

**ADMINISTRATION AND HUMAN SERVICES
STANDING COMMITTEE MINUTES
Monday, April 24, 2017**

The meeting of the Administration and Human Services Standing Committee was held on Monday, April 24, 2017, at 6:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Markley, Chairman; Commissioners Philbrook, Johnson, Kane and Bynum. The following officials were also in attendance: Gordon Criswell, Joe Connor, and Melissa Mundt, Assistant County Administrators; Henry Couchman, Senior Attorney; Susan Alig, Attorney; Wilba Miller, Community Development Director; Rob Richardson, Planning Director, Terry Brecheisen, Health Department Director; and Justus Welker, Director of Transportation.

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

Chairman Markley said we have one revision to tonight's agenda. Item No. 4 has been added which is a request for approval for extended services and associated funding with providing transit service to the new Amazon Fulfillment Center.

Approval of standing committee minutes for February 13, 2017. **On motion of Commissioner Johnson, seconded by Commissioner Philbrook, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 171080...GRANT: SEXUAL HEALTH ADOLESCENT RELATIONSHIP PROGRAM (SHARP)

Synopsis: A grant application has been submitted to the Federal Government, Office of the Assistant Secretary for Health, for a three year, \$1.5M Teen Pregnancy Prevention Grant, submitted by Terry Brecheisen, Health Department Director. No match required.

Terry Brecheisen, Health Department Director, said Christina VanCleave is with me this evening and she's the head of our STD Program and our Teen Sexuality Programs. The grant that we applied for has some key words in it; Teen Pregnancy Prevention, Healthy Relationships, \$1.5M, no match required, three year grant, and building healthy relationships among teens and preadolescents. We have a lot of community partners with this. We're excited about the potential. Only three awards will be given in the United States. It's highly competitive and this will allow us, at the Health Department, to continue our health education activities for teen pregnancy prevention.

Action: **Commissioner Kane made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken and there were five "Ayes," Philbrook, Johnson, Kane, Bynum, Markley.

Item No. 2 – 171088...RESOLUTION: EXCLUDE A PORTION OF HOLLIDAY DRIVE FROM THE BOUNDARIES OF KCK

Synopsis: A resolution authorizing the filing of a petition to exclude a portion of Holliday Drive from the boundaries of Kansas City, KS, and providing notice that the Planning Commission will hold a public hearing on this matter on June 12, 2017, at 6:30 p.m., submitted by Susan Alig, Assistant Attorney.

Susan Alig, Attorney, said this is the second part of Lake Quivira deannexation project. There are three parcels of private land that have filed a petition to remove those parcels from the boundaries of KCK for development purposes. There is a portion of Holliday Drive that runs through those parcels and this procedure would be the start of what we need to do to make sure that we don't end up with a street that belongs to us running through Lake Quivira.

Commissioner Kane said, and I think you said this, where they tried this before and we said yes and they said no. Is that correct? **Ms. Alig** said that's my understanding, yes. **Commissioner Kane** said I guess my concern here is I'd like to know, I guess, and you can tell me off the side, what the benefit of it is? Is there no cost to them? **Ms. Alig** said in terms of developing the land. **Commissioner Kane** said were just giving them the property for free. **Ms. Alig** said

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correct. What we're doing would be deannexing this portion of land. The ordinance is written so that it will only become effective once they annex it. It will still be within Wyandotte County and if they have a development proposal and they're able to develop it, it will be a net tax benefit for us ultimately.

Joe Connor, Assistant County Administrator, said I think, Susan, isn't Quivira the owners of the land now? It's just not in the city of Quivira. **Ms. Alig** said yes. Quivira Inc. is the corporation that owns the land currently. They will still own land. It will just not be in our city boundaries.

Chairman Markley said presumably tonight we're just talking about setting the public hearing. Presumably, at that public hearing we're going to hear from Lake Quivira property owners, from someone, because at this point I feel like it's before any of our time; but just like the last time around, I feel like we're sort of doing our part. I think we just want to make sure that Lake Quivira is onboard with this proposal and is going to present information about their intention to move forward. **Ms. Alig** said yes. We've mapped out the procedure. There will be a number of opportunities for the public and Quivira Inc. and Lake Quivira to speak both to the Planning Commission and the full Commission.

Commissioner Philbrook said so as part of the purpose for this then is basically for them to be responsible for their own road. **Ms. Alig** said yes. **Commissioner Philbrook** said instead of us taking care of their road. **Ms. Alig** said yes. **Commissioner Philbrook** said I just wanted the bottom line on that. They would have to take care of their road, but they have to accept that responsibility if it's in their property. **Chairman Markley** said both parties would have to agree to deannex on our side and to annex on their side for it all to become effective.

Action: **Commissioner Bynum made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken and there were four "Ayes," Philbrook, Johnson, Bynum, Markley; and one "No," Kane.

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Item No. 3 – 171086...RECOMMENDATION: NEIGHBORHOOD REVITALIZATION STRATEGY AREA (SOAR)

Synopsis: Recommend Census Tract 422 (18th St., I-70 to Central Avenue west to Grandview Blvd.) be developed as a Neighborhood Revitalization Strategy Area (NRSA) for submission to HUD as part of the revised Five Year Consolidated Plan, submitted by Wilba Miller, Community Development Director.

Melissa Mundt, Assistant County Administrator, said, commissioners, we are before you tonight on another SOAR initiative. As you'll see, our eagle is flying again and we're very interested in sharing some information that we've learned over the last four months working with the University of Kansas Masters and Planning students.

Just to go over this as quickly as we can if you have questions—basically, over the last year when we've been talking about SOAR and the work with SOAR/HUD Region 7 recommended to staff that we look at the concept of a Neighborhood Revitalization Strategy Area. That was after we had applied for Choice Neighborhoods and learned that this was kind of like the core. If you get these down, then Choice is in your future depending on what happens with HUD in our future as well, but learning this I think is going to be a critical pilot program for our community. Additionally, both Community Development and Planning agreed to work together on developing this proposal for a strategic area so then I wasn't left trying to figure out how to do it on my own which makes me even happier.

We did engage Master and Planning students to do an independent review of the datasets which we felt was important as staff to have someone else look at our community and help us identify where these areas were. We did not constrain them other than by our corporate boundaries of Kansas City, Kansas, and they did analyze all of our census tracts.



SOARING WITH AN NRSA

- HUD Region 7 recommended the UG submit to do a Neighborhood Revitalization Strategic Area as part of SOAR during 2016
- Community Development Department selected the NRSA as part of its SOAR Objectives and partnered with Urban Planning and Land Use to identify qualifying locations in Kansas City, KS (KCK)
- KU Master's Students in Planning were asked to independently review data sets that would identify census tracts for comprehensive revitalization and provide a recommendation to staff on areas meeting the spirit of the NRSA program
 - They were not constrained by area in their research or analysis within KCK
 - All census tracts in KCK were analyzed

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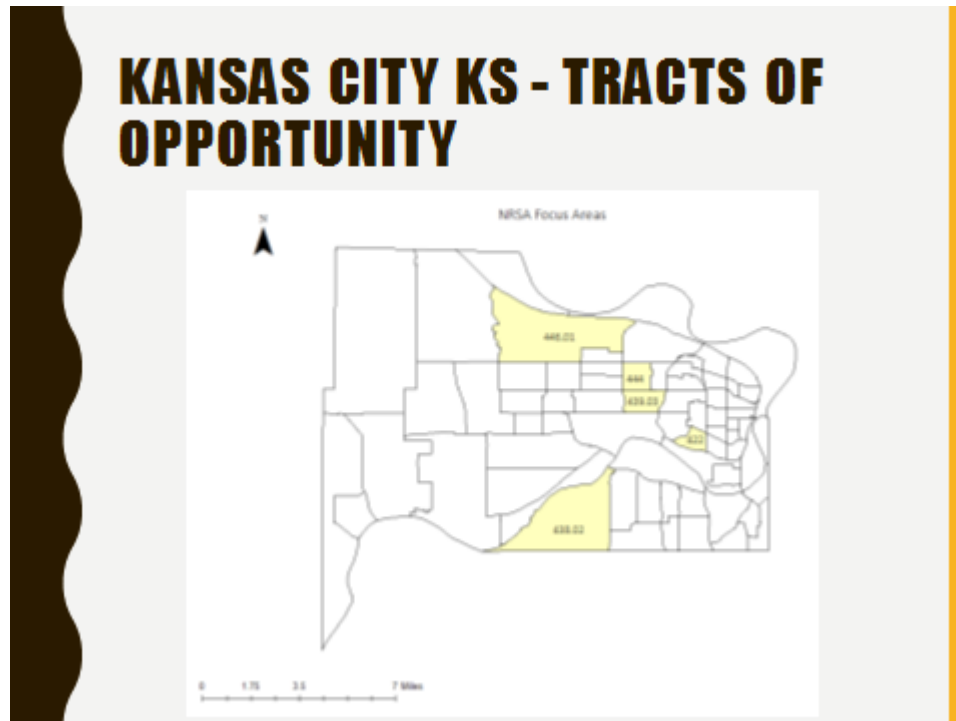
WHAT IS A NRSA?

- Is a comprehensive place based initiative, unlike CDBG or HOME
 - Works with through intense collaboration in a neighborhood to bring transformation
 - Makes the neighborhoods attractive for investment
 - Ensures that the benefits of economic activity remain in neighborhoods for long-term development
 - Supports the use of Community Development Corporations and Community Development financial institutions to bridge gaps between local government agencies, the business community, community groups and residents
 - Foster the growth of resident-based initiatives to identify and address their housing, economic and human service needs.

Just to briefly go over this, and this is where I could get into trouble but Wilba is here to bail me out. What is a NRSA? It's basically an area where you put intense collaboration to try and transform a neighborhood. It's not money. It's not a grant from HUD. It's actually collaborative work using dollars that our community has either from the federal government or locally that we are spending to improve our community and working with community partners. There's a whole list of categories of groups there that we would be engaging with. It's to basically help the residents help grow their neighborhood.

A presentation slide with a light gray background. On the left, there is a dark brown vertical bar with a wavy, organic shape. On the right, there is a solid yellow vertical bar. The title 'NRSA ASSESSMENT FOR SOAR IN 2017' is in large, bold, dark brown capital letters. Below the title, there is a bulleted list in a smaller, dark gray font. The first bullet point is 'KU Master's in Planning Students looked at a wide variety of socio-economic and census data (21 factors)'. The second bullet point is 'Goal was to identify "tipping Point" neighborhoods', with 'tipping Point' in orange. Below this, there are three sub-bullets in orange: 'Not the worst tracts', 'Not tracts without issues', and 'Those that take smaller amounts of resources to make a positive and sustainable impact – OPPORTUNITY!'.

This is a slide that Rob provided to me and I thought that it was kind of a good explanation of a tipping point neighborhood which is what the strategic area looks to go after. It doesn't look to go after the worst tracts. It doesn't look to go after the ones without issues. It actually tries to take an area that a smaller amount of resources could actually create a better opportunity for our community.



With that being said, it is really hard to see, unfortunately it looks better on my screen than it does in here. The ones highlighted in a very pale shaded yellow are the census tracts that were identified by the University of Kansas Master students. There's a total of five of them in our community. Four of them are actually west of I-635, which wasn't as shocking to me as the one that was east of I-635.

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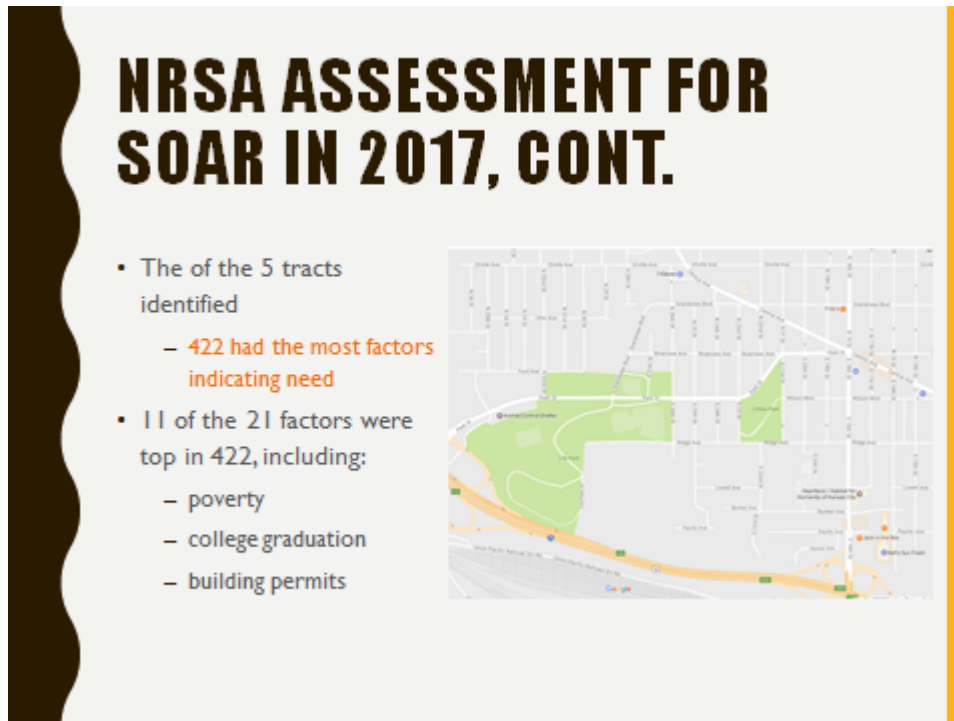
NRSA ASSESSMENT FOR SOAR IN 2017, CONT.

- Identified 2 “low-mod” tracts and 3 undesignated tracts
 - Best of the needy and the neediest of the best
- Tract 422 and 439.03 –are the low to moderate income tracts
 - Staff analyzed the findings by the KU students
 - Staff conducted driving tours of the areas
 - Staff contacted other Departments with in the UG that would be partners in public investments through the NRSA and they include:
 - Public Works, including Wastewater
 - Parks
 - Transit
 - Planning
 - NRC

We actually looked through those and two of those tracts were actually identified as being low to moderate income, which is what’s required in order to be used with our HUD dollars and then three were not. We then dove into the neediest of the needy that were on this group, but not, again, the worst tracts or the ones with the least amount of issues, right. We did an analysis by reviewing the information with the students. We also took driving tours of both areas that were left in there and also consulted with our other departments on sort of what they were planning on doing over the next couple of years that might be beneficial to one or the other of the tracts. You can see the list of partners that we looked at internally.

Rob Richardson, Director of Planning, said I might add one thing on the students. We did a lot of work with the students, but they were under the guidance of one of the nation’s leading experts in housing policy and expert kind of in HUD regulatory opportunities, Professor McClure at the University of Kansas. **Ms. Mundt** said we actually happened to be his students at one point too. He works a lot with MARC and the region.

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We did then go through and look at all the factors that were utilized in the decision-making process. This data was provided not only to them through information you get for like the Census, American FactFinder, but also from information that we've been collecting with our SOAR initiatives. There was a multitude of factors going in and our Assessor's Office and so on and so forth.

Eleven of the 21 factors were top, were most in need of attention within this census Tract 422, which we'll show you more information about as we move forward including things like highest property rate, lowest college graduation rate, least amount of building permits pulled.

Variables used in Threshold 1 followed by remaining in Threshold 2	Selected Census Tracts				
	422	438.02	439.03	444	446.01
Building Permit Valuation per \$100,000 to Aggregate Value	253.7%	\$100,546.88	\$18,441.82	\$4,530.89	\$14,112.78
Crime	62.2	45.8	65.6	56.1	52.4
Other Vacancy Rate	4.6%	11.4%	1.8%	4.3%	8.4%
Land Bank Parcels Area per 1,000 Households	29.3	0	26.2	2.7	4.3
Percent Change of Assessed Land Value (All)	0.01	-0.03	-0.04	-0.05	-0.02
Poverty	16.7%	14.1%	23.3%	22.2%	11.0%
Population by Race: Black Non- Hispanic	9.4%	0%	22.9%	38.7%	14.8%
Population by Ethnicity: Hispanic	54.6%	9.5%	21.8%	11.7%	6.5%
Percentage of College Graduates	22.2%	26.4%	16.7%	21.3%	29.2%
Percentage of High School Dropouts	29.4%	12.3%	22.5%	25.5%	13.2%
Change in Percent Rental Tenure	2%	5%	5%	14%	4%
Percent Female Headed Households	8.0%	6.4%	23.9%	23.9%	15.8%
Building Permits per Tract	17	42	45	41	41
Building Permits per 100 Households	3.5	7.9	4.4	3.8	4.2
Ratio of Loan Amounts for Owner Occupied Home Purchases to the Aggregate Value of Homes	15.1	12.5	35.7	139.0	240.3
Ratio of Loan Amounts for Owner Occupied Home Renovations to the Aggregate Value of Homes	0.0	0.2	0.5	0.5	11.0
Renter Vacancy Rate	2.2%	0%	0%	9.6%	4.0%
Owner-Occupied Vacancy Rate	0%	0%	0%	1.4%	5.3%
Percentage of Low Wage Jobs	27.7%	17.9%	37.7%	50.0%	28.4%
Percentage of Low Skilled Jobs	14.5%	18.1%	19.4%	16.7%	14.36%
Unemployment Rate	6.2%	10.5%	10.4%	17.2%	7.7%

This slide is just to highlight the fact how we look through this and where we could see this was the one that was nearing the edge of the tipping, which is why HUD says this is where you should be working.

SOAR STRATEGY RELATE TO TIPPING POINTS

- SOAR set out to do strategic work related to property maintenance and values in Kansas City, KS neighborhoods
- NRSA implementation in a tipping point neighborhoods and Strategic Code Enforcement implementation are part of the 2017 SOAR objectives approved by Commission in January 2017
 - DDACTS- Data Drive Approaches of Crime and Traffic Safety to be implement along Central Avenue in late 2017 from 7th to 18th Street by KCK PD
 - 2018 Budget will recommend Central Avenue Area Master Plan

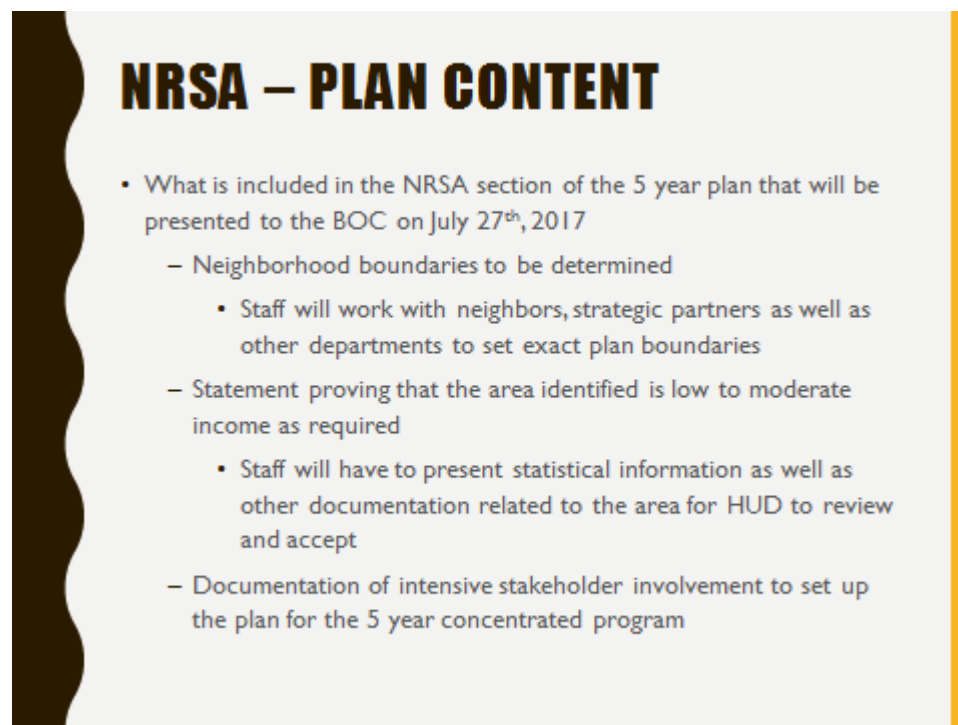
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Just to remind the standing committee, we set out to do strategic work with SOAR and related to property maintenance and our values in our neighborhoods. NRSA was a logical project for us to endeavor upon because it does work with that concept of tipping point neighborhoods which our staff has learned are the key strategy areas to help fight the blight that is occurring in your community and to start to stand neighborhoods back up.

This also ducktails well with our concept of strategic code enforcement that was approved as part of this SOAR objective by the Commission back in January.

In addition to that, since the start of the year, we've also found out that our Police Department is going to be employing something called Data Driven Approaches to Crime and Traffic Safety. That area is right next to or adjacent to this census tract which actually makes it a great place for us to be working and that is from 7th to 18th along Central.

Yet to be unveiled to you in the 2018 budget which is coming up in the next few months for the Commission, we are recommending a Central Avenue Area Master Plan which is one of the last two or three plans that need to be completed for the eastern part of the community.



NRSA – PLAN CONTENT

- What is included in the NRSA section of the 5 year plan that will be presented to the BOC on July 27th, 2017
 - Neighborhood boundaries to be determined
 - Staff will work with neighbors, strategic partners as well as other departments to set exact plan boundaries
 - Statement proving that the area identified is low to moderate income as required
 - Staff will have to present statistical information as well as other documentation related to the area for HUD to review and accept
 - Documentation of intensive stakeholder involvement to set up the plan for the 5 year concentrated program

Our plan content, just to go over very briefly here. It is a five-year plan and it would align with our five-year plan through HUD that we will be submitting this August. We would be setting the

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neighborhood boundaries as part of the plan. We've given you kind of conceptually the area as a census tract, but we believe in picking up some sides of streets or going a block deeper might make logical sense and we would want to work through with the community and community partners over the next couple of months.

Then, also, we have to provide a lot of information back to HUD on the kind of economics and the social economic factors in that area.

Then, of course, we have to provide documentation for our stakeholder involvement.



NRSA – PLAN CONTENT, CONT.

- What is included in the NRSA section of the 5 year plan that will be presented to the BOC on July 27th, cont.
 - Housing and economic market assessment and detailed opportunities for the area in comparison to rest of KCK
 - Assessment of disinvestment compared to rest of KCK
 - Assessment of racial and ethnic and poverty concentrations
 - Description of revitalization activities already happening and new investment that are anticipated in and around the area identified
 - Description of challenges residents face accessing jobs
 - Performance Measurements
 - Leverage

Here is just a list of other items that go into it which are not completely exhausted, but will exhaust Wilba's team as they try to prepare this document over the next couple of months, including housing and market economic analysis, which is something that was just presented at the LISC event that the city of Kansas City, Missouri, is doing as well.

NRSA INCENTIVES RELATED TO USE OF FEDERAL DOLLARS

- Housing Units (at least 51% occupied by low-mod income persons – not 100%)
- Job Creation/Retention a Low/Moderate Income Area Benefit (Report jobs – no additional tracking)
- Public Service Cap Exemption – public services carried out in NRSA would not subject to public services cap if a Community Based Development Organization is developed

One of the things that's helpful about using this tool from HUD is that it does release the cap off of the low/mod requirements for housing so you can actually work on creating more socioeconomically diverse neighborhoods, which we realize will be beneficial to our community as well. It helps us on the job creation side by lifting the tracking requirements on some of that which would typically be required.

Then, also, there is an opportunity for public service cap exemption if we have a way to create a community-based development organization, which we are not going to get into tonight, but it is an opportunity that resides under this program.

NRSA-POSSIBLE INITIATIVES IN 422

- Public infrastructure investments in curbs & ADA sidewalks
- Park improvements to Clifton and City parks
- Public services related to banking, permitting, jobs and much more
- Transit – gain and understanding of needs and seek options
- Strategic code enforcement engagement
- Engage Public Safety departments in education and making connections in the neighborhood
- Housing and redevelopment
- Communication

Just some ideas from staff on what could be done in this neighborhood, which is our pilot area, is public infrastructure investments taking our budget that we have set-aside and saying we're going to go in there and really get this done in this area and see what happens to property values. What can happen when we work intensively in an area?

Look at our two parks. Both of them, if you were to drive through them today, have structures that are in desperate need of repair before they completely collapse or be removed and replaced with something else.

It also allows us to get into some public service things that we believe this area of the community could benefit from including banking, meaning learning how to be banked. That's the term that the fed's use in this area. Permitting meaning our building permits. There is a very low amount of them, but if you drive through the neighborhood, it appears people are doing this work, but then it's not getting captured in our appraisals which doesn't help them and it doesn't help us; jobs and so on and so forth.

Justus is here tonight on another item after this that relates to jobs and connectivity to jobs. This area is one that is also being researched from Quindaro down into Roeland Park for another line with our transit network, which we think would be an interesting thing to kind of work with this group as well.

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Commissioner Philbrook said you're looking at this as a possibility of maybe having some businesses come in to create jobs down in here, especially down in this lower area. **Ms. Mundt** said yes. **Commissioner Philbrook** said so we would create jobs, I don't know, closer to the people that need them. **Ms. Mundt** said that would be a goal, yes. In looking at the opportunity we have with some Land Bank parcels and their adjacency to transit, we thought would be very interesting in this area simply because of some of the contiguous parcels that we own.

Also, our strategic code enforcement engagement. We're going to actually look at these five tracts that were identified and use those as our data sites for strategic code enforcement, which is not the resolution base code that we're also going to be working on, but that strategic let's go in here and really work hard to bring these neighborhoods back to where they need to be.

Then, of course, we did already talk about Public Safety meaning the KCKPD but also other opportunities around fire safety and things of that nature that we could work on.

Housing and redevelopment; of course always comes with HUD, but it doesn't need to be the primary driver. In this neighborhood, we don't have a lot of missing houses here. We have a few and we would have the opportunity to look at that.

Just starting the dialogue and communication between the stakeholders and the neighborhood and ourselves, which we probably haven't done as much in this area since it wasn't really on my radar.

POSSIBLE 422 PARTNERS

<u>Non-profit</u>	<u>For-profit</u>
• Clifton Hills neighborhood group • Wyandotte Countians Against Crime (WCAC) • Central Avenue Betterment Assn. (CABA) • Alcott Center • National Guard • LISC • Federal Reserve • FDIC • Habitat • Healthy Communities Wyandotte • Sanctuary of Hope • Grandview Baptist Church • Catholic Charities	• Enterprise Bank • Security Bank KC
	<u>UG</u>
	• Parks & Rec • Land Bank • Public Works • Transit • KCKPD • Aging
	<u>Others</u>
	• USD 500

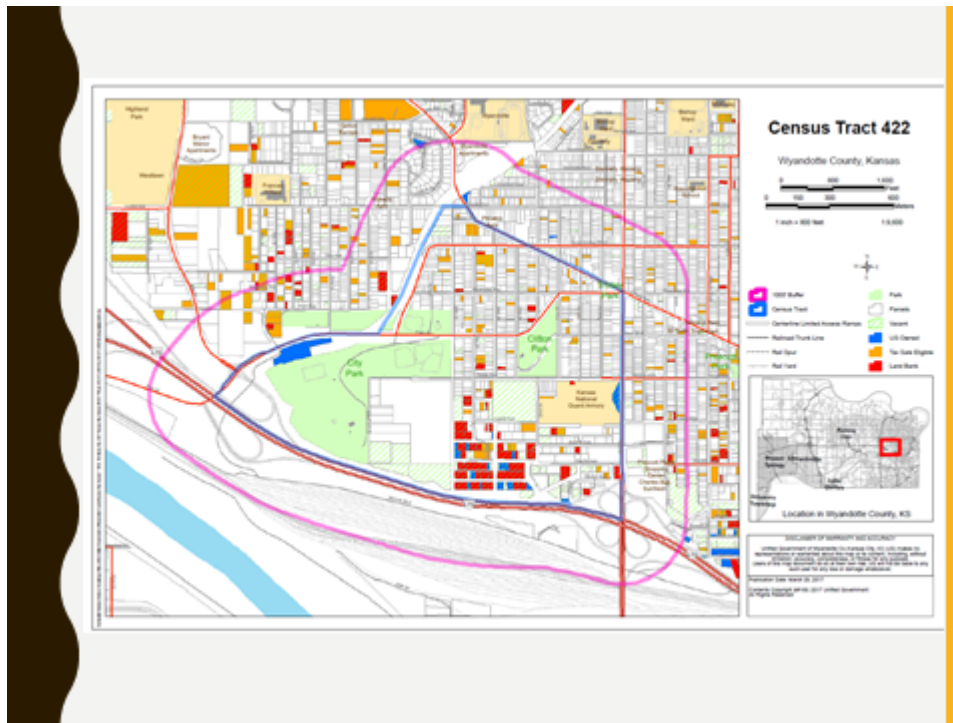
The last here is just a list of possible stakeholders that we've identified and there are probably others that we haven't yet, but just starting to think about it. There are some strong neighborhood groups, non-profits, that would have an interest, for-profits in the area. Of course, ourselves, which we've already identified as having some work that we could do to benefit the community and possibly the school district as well.



NRSA TIMELINE

- At least one public meeting with the residents and broader community to discuss the NRSA concept and to learn from them about their needs
 - Several will be held from mid May thru early July 2017
- Stakeholder and partnership meetings to discuss the NRSA concept and work
 - Several will be held from mid May thru early July 2017
- Submitted to HUD with Annual Action Plan –adoption to be considered by Commission on July 27, 2017

The last thing is kind of a timeline. This will have to be completed between now and the end of the budget. We would be holding multiple stakeholder meetings with not only the residents in the area, but people who would want to partner with us as well and then submitting our Action Plan with our Annual Plan to HUD by the end of July.



Here is the map. The pink line that's going around is like a 1,000 ft. buffer out. Just to give you a little idea, if we went a little further out than the main census tract and then, I believe, it's the red line that's kind of hard to determine here, but maybe not on your sheet of paper, is the actual boundaries of the census tract, blue line. It was red in one rendition that I had. The blue line is the actual census tract. With that, I'll hold for questions.

Chairman Markley said I have to say, as usual, with blight stuff I'm super excited. As Brian McKiernan and I were having our series of meetings leading up to this whole SOAR initiative, we identified this process as a way to lessen some of the HUD requirements and housing and we wanted to find a tract to identify. Obviously, it didn't happen through us, but we're glad it happened through you although I'm a little jealous but super exciting. I think there are lots of benefits to using this federal process so I appreciate it.

Commissioner Philbrook asked do you have any idea on how many miles of streets we would have to do to do Complete Streets. **Ms. Mundt** said in this area? No, we haven't dove that deeply yet. **Commissioner Philbrook** said okay. Don't have a heart attack when you figure it up. **Ms. Mundt** said yeah, there's quite a bit in here although there's a lot of park land too. This

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is an interesting tract for it to have risen up. We do own a lot of land for recreation in this area that's probably not utilized at the level that it could be and have some great views of the city. **Commissioner Philbrook** said well, it looks like a great area to work on and good luck. **Ms. Mundt** said Rob said he's guesstimating at 15 miles. **Commissioner Philbrook** said only 15. **Ms. Mundt** said it is one the smallest census tracts that we do have which is good given the type of work that we have to do here.

Commissioner Johnson said we have had a good, long conversation about this and I kind of talked about this with staff. This is CDBG money? **Ms. Mundt** said no, it's actually a combination of different dollars that the city would allocate through its budget to go into the area so it wouldn't be exclusively CDBG. CDBG and HOME can be used as part of this but it's not exclusively. Also, Section 108 could be used depending on what project that we come up with for the community. It could be any number of buckets including private investment as well as non-profits. The idea is just to create that synergy in a conversation to trend with the neighborhood up.

Chairman Markley said I would say it's more of a designation than an amount of money. **Ms. Mundt** said yes, it's a designation of an area to do intensive engagement.

Commissioner Johnson said I think I talked about what my concerns were if, in fact, this was CDBG because there is a lot of discussion that we've been brought into with regard to that. I am first of all thrilled that the data would suggest what I've been saying all along, but I'm also torn because I know that we have another project that we are working on as well. What my concern is, is that we don't dump resources, wherever they are, into this project when we already have one that is moving forward right now.

I want to make sure I understand this scope. We talk about a five-year plan and what those dollars would be for something or those resources would be for something like this, vis-a-vis what we're working on right now in the northeast. I would love to have the benefit of having two projects going for both and thought, but I don't want to preference one versus the other. I think that's where a sense of equity and a sense of how we move forward that we don't

preference one versus the other with our resources wherever they are coming from. I think that's what I was wanting to indicate.

Commissioner Philbrook asked how big is the area you're referring to. **Commissioner Johnson** said significantly larger than this. That's what my thought is. I'm real torn; I'm still torn. I've been sleeping on this and thinking about this and was going to say something, sleeping, thinking, but that's kind of where I'm really coming in on this.

Mr. Richardson said, Commissioner, I look at this as they're two different types of areas and they probably need two different types of solutions. We probably do need to work on both at the same time because if you look at the progression of this census tracts that were low/mod tracts overtime, I think we have our next three that have been identified for us. They're not there yet, but if the data is correct, they will be our next three low/mod tracts. Low/mod isn't bad, but when you're moving that way, it's not an indication of a healthy census tract.

What we want to do with one like this is look at strategies that we might keep them from becoming the next low/mod tract. The resources that it takes to fix something before it tips, if that's what's really identified here, are much less than afterwards. I think we have two situations that are very different between the northeast area and this particular area. We should make every effort to try and do both of them because they're different problems. If we are successful here, perhaps we will prevent having really bad problems in the census tracts you deal with that are much harder to fix that we've seen in other parts of the community.

Commissioner Bynum said I just want to make sure that I'm understanding the process. HUD actually came to us and suggested that we submit and so all of this work and data was put together and this is the tract where we've landed. It looks like more yet will be submitted to them should we agree to move it forward and then they could still say no thank you. I'm not sure what the rest of the process is.

Wilba Miller, Director of Community Development, said HUD recommends that we work with a smaller area and you want to keep it in line with your Five-Year Plan. This one would be the one designated for this current Five-Year Plan; however, if you wanted to do one in the future, you could do more if that's what you're asking.

Commissioner Bynum said I guess what I'm asking is it looks to me in the presentation if this standing committee agrees to move this process forward then you still have more work to do, more documentation to submit and that sounded like an opportunity for them to say no thank you. **Ms. Miller** said yes.

Commissioner Bynum said so I needed to understand that piece and I also need to understand the potential allocation of CDBG money for 2018. How much of that, again, for probably the third or fourth time, would be dedicated? **Ms. Mundt** said we don't have a budget yet for 2018. We'll be bringing recommendations. This isn't giving us carte blanche authority to have staff to do anything that will come back to you. This is starting a process to work with a neighborhood.

Commissioner Bynum said that's another part of where I'm unclear. **Ms. Miller** said in July when we submit the revised Five-Year Plan that I talked to you all about at the last full Commission meeting, this will be submitted also, but this is a total separate process; a total separate approval process. They can say our Annual Action Plan is fine, our Five-Year Plan is fine, but they don't like this. They can say that.

Mr. Richardson said we think they will like it because we are the first people to take the state-driven approach towards selecting what tract we would use or what area we would use. We used a wide variety of data in doing that and actually they looked at more data than what we have here, but these are the ones that they saw related to some level of significance to the nature of the neighborhood related to this project. I think that uniqueness will help us but, of course, we thought we were in a good position before.

Commissioner Bynum said I'm just going to drill down and maybe hone in on the question I'm trying to get at the answer to. Assuming that we get a CDBG allotment, I think we've been told budget as if you're going to get the same as you got this year. **Ms. Miller** said or a little bit less. I know where you're getting to and I think that the most we're looking at is around \$300,000 for one year at a time. **Commissioner Bynum** asked for this. **Ms. Mundt** said we haven't given you a budget or a proposed budget for the allocation of those dollars. **Commissioner Bynum** said that's where I just cannot connect the dots. Am I wrong that the entire CDBG budget for the current year were in is approximately \$3M? **Ms. Miller** said we have not received the fiscal year '17 allocation yet.

Chairman Markley said I think bottom line it goes back to this is a designation. Even if we send this to HUD and they approve it and say yes, you have this area. That doesn't mean we have to spend our allocation in this area. **Ms. Miller** said no, you do not. **Chairman Markley** said this is just a designation. Because of the designation, some of the HUD rules are less stringent. **Commissioner Bynum** said this could be something we use part of that money on. **Ms. Miller** said yes. **Commissioner Bynum** said or not. **Ms. Miller** said yes. I did ask. There's no minimum requirement on funding. **Commissioner Bynum** said that's where I was really getting hung up.

Ms. Mundt said but I would say that if you're going to go through community process, there's going to be some expectations. We really need that guidance if you're willing to give it to us tonight, if you're willing to commit to that, because otherwise we will do a ton of work between now and July as staff with the neighborhood. That's where I'm concerned that I'm picking up some undertone that there's a little consternation.

Chairman Markley said I think the frustration that we've already had with CDBG is that the money is difficult to spend in the way that HUD wants us to. The benefit of establishing one of these districts is the rules are sort of lessened if you're doing things within your designated district, so for once we might be able to actually use the money in the way that HUD wants us to use it without it being a huge fiasco. That was the benefit that we were sort of seeking in trying to get an area designated is that ability to spend the money in a way that is strategic and not just how can we spend this money and not violate rules, which is what I feel like we've been doing over the past five or so years. We just want to spend it and not violate any HUD rules.

Commissioner Johnson said I totally agree with that. I think that where my consternation comes in is that we have, as a Commission, identified a place within the city that has been disinvested for years. That's not to suggest that this tract of land has not either as well. I can find more places than not in my district that have been disinvested. That's why I say I'm kind of torn.

This is a data-driven approach which is something that I would normally aspire to had we not identified the northeast section of town as a place for us to spend our allocations going forward. We do have an allocation in the budget this year, but if we're talking about over a five-year period of time, once we get out of year one, we really don't know what we're going to do in

the northeast. We can say we think we might do more allocations or more things of that nature, but I think that even within the constraint of the CDBG requirements, that the northeast would probably meet those, although they may be considered in some regard not in the same capacity as this as you're proposing to us. That's where I'm torn because we have strategically said, as a Commission, that we want to reinvest in the northeast.

Chairman Markley said I would say, and I don't want to take argument with your approach, but I would say we have spent money in the northeast. Unfortunately, we have not spent it strategically and so we have seen no impact. I understand why you feel that way, but I feel like this is our strategy that we're trying to move development back into that area because we put actually in the early years of my commissionership millions of dollars into the northeast and it just failed to make any noticeable impact. I feel like maybe you saw some impact, but I didn't see any impact. We kept sort of throwing money at it with no plan and I'm hoping this helps us move toward a plan where those millions of dollars make the impact we want to see them make.

Commissioner Philbrook said I want to address the same thing you guys are talking about. When we filled out the sheet to determine how this particular area shook out, you know, when you're trying to fit, we have this many people that are not graduating from high school, we have this number. When you get all of that work and in there an indicator that this area would be easiest to turnaround—and I shouldn't say easiest, but more likely to be turned around, no, because that's part of the problem. Commissioner Johnson and I are trying to balance this out and it's like this area, and I hate to use the term desolate, but seems much less desolate than the area that Commissioner Johnson is referring to. I'm trying to understand exactly the pitch.

Mr. Richardson said so the way that they went through each piece of data was they divided each piece of data into thirds. I'm not going to use statistical names for this, but if you can imagine the really bad and the really good and what's left in the middle. Based on the NSRA guidelines, you want to find the stuff that's in the middle. When you take all of these factors together and you look at that middle grouping of all those factors, these were the five census tracts that had the most of those factors that hit in the middle. Census Tract 422 was the one that had the most of those within those five.

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One of the issues was change in housing tenure. If you're becoming more rental and less owner occupied, they basically divided the census tract to less than a 1% basically, zero - 3%, 4% and greater. If you're in that middle group, that was the group that was identified in that band where NSRA might work. In this group, it looked like about 12 or 13 census tracts in that group. When you look at each of these maps and the data related to each one of these, there is a number that 7 to 15 of those tracts fit that middle grouping. Then they took all of those together and did a data analysis on that. It is data driven. I can't tell you that it's right or that it's perfect, but it is what the data shows should best represent what HUD wants out of this out program. We can debate whether what HUD wants out of the program or what we need as a community out of the program are the same thing. If we want to have a chance to do that, we thought this was the best way to do it.

The students did this as part of one of their final classes so we didn't have to pay for the research that went into it. We got the benefit of a leading expert in the nation on housing policy to help them with their research. That's kind of the methodology that went into this. If anybody wants to go through the data in more detail, we can do that. We were all quite frankly a little bit surprised about where this came out and what data was important. None of us picked the data set that would lead us to this answer correctly from the beginning, including the professor.

Chairman Markley said I appreciate just the clarity that part of the reason this is chosen is just because it meets HUD guidelines, not necessarily because we say it's the neediest tract more than one or another. It just happens to fit their sort of checklist which I think is important to recognize.

Commissioner Johnson said I think we can move it forward from the perspective that we need to go ahead and move it forward. I will tell you that the dialogue from my perspective is not concluded. I'm not completely at peace right now with this. I've been trying to figure out that place, but I haven't been able to get there yet. I think for the work that's been done, we can move it forward. I do want to make sure that before anything is allocated that we have a few more conversations along the way before we get there.

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Action: **Commissioner Johnson made a motion, seconded by Commissioner Philbrook, to approve.**

Commissioner Bynum said to clarify again, staff believes pursuing NRSA is a good way to move forward, possibly with CDBG, possibly without. Regardless of how things get funded, this is a good way to move forward, in your opinion, with the recommendation from HUD that suggested we do it in the first place. **Ms. Mundt** said not only from HUD, but from all of the work that the SOAR team has done. It is not the three of ours' opinion that this is the only way to do it, but it is the conclusion of all the data that we've looked at and the successful programs across the country and the research that we've done over the last year and a half that lead us here.

It just happens to be that we went for CHOICE first. We should have done this first. Whether CHOICE will ever happen again, we won't know for some time. To be honest with you CHOICE was as much this; however, fortunately or unfortunately, CHOICE also then had to bring in the public housing component which this does not which makes it in some ways a lot easier as a starting point again, for a pilot than trying to go into somewhere where you have people living in a high-rise building that you're going to have to figure out your work through those issues.

This actually is a good way, again, for us to learn to do this type of intensive engagement. Through the Northeast Master Plan process, we will learn about how to work in areas that have seen severe economic depression over a many number of years as well.

I think, as Rob said, there are really two different things at play here. The strategies are very different from one to the other. We know that from working with cities like Baltimore and New Orleans, Detroit, Cincinnati, and I can go on and on, Mobile, Alabama, Memphis, Tennessee, all of these communities were engaging in and around with our blight initiative and with What Work Cities. We know that this program for this area is what it takes to work through to stand it back up and in other areas in the northeast there are going to be many different things that we're looking which is why our Master Plan really is looking for a set of individuals that can help us carry out that mission.

Mr. Richardson said we hope that we find strategies in this area and areas like this that aren't fiscally intensive. **Ms. Mundt** said that is indeed the goal. I don't like spending money. **Mr.**

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Richardson said if you look at the partner list, some of them are folks that have money that can do outside lending and maybe we can bring that money in an area that still has some market so that we don't have to fund that all ourselves.

Chairman Markley said technically this was for information only, but since I have a motion and a second, I will take roll call.

Roll call was taken and there were five "Ayes," Philbrook, Johnson, Kane Bynum, Markley.

Item No. 4 – 171122...AMAZON TRANSIT SERVICE

Synopsis: Request approval for extended service and associated funding for service costs associated with providing transit service to extend to the New Amazon Fulfillment Center, submitted by Justus Welker, Transportation.

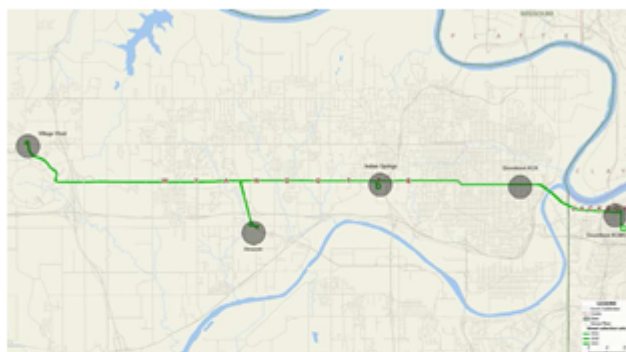
Justus Welker, Director of Public Transportation, said we're here tonight to talk about a preliminary service costs associated with providing transit to the Amazon Fulfillment Center. I'd like to introduce Mark Swope. Mark's an independent transit planning consultant and is here tonight representing the ATA. Before we begin, Mark is going to run through various options for service for that facility. A lot of these costs are based on assumptions at this point. There are still a lot of unknowns with regard to Amazon's operational perimeters. We've had a lot of discussion with them, but they still haven't finalized a lot of what they're going to do at that facility.

Mark Swope, Independent Transit Planning Consultant, said we were asked to review some alternatives with providing transit service so what I'm presenting to you isn't exclusive. There are other ways that we might be able to do it, but these seem to be the most cost-effective approaches. Two of the options we will speak of tonight involve the existing 101 Minnesota route, which is your major route that runs from downtown Kansas City, Missouri, to your downtown on out to Village West. A third option that we'll talk about in a bit involves the introduction of a new route that would be targeted exclusively to provide service to the Amazon facility.

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Option 1A - Extend all Route 101 Trips to Amazon Facility

Result: Requires additional bus to maintain current headways.



Cost	Weekday	Saturday	Sunday	Total
Current Route 101	\$ 1,800,000	\$ 150,000	\$ 112,000	\$ 2,042,000
Additional M/H	\$ 350,000	\$ 56,000	\$ 50,000	\$ 456,000
Total	\$ 2,150,000	\$ 206,000	\$ 162,000	\$ 2,518,000

Option 1B - Extend all Route 101 Trips to Amazon Facility. Only peak service weekday trips will maintain 30 minute headways to Amazon.

Cost	Weekday	Saturday	Sunday	Total
Current Route 101	\$ 1,800,000	\$ 150,000	\$ 112,000	\$ 2,042,000
Additional M/H	\$ 170,000	\$ 56,000	\$ 50,000	\$ 276,000
Total	\$ 1,970,000	\$ 206,000	\$ 162,000	\$ 2,338,000

We will start the first option, actually a set of options, Options 1A, 1B, probably the most straightforward of the options. Just take your existing 101 Minnesota route and add an extension of that route down Turner Diagonal to the Amazon facility and then back on route again and continuing onto Village West. The upside to that, I think, in terms of maybe other options, it's fairly cost-effective. In fact, there's some variations of this that could make it very cost-effective. The downside is that it makes the 101 route less effective in terms of what it's trying to do; what it's designed to do. I wouldn't characterize this as maybe the most desirable in terms of what it's providing to the community. It is an option and so we put some costs to this and we looked at two different ways of approaching it. One would be to operate that extension through the entire service span. The 101 route is in service from about 5:30 in the morning until 11:00 at night roughly.

Option 1A would involve providing that extension through that entire service span and also on Saturday and Sunday. It turns out to be the most costly of the options we looked at. It would increase your costs overall by about \$.5M a year to do that because of the additional miles and hours of service. Because the extension adds time to the route, it would actually require

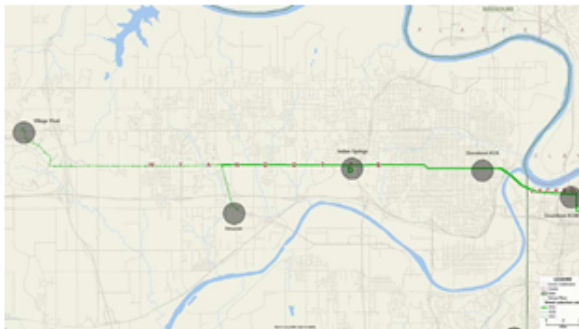
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adding another vehicle to the route in order to maintain the current frequency, which is 30 minutes. That's why the cost is what it is.

Option 1B that we provided is the same scenario operating an extension but only doing it during weekday peak periods. **Mr. Welker** said from 5:30 a.m. to roughly 8 a.m. and then 4:00 p.m. to 8:00 p.m. It's kind of based around Amazon's proposed shift schedule. Even though that's subject to change, we went off of their preliminary shift schedule. **Mr. Swope** said that would obviously reduce the amount of miles and hours so it wouldn't necessitate having that fifth vehicle involved in the route during the off-peak periods so that reduces costs. Actually, I think you increase your costs by about \$300k a year with Option 1B.

Option 2: Alternate Weekday Route 101 Trips Between Amazon Facility and Village West, Extend Saturday and Sunday Trips to Amazon Facility

Result: Thirty-minute frequency between downtown KCMD and State Avenue & Turner Diagonal, sixty-minute frequency to Amazon facility and to Village West Monday Through Friday. Requires additional bus on Saturdays and Sundays.



Cost	Weekday	Saturday	Sunday	Total
Current Route 101	\$ 1,800,000	\$ 150,000	\$ 152,000	\$ 2,042,000
Additional M/H	\$ (54,000)	\$ 56,000	\$ 50,000	\$ 52,000
Total	\$ 1,746,000	\$ 206,000	\$ 202,000	\$ 2,094,000

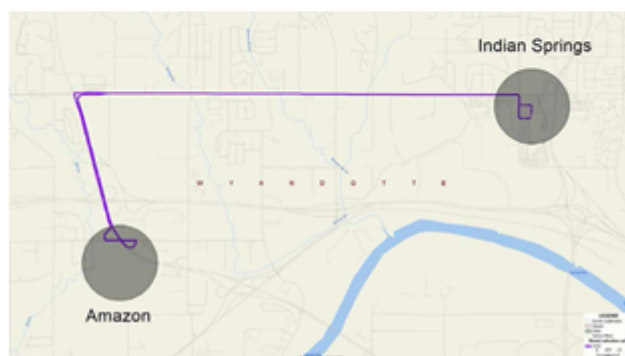
Option 2, instead of having just an extension to the route that is just part of the overall route, you could run alternating trips on the Minnesota 101 route. In other words, one of the trips would go all the way to Village West, the next trip would go to Amazon and Village West and Amazon back and forth throughout the day. What that would result in is you would have a 30-minute frequency on the route, which is what the current frequency is today from downtown Kansas City all the way out to State Avenue and the Turner Diagonal. At that point, you would have a one-hour frequency to Village West and a one-hour frequency to the Amazon facility. The one-hour frequency is considered kind of the absolute minimum level of service that you would

provide if you're going to provide transit service. Service out to a major activity center like Village West, that's reduced to one hour probably is not the most desirable thing to do.

Again, this is an option but it certainly impacts on the current users of the route and it impacts how the route might be utilized in the future to support other needs in the community. This actually is almost cost neutral because you've reduced mileage on a route by doing this. If you're just looking at it from a pure cost standpoint, this one's great. You can do it at initially no additional cost or very little additional cost, but it has significant impact on the effectiveness of the 101 route.

Option 3: New Route Operating Between Indian Springs and Amazon Facility Monday Through Friday, Route 101 Trips Extended to Amazon Facility on Saturdays and Sundays

Result: Requires additional bus on Saturdays and Sundays.



Cost	Weekday	Saturday	Sunday	Total
Current Route 101	\$ 1,800,000	\$ 130,000	\$ 112,000	\$ 2,042,000
Additional M/M		\$ 36,000	\$ 30,000	\$ 106,000
New Route	\$ 355,000			\$ 355,000
Total	\$ 2,155,000	\$ 166,000	\$ 142,000	\$ 2,503,000

The third option is just to introduce a new route. There are probably two or three different alignments that could be utilized. This is the most straightforward, simplest, just continue down State Avenue. Of course, this creates some redundancy along State Avenue. The 101 route whether that's a good or bad thing, I think we have to evaluate. This route would operate on the weekdays, at least for the scenario we put together, and would operate on the weekdays during that service span that the Minnesota route is operating, the 101 Minnesota route. It would operate from Indian Springs from the transit center there out to Amazon. That's a short enough distance that this route could operate on a 30-minute frequency with just a single vehicle. That mirrors what the 101 route operates at today along State Avenue, a 30-minute frequency. This

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would connect well with the State Avenue route in addition to most of the other routes in your system from Indian Springs.

In terms of providing effective connection to Amazon without any adverse effect to other routes, this is probably the best option, but it does carry with it about \$.5M increase in costs. I should add that on the weekends, the way the scenario is structured, we would resort back to adding that extension to 101 to provide the Saturday and Sunday service to Amazon. The reason for that is because this is such a short route and you can make the full, roundtrip in 30 minutes. If you operated this on Saturday and Sunday, you would have a 30-minute service when all you get on Minnesota is a 60-minute service. There would be alternating trips where there'd be nothing to connect to and really little point in having a route other than maybe serving people that live along State Avenue. In order to avoid that kind of waste of resources, we would resort back to the extension of the Minnesota route on Saturday and Sunday.

Now there are certainly other options that could be explored. These options, as Justus mentioned, are fairly high-level. There is obviously a lot more analysis that needs to go into this before any decision is made and, again, there may be some other alternatives we might want to explore. These seem to be the most reasonable.

Commissioner Bynum said I have a couple of questions. On the various options and the chart here, current route 101 and then below it additional mh? **Mr. Swope** said miles an hour. That's how we estimate costs on these. How many miles of service, how many miles is the bus running, how many hours does it operate? **Commissioner Bynum** said that's how we're getting costs estimates. We have 8 or 16 hiring dates coming during the month of June in each Commission district. Aren't we going to know once those are done about where the workers live? **Mr. Welker** said yes, and that's ongoing. I've got a conference call with Amazon on Wednesday to get some more firm details with regards to operational perimeters. The issue is we're bumping up against the deadline real fast. They've told me kind of a proposed early to mid-summer opening. So you're in the late July, August timeframe and we're into May almost already.

Commissioner Bynum said I understand that. **Mr. Swope** said what you're asking is probably the big unknown at this point. To really evaluate these alternatives, we need to have some information about where people will be coming from. **Commissioner Bynum** said doesn't

ATA have access—even if it's just to fill in a gap until we expand something because we know where the workers live and what transit needs they have. Doesn't ATA and possibly even the UG have access to the flex vehicles, the ridge vans, and the other items that could be used to transport folks from a community college down to Amazon? I guess I'm just asking, are there gap filling activities by the transit? **Mr. Welker** said there are temporary things we could put in place until we figure out exactly what Amazon is going to look like. **Commissioner Bynum** asked, Justus, the route going through KCKCC, is that the 101. **Mr. Welker** said there are two routes there. The 101 and the 116. This would be the 101 serving Amazon also.

Commissioner Kane said I'm the one that brought up about having the bus station by Amazon. I don't believe staff anticipated the costs that this was going to have. I didn't know that, Commissioner Bynum, about there being some sort of gap, something to fill the gap because I don't think Amazon, I don't know for a fact, but I don't think they operate on every four hours or every eight hours. It kind of depends on the flow and the time of year and stuff like that. I wouldn't want to make a decision tonight or even think about a decision until we get more information from them. Maybe use this gap thing or whatever it is and then come back and say okay, we need a specified bus for this particular location. That's just my opinion.

Commissioner Bynum said I just don't think we know what we need. **Mr. Welker** said we really don't until they give us some more firm details. We can put a temporary solution in place, but there's still going to be costs associated with the temporary solution. It won't be of this magnitude, but until we get that firm operational perimeters from Amazon, we won't know exactly what time the shift structure is, when they begin, when they start, when folks would need to be picked up or taken to work.

Commissioner Philbrook said I know you guys have probably thought about all of these things. Another question I would have as far as an extra bus, what are the chances of just using the 101 most of the time and then at the appropriate times for shift change, if they have it set up that way. Use another bus that we park up at the KCKCC and use that as the extension bus at appropriate times. Just asking.

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Mr. Swope said there are a lot of different alternatives that we can look at. I think what we're after is what's the most cost-effective thing we can do to serve the need. The problem here right now, we're not real clear about what the need is and so it's hard to say what the most cost-effective approach is. These are some real straightforward approaches that involve existing services or in one case, it's starting a new fixed route service. Those are easy to get your hand around and understand, but they may not be the most cost-effective way to do it. I think once you know more about Amazon, how they will operate, when their shifts are, how many people are going to be coming and going at various times, then we can really sit down and evaluate this and make some determination about what is the most cost-effective thing to do. It may not involve a fixed-route service. It may be something that's flexible that's just out there when it needs to be out there.

We do this in other parts of the metro. It's not like something new to and don't know how to operate that approach. Those often aren't necessarily very cost-effective ways. They're very expensive service to operate, but that doesn't mean that they don't meet the need in the best way. Again, until we know more about how Amazon is going to operate, I don't think we can really answer the questions. **Commissioner Philbrook** said I understand. I'm working on Workforce with this and it's—I can't say what I think right now.

Commissioner Johnson said the request is for the associated funding and you've given us estimates of about \$265 and you've got some other scenarios in here. I'm just trying to think in terms of process. Do we need to approve anything right now in terms of process? I know we are such a short timeline versus what Commissioner Kane suggested in terms of waiting. I'm all for waiting. I'm just saying in terms of process, do we need approve anything?

Chairman Markley asked couldn't this come to us as a budget amendment as part of our usual budget discussions. It would be an amendment to the 2017 at the same time we do our 2018. **Mr. Welker** said the timeframe—Amazon will open about the time that you guys are recommending the budget. **Chairman Markley** said we have to do a stopgap until we get that approval. **Mr. Welker** said we have to have something in place. If it's just an enhanced shuttle from either the junior college or 47th St. Transit Center, something in place based around their

peak hours that would just be a stopgap until we can better plan either a route or some flexible type service to serve that facility.

Commissioner Bynum said I just want to clarify because I appreciate the effort and the analysis, and it's important that we do know the costs of the various options that we have. I would not want you to think that I wouldn't be supportive of improving transit to jobs because we do that now with our routes and the improvements that we're making trying to take workers to KU and into Fairfax. I'm appreciative of that. I just wonder if we aren't a little bit ahead of knowing what we really need, but you all are the experts.

Ms. Mundt said I think we were asked, as staff, to look at how we would provide this service. That's why we're here tonight because it does open before we get through budget, unfortunately. The stars are not aligning easily on this and Justus was working as hard as he could to figure out those options to provide us. Obviously, there are created more out-of-the-box ways of possibly approaching this than we brought forward tonight. I do know that we don't have the money available so whatever we end up doing or bringing back may require a budget amendment for the remainder of '17. I'm not quite sure the scale of this compared to Justus' overall budget, but this is a significant increase.

Chairman Markley said it sounds like maybe there is not a consensus to approve one of these options tonight. What would be the best course of action for you and for us to help you? **Ms. Mundt** said I think with the direction that you've given so far, I think they have some opportunity to go back and try and make some refinements.

The other thing is there's a kind of cost threshold you're not interested in exceeding that you might give us some guidance. If there isn't, then we'll go back and see what else we can figure out and come back to you maybe next month, maybe in June. **Chairman Markley** said I think if you could present to us a stopgap or a couple of stopgap options and then an idea of maybe what that 2017 Budget amendment would be proposed as part of the budget would look like so we can see that this is what we could do to get us through July and then this is what we think the proposal is going to look like in July. I think that is probably what we need.

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Commissioner Philbrook said I would say the only thing is that I know I'm not for Option 2. **Mr. Swope** said I think in my mind the point of presenting these options as opposed to any other options we might have presented is this provides some context. I think it shows you the costs on the upper end and the costs on the lower end. There is a cost central way to do it. I wouldn't recommend doing it that way, but there is.

On the other hand, you can go with something like Option 3 and you can see it's going to add about \$.5M to your annual service contract. That's probably the high-end costs. I can't imagine it would go up. I guess we could come up with an option that would cost more. I don't know why we would need to, but there is something likely in between costs neutral and \$500,000 that perhaps meets the need. As we know more about Amazon, how they're going to be operating, then we can begin to zero in on it. **Commissioner Philbrook** said it sound like to you, Commissioner, basically they are wanting to know that we're behind them, that they need to continue figuring out.

Chairman Markley said I think the other thing that might be nice to know when you come back is how long do we have to operate an option. Are we going to be locked in for a year if we realize we have three riders? What does that look like and how will we analyze that and at what point will we make a decision whether we've chosen the right option or not? I know we kind of went through that with the Rosedale route and it was going well and then the apartment complex closed and we said well, it doesn't make sense anymore. I think laying out that timeline for us as well to give us an idea of how we're going to decide whether we've made the right choice would be helpful.

Commissioner Philbrook said I'd be hesitant at wanting to sign a year contract even not knowing anything.

Chairman Markley said does that give you enough guidance? **Ms. Mundt** said I think that gives us sufficient guidance. We will try to be back here as quickly as possible because I know there is quite a bit of interest on the part of Amazon and also those trying to get folks in our community shops nearby that we'd find a way to solve this. Look forward to seeing Justus in the near future. **Chairman Markley** said we'll try to put on the earlier part of the agenda next time.

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Action: No action taken

Chairman Markley adjourned the meeting at 7:00 p.m.

Adjourn

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