in certain areas and that's when I found out how much sidewalks and all this costs so what would it take to get that going again? **Commissioner McKiernan** said renew the 3/8 cent sales tax. **Mayor Holland** said we will have further conversation about that but I think that's information that staff can readily pull. It's just raw numbers.

Commissioner Townsend said the thing about the lights, the street lights and repair, what would it take or what buy-in do we need from BPU to initiate what you were talking about or is that something we could do on our own, assist them, or how does that work? **Mr. Bach** said what our discussion with the BPU was and the structure of programs that have been presented to us from companies that would do the LED lights and have worked in other cities were that you analyze what it costs you to operate your lights today. Let's just look at a smaller scale and say if it takes you $100 and then you install a LED light and your operational cost is 90, the companies have said we will go do all the capital infrastructure cost and you will pay us whatever the savings is from that original $100. Like I said, if we end up paying 90 they would expect $10 and they would program that over out of over what they anticipate to be about a 20-

year time period. They will have the calculations done if in the end we only could save $95 was our cost; they are the ones at risk of not getting paid back. They are taking all the risk on the Capital Project and the money would come from the savings of what we're paying today versus what we would be paying in the future. That was the concept that the Board was not—we'll see how they advance that. **Mayor Holland** said I think one option would be, I think we need to continue to negotiate with BPU to see how we get this done. I think that's our best option is to continue to negotiate with BPU because from a quality of life and safety perspective and a cost perspective over time it's much better to move to the LED. We just need to get it done. **Mr. Bach** said one of the other good components about LED is as they've been out it appears the projected timeframe or the repeat timeframe to go in and do maintenance on them is about 25% of what it is on current so you also save that kind of staff time too.

Commissioner Bynum said since staff is here I wanted to step back to the 2017 Neighborhood Street Resurfacing Program and you had met with me last fall and given me the list of the 18+ projects in the At-Large District 1 area. Are these getting ready to start? **Mr. Grover** said the 2017 Program is getting ready to start and we will be evaluating with the new Pavement Management System and our overall Asset Management System as a whole what our projected projects will be moving forward.

Commissioner Philbrook asked does that mean there might be changes in what you're going to address since you are using your new—**Mr**. **Grover** said no, not in the 2017 program. What we presented to you last fall will be the ones that get done this year. Moving forward we will have a different mechanism for how we present things.



Mr. Bach said the last item on here is not a project. It is more of an event type activity in recognition that we're 20 years into consolidation. There has been a fair amount of discussion in the community about doing something to commemorate this event to market it. Discussion has been with the Convention & Visitor's Bureau. I think they with their Board have had discussions about potentially funding a video that would be out there that could be done. I think follow-up conversation between the CVB, the Chamber and WYEDC the approach back to the Unified Government about doing a joint marketing program to celebrate, to talk about the image of what's happened with the community since consolidation has been in place so the request is that we each put in $20K. I think they have to take it back to their individual boards to get that authority but they are asking if we would do the same. $20K is something you have—it's within my authority to do as County Administrator, however; I look at it and typically say that's what's in my authority are things that are for the operation of the government. This is a little bit special. We do have money within our Transient Guest Tax that I have. We budgeted for 2017 to put out there in the event there was any kind of events or activities that came about so that is where I would take the money from. I wouldn't be taking it from Operating. I would be taking it from the Transient Guest Tax. **Mayor Holland** said, Mr. Bach, can you repeat that, the money piece. I'm not sure everyone heard you? **Mr. Bach** said I would look to take it from our Transient

Guest Tax funding. As you're aware that money went up with the retirement of the STAR Bonds, we didn't allocate it all out. We put it over and said we will just put that in an account and determine what's the right kinds of projects for it to be although I did budget some of it in the 2017 in the event there were activities or events we wanted to fund through the course of the year. This would be an eligible expense because I believe it is promoting our community and would fall in line with that. That is out there and I wanted to see whether we thought that was a good idea. **Commissioner Walker** asked can we have a parade with elephants. **Mayor Holland** said I think elephants have gone out of fashion with the PETA regulations. **Commissioner Walker** said we could use balloons. **Mr. Bach** said I don't think they were thinking about a parade with this but we could offer that input if that is where we're pushing.

Commissioner Markley said I do think that's a variation of my concern is just that we make sure we're using this money in a way that's beneficial to as many, obviously, the contributors as possible and in as many ways as possible. We don't want to go out there and say look, we unified our government and saved you a whole lot of money and then we spent $80K on a video nobody ever watches. We need to be careful of how we spend it and make sure we're spending it in a way that's beneficial and I think the CVB thought well if we contribute and we do a video we can play it on the bus tours when people come to visit our community. We want something that's going to be useful for a long time and in a broad way and not just we're going to host an $80K steak luncheon. I just wanted to make sure that we are thoughtful about how we spend those funds.

Commissioner Walker said it seems to me that this is presented here as an economic development tool rather than a punch and cake party kind of celebration so I think that's a good idea to promote the Unified Government and if the window dressing is the 20 years, fine.

Mayor Holland said I think there's anticipation it would be an economic development tool developed and there would be some kind of celebration that would be fitting. **Commissioner Markley** said not an $80K luncheon. **Mayor Holland** said not a luncheon steak dinner.

Commissioner Bynum said I would just want to reiterate that there needs to be an education component. I support the expenditure. I just want to make sure there's an education component within the 20 year celebration. It's really important that folks that were not here 20 years ago working on unification understand what this community was like prior and what it's like now. I think that is a critical, critical piece of celebrating the unification.

Commissioner McKiernan said I totally agree with that. I think it should be an economic development, a promotion tool. As we originally discussed it at CVB there might be one—we discussed a video, but this could take many actual formats, but one overall effectively marketing or economic development piece but then each of the contributing entities we would weave in pieces that they could break off and use individually or separately for economic development business attraction, business growth, business retention. It would be essentially geared toward look what we did in 20 years and we want you to be part of our next 20 and it's a lot of promotion and economic development and business expansion. I support it.

Mayor Holland said that concludes our meeting tonight. I will close I think fitting when we're talking about a 20 year consolidation celebration we should acknowledge tonight we lost this week one of the champions of consolidation and civic leader Gary Grable. I think we can acknowledge his life and legacy in our community. They have not announced services yet but I know we will promote that when it is out but if we're going to talk about 20 years of consolidation, without civic leaders like Gary Grable it wouldn't have happened. **Commissioner Walker** said that's correct. Thank you, Mayor, for bringing that up. I appreciate that.

MAYOR HOLLAND ADJOURNED
THE MEETING AT 7:09 p.m.

Bridgette D. Cobbins
Unified Government Clerk

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