STATE OF KANSAS)
WYANDOTTE COUNTY)) SS **SPECIAL SESSION, MONDAY, JULY 23, 2018**
CITY OF KANSAS CITY, KS)

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Monday, July 23, 2018, with eleven members present: Burroughs, Commissioner At-Large Second District; Townsend, Commissioner First District; McKiernan, Commissioner Second District; Murguia, Commissioner Third District; Johnson, Commissioner Fourth District; Kane, Commissioner Fifth District; Markley, Commissioner Sixth District; Walters, Commissioner Seventh District; Philbrook, Commissioner Eighth District; Alvey, Mayor/CEO; via telephone; and Bynum, Commissioner At-Large First District and Mayor Pro Tem; presiding. The following officials were also in attendance: Doug Bach, County Administrator; Ken Moore, Chief Legal Counsel; Carol Godsil, Deputy Unified Government Clerk; Joe Connor, Gordon Criswell and Melissa Sieben, Assistant County Administrators; Kathleen VonAchen, Chief Financial Officer; Debbie Jonscher, Deputy Chief Financial Officer; Reginald Lindsey, Budget Director; Budget Staff; Chief Ziegler, Police Department; Interim Chief Andrade, Fire Department; Donald Ash, Sheriff; Alan Howze, Chief Knowledge Officer; Jeff Fisher, Executive Director of Public Works; Brandon Grover, Asset Coordination Manager for Public Works; Brent Thompson, Director of Engineering/County Surveyor; Troy Shaw, County Engineer; Mike Tobin, Deputy Director of Public Works; Maureen Mahoney, Chief of Staff in Mayor's Office; Lynn Melton, Assistant to the Mayor; Christal Watson, Deputy Chief of Staff in Mayor's Office; and Officer Doleshal, Sergeant-at-Arms.

MAYOR ALVEY called the meeting to order at 6:15 p.m.

ROLL CALL: Kane, Markley, Walters, Philbrook, Bynum, Burroughs, Townsend, McKiernan, Murguia, Johnson, Alvey.

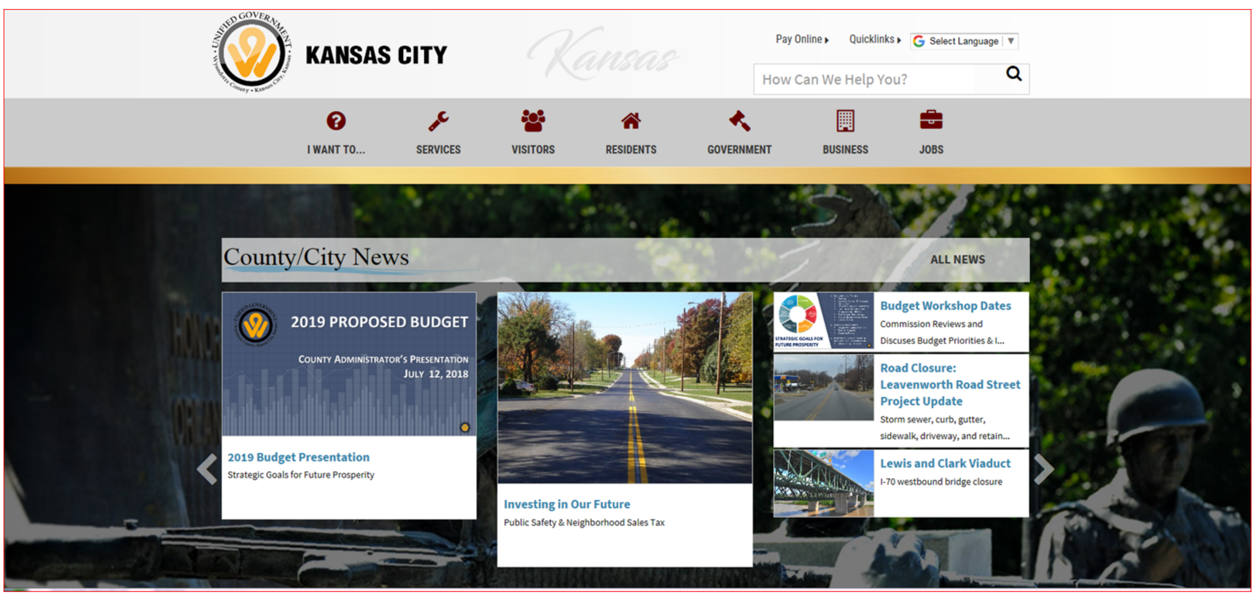
NOTICE OF SPECIAL SESSION of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held Monday, July 23, 2018, immediately following the 5:00 p.m. Standing Committee meeting, in the 5th floor conference room of the Municipal Office Building for a Budget Workshop.

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 Pro Tem Bynum said it is our third Budget Workshop and we will let our County Administrator, Dough Bach, lead us through these items on tonight's agenda.

Doug Bach, County Administrator, said tonight we have several items to walk through this evening. The first item is on the Dedicated Sales Tax Projects and that's one the Commission had asked information about and it was timely to get this information back. We have that at the first part of our agenda and then we're going to go through our CMIP Update. With that we will talk about the differences we have between what was presented to you in May and you worked through and then what I ultimately had to build into the Proposed Budget. We're going to walk through our Street Preservation Program which you all funded last year. There was a specific request on the K-7 & Parallel Project, where we are with the western Fire Station and the timeline of projects that we've done since that project has been started, and then also we're going to get into the County/PBC Debt Projection directly as that relates back to the Juvenile Project. Other items on the agenda tonight are about our Building Security and then the Kaw River Levee.

The first item tonight on the agenda is the Dedicated Sales Tax Projects and so I'm going to turn this over to Alan Howze, our Chief Knowledge Officer, and Jeff Fisher with Public Works, and let them walk through how we have everything available for the public to look at and view projects.



Alan Howze, Chief Knowledge Officer, said I'm going to keep this brief. I wanted to make you aware and the public aware of information available on the UG website at wycokck.org. That has information about the sales tax and the projects that the funds were utilized and broadly the third, the third, the third distribution approach. If you go to wycokck.org, right on the front page you will see Investing in our Future

That takes you to the landing page there and you can click through for more information on how the sales tax benefits the residents.

Home
/ Government / Additional Information / Public Safety Sales Tax

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Public Safety & Neighborhood Infrastructure Sales Tax Initiative

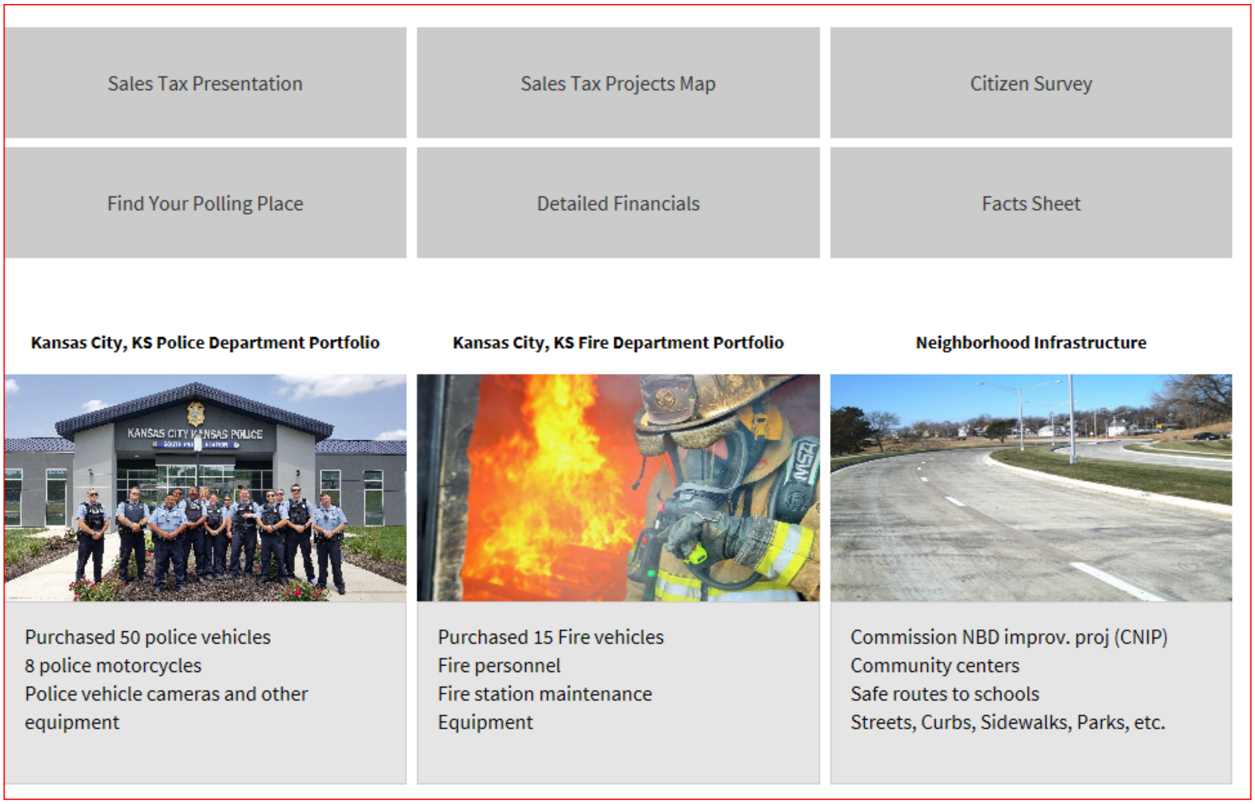
KCK voters approved the 3/8-cent Public Safety and Neighborhood Infrastructure Sales Tax in April 2010 with 70% of the vote. The tax will expire in July 2020.

Voters are being asked to renew the sales tax for an additional 10 years in the August 2018 Primary election.

If Sales Tax Continuance is Approved

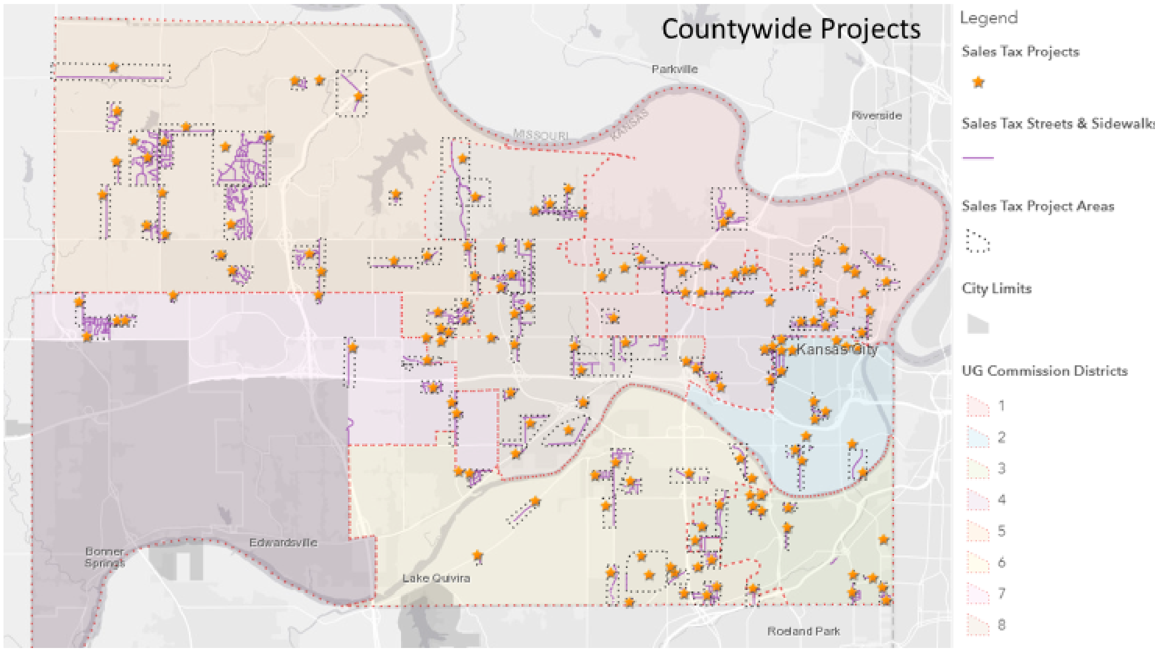
- ✔ Maintain the current sales tax rate-no tax increase
- ✔ Dedicated 3/8 cent to Public Safety & Neighborhood Infrastructure
- ✔ Recommend August 7, 2018 election
- ✔ Continues from July 1, 2020 – remains in effect for 10 years
- ✔ Expenditures approved annually by the Board of Commissioners
- ✔ Improves quality of life by funding neighborhood infrastructure improvements
- ✔ Provides funding to improve streets, curbs and sidewalks
- ✔ Funds safe routes to schools for children and parents
- ✔ Improvements to community centers
- ✔ Enhancements to neighborhood parks

This takes you to a micro site we put together. It has a lot of information about the sales tax and the renewal, when that vote is coming up on August 7th and if you scroll down a little bit further it has information including the presentation about the sales tax, it has information on the citizen survey, you can find your polling location and more detailed information as well.

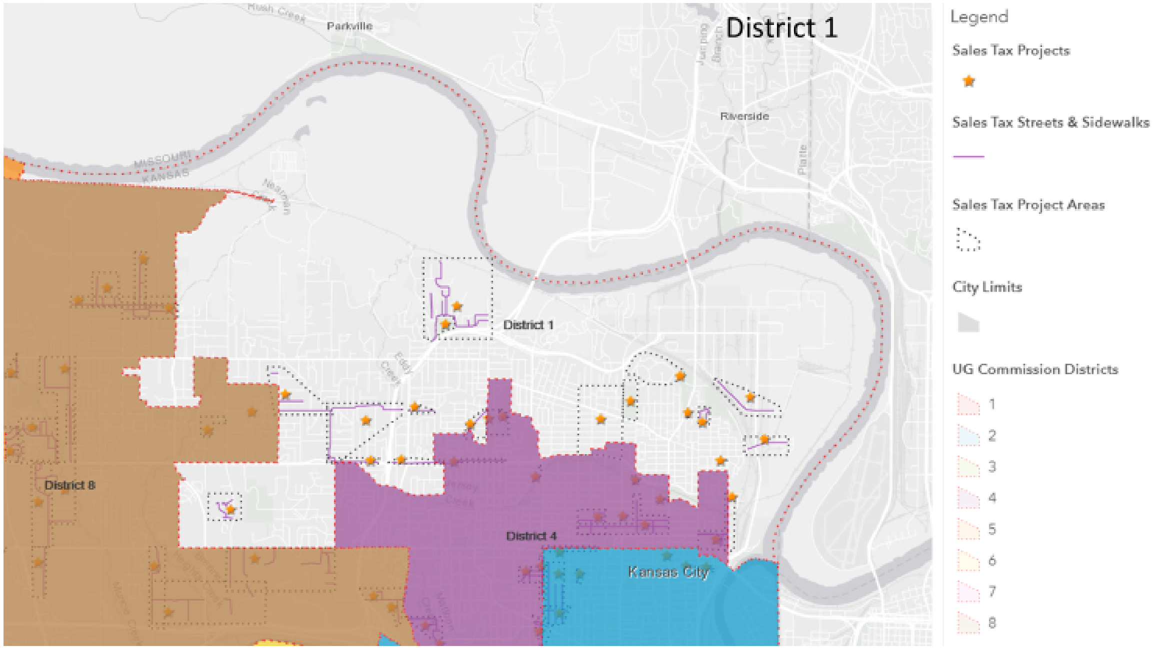


We will click through to the Sales Tax map.

What this will do is take you to an interactive, what we call, a story map that has information on the Neighborhood Improvement Projects that were funded by the Dedicated Sales Tax.



If you scroll down through there it will take you again to an interactive map where you can click on the stars and it will bring up information on a specific project. It will tell you the project type, it will tell you the name, it will tell you the amount that was funded, the portion of it that was funded by sales tax, it will tell you the total amount for that project, if there were funds above and beyond the sales tax that was used.

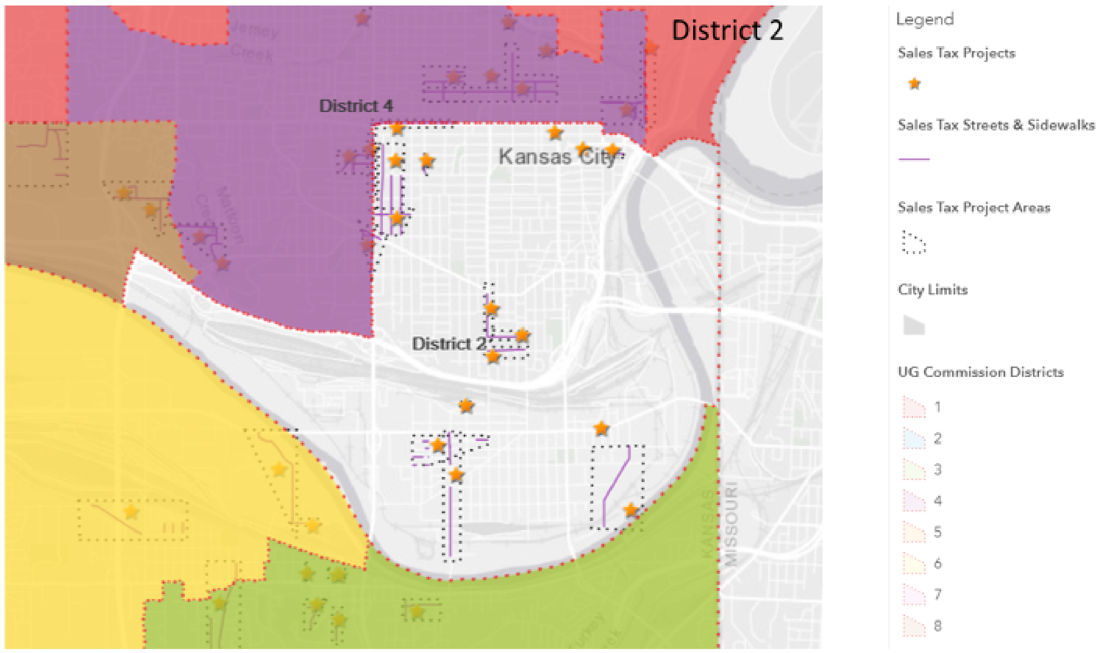


We've broken that down in a district by district basis as you scroll down further through this story map. We've given you a map view.

District 1

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
CNIP	Dunbar School Memorial Sitework	Peregrine Falcon Neighborhood	2013	31400	31400
CNIP	Parkwood Park Improvements	Parkwood Park	2013	25000	25000
CNIP	Qunidaro Homes Water Line	Quindaro Homes	2013	40000	40000
CNIP	John Garland Park Walking Trail	John Garland Park	2017	145000	145000
CNIP	Quindaro Park Improvements	Quindaro Park	2018	65000	65000
CNIP	Edgerton Park Basketball Court Improvements	Edgerton Park	2017	34000	34000
CNIP	Parkwood Neighborhood Curb and Sidewalk Repairs	Parkwood Neighborhood	2017	182000	182000
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing & Sidewalks	2012 Neighborhood Street Resurfacing & ADA Ramp Project	Multiple Locations	2012	247516	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2016 Neighborhood Street Resurfacing	Multiple Locations	2016	43887	NA
Resurfacing	2016 Neighborhood Street Resurfacing	Multiple Locations	2016	43887	NA
Resurfacing	2016 Neighborhood Street Resurfacing	Multiple Locations	2016	43887	NA

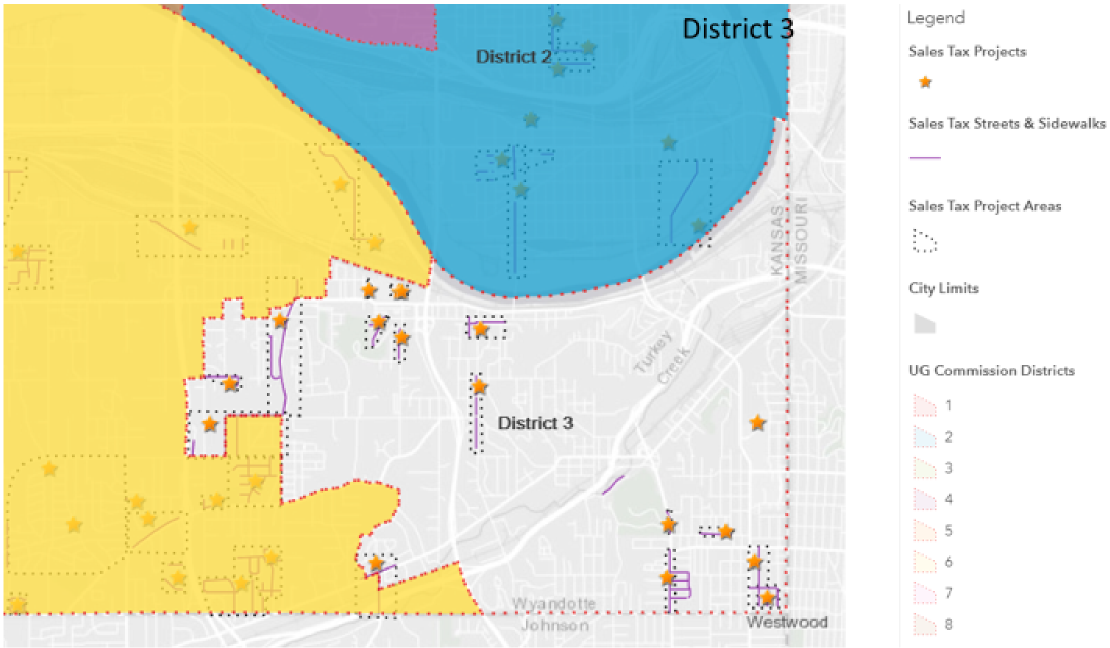
Below that is the table view of the information for that specific district. We're trying to make this an easy and accessible information that is available to residents across the community.



District 2

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
CNIP	John Fiske Sidewalks		2015	49000	49000
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
CNIP	13th St. Sidewalk Improvements		2015	65000	65000
CNIP	10th St. Sidewalk Improvements	Ivandale Ave. to Lowell Ave.	2013	96000	96000
CNIP	Ivandale Ave. Sidewalk Improvement	Ivandale Ave, from Mill St. to 10th St.	2017	70000	70000
CNIP	Gilmore Ave. Sidewalk Improvments	Gilmore Ave., from 10th St. to Mill St.	2013	142000	142000
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2016 Neighborhood Street Resurfacing	Multiple Locations	2016	43887	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA

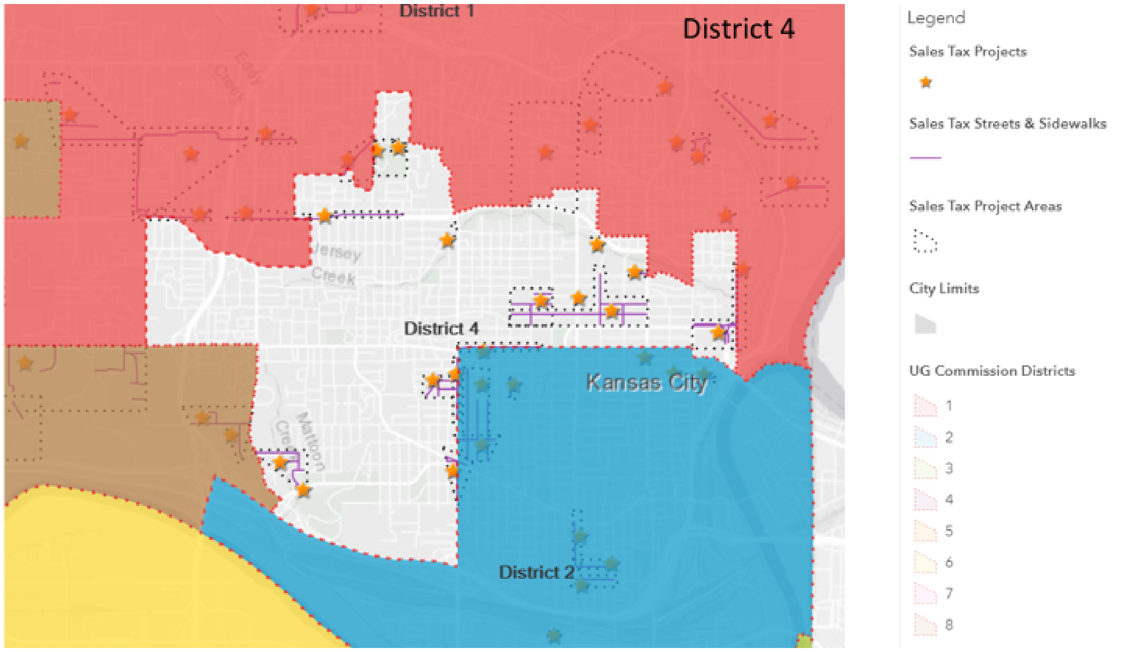
Again, it's right from the front page of the UG homesite or web page, wycokck.org.



District 3

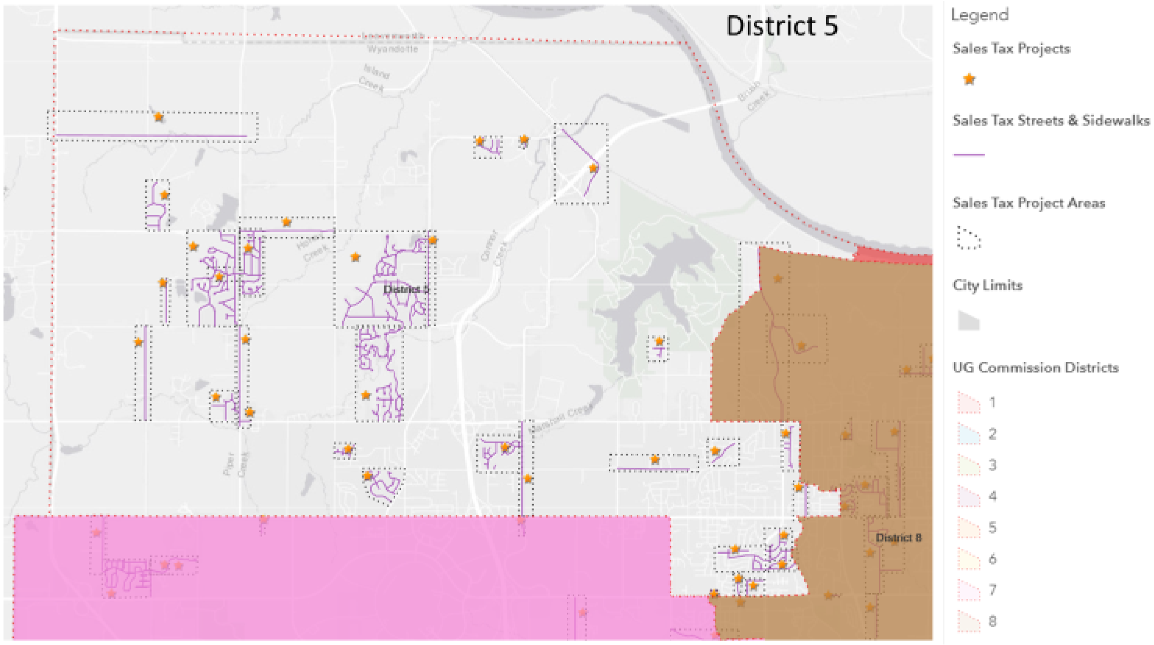
Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
CNIP	Vega Park Improvements	Vega Park in Argentine	2013	12000	12000
CNIP	Spring Valley Sidewalks Improvements		2013	191000	191000
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
CNIP	Mission Rd. Sidewalk Improvements	42nd St. to Rosedale Park Entrance and Crossing	2015	211000	211000
CNIP	W. 42nd Street Sidewalk Improvements		2015	86000	86000
CNIP	22nd Street Sidewalk Improvements	Lawerence Ave. to Burch Ave.	2013	80000	80000
CNIP	14th St. Sidewalk Improvements	Steele Rd. to Noble Prentis Elem. School	2015	85000	85000
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA

Jeff Fisher, Executive Director of Public Works, said I just want to add this is a really nice tool that along with the projects the UG has committed to over the years using the sales tax. It's great information. You can see examples of resurfacing, NSRP, the CNIP and again just a big commitment from the UG over the years.



District 4

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
CNIP	Mac's Park Improvements	New Basketball Court, Shelter Sidewalks, and Play Equipment	2017	150000	150000
CNIP	9th and Parallel Pkwy. Athletic Field Improvements	Athletic field on the SW corner of 9th and Parallel	2013	197000	197000
CNIP	Klamm Park Scoreboard	Klamm Park Baseball Field	2016	4000	4000
CNIP	Walker Ave. Sidewalk Improvements	From 7th St. west to Jersey Creek Trail Connection	2017	12000	12000
CNIP	N. 10th St. Sidewalk Improvements	Freeman Ave. to Oakland Ave.	2017	32000	32000
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2014 Neighborhood Street Resurfacing	Multiple Locations	2014	313209	NA
Resurfacing	2016 Neighborhood Street Resurfacing	Multiple Locations	2016	43887	NA
Resurfacing	2016 Neighborhood Street Resurfacing	Multiple Locations	2016	43887	NA



District 5

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
CNIP	Diane Kane Community Center	3199 N. 122nd St., KCK, 66109	2013	210000	210000
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
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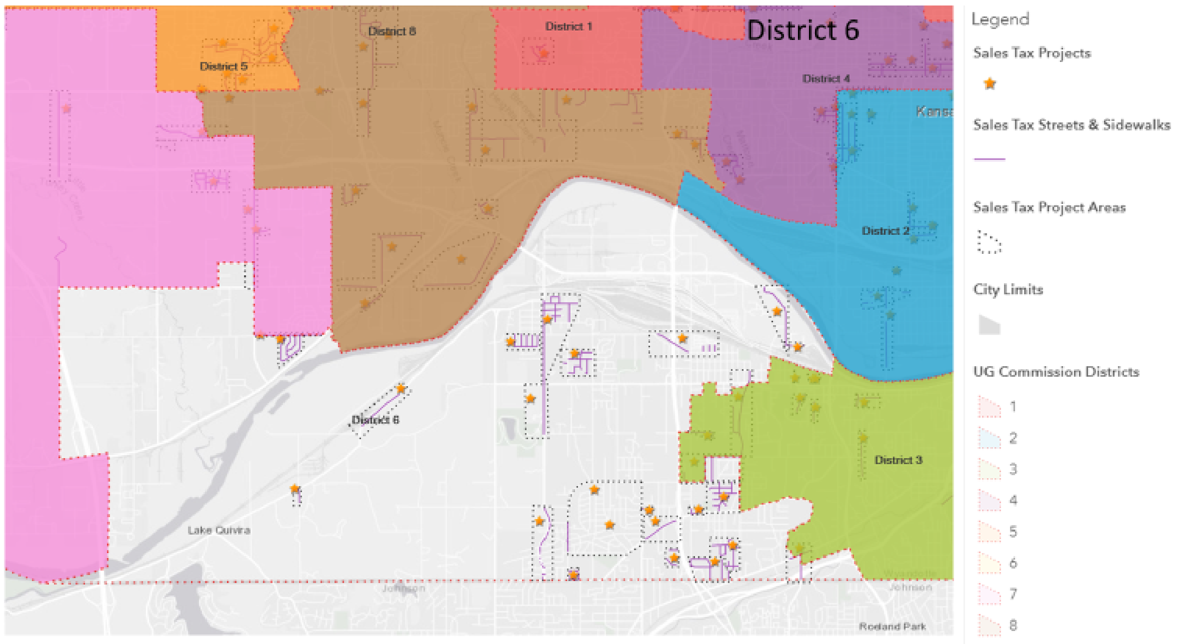
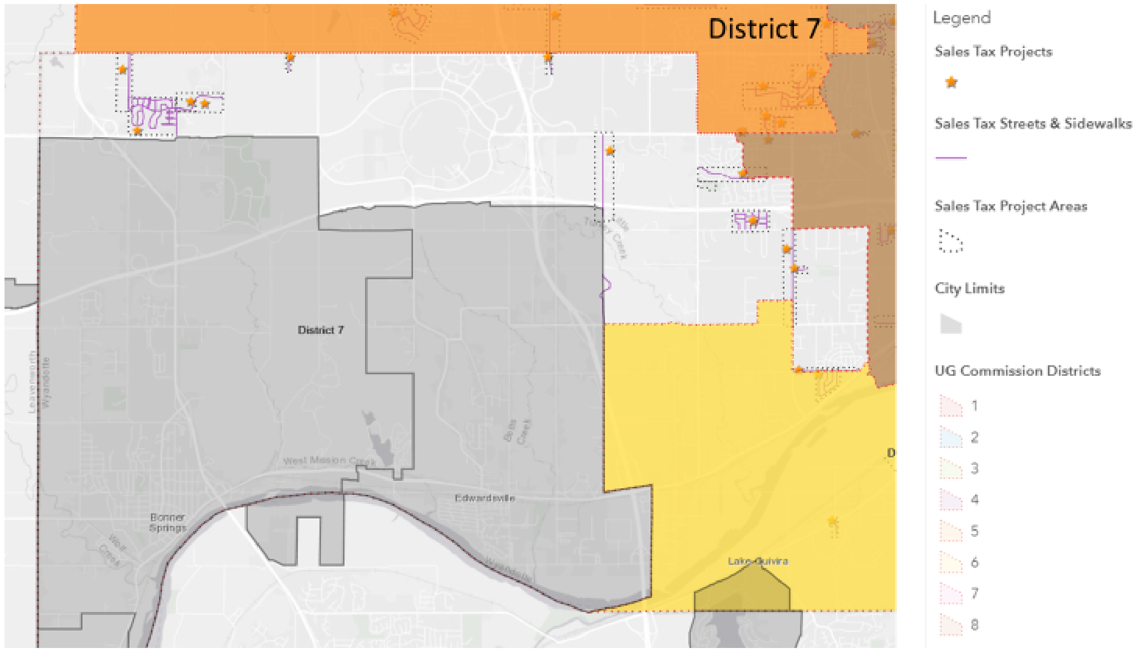
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Street Maintenance	2015 Crack Seal Project	Multiple Locations	2016	159742	159742
Street Maintenance	2015 Crack Seal Project	Multiple Locations	2016	159742	159742
Street Maintenance	2015 Crack Seal Project	Multiple Locations	2016	159742	159742
Street Maintenance	2015 Crack Seal Project	Multiple Locations	2016	159742	159742
Street Maintenance	2015 Crack Seal Project	Multiple Locations	2016	159742	159742
Street Maintenance	2015 Crack Seal Project	Multiple Locations	2016	159742	159742
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Street Maintenance	2014 Crack Seal Project	Multiple Locations	2014	133302	133302
Street Maintenance	2014 Crack Seal Project	Multiple Locations	2014	133302	133302
Street Maintenance	2014 Crack Seal Project	Multiple Locations	2014	133302	133302
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA



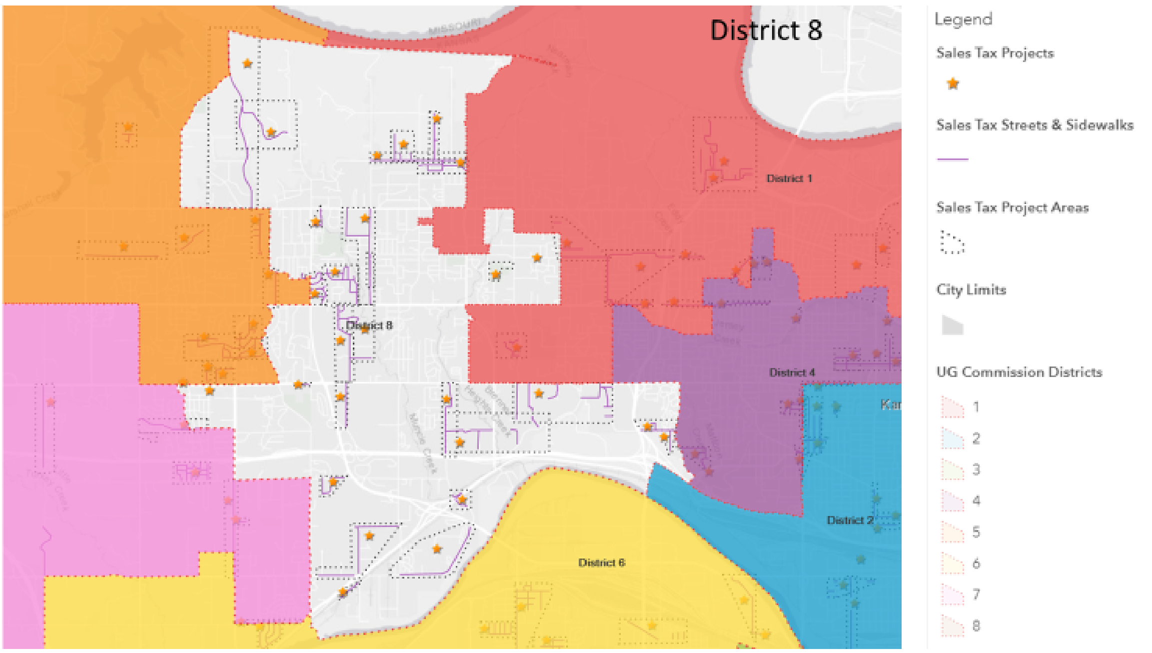
District 6

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
CNIP	Highland Crest Sidewalk Repairs	Spot repairs in the neigborhood	2017	45000	45000
CNIP	Turner Community Walking Park Improvements	5212 County Line Rd., KCK, 66106	2013	47000	47000
CNIP	42nd St. and Shawnne Rd. Sidewalk Improvements		2013	40000	40000
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
CNIP	55th St. Sidewalk Improvement	Oak Grove Rd. to Hagemann Rd.	2013	50000	50000
Resurfacing	2015 Industrial Resurfacing Project	Multiple Locations	2015	56917	NA
Resurfacing	2015 Industrial Resurfacing Project	Multiple Locations	2015	56917	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA



District 7

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Street Maintenance	2014 Crack Seal Project	Multiple Locations	2014	133302	133302
Street Maintenance	2014 Crack Seal Project	Multiple Locations	2014	133302	133302
CNIP	Tauromee Ave. Sidewalk Improvements	84th St. to 82nd St.	2013	106000	106000
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA



District 8

Project Type	Project Name	Area Location	Year	Funded by Sales Tax	Funding Total (other sources)
Resurfacing	2017 Asphalt Resurfacing Project	Multiple Locations	2018	87956	1200000
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2017 Neighborhood Street Resurfaceing #2	Multiple Locations	2017	344119	1564313
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2015 Neighborhood Street Resurfacing #2	Multiple Locations	2016	31113	1015956
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
Resurfacing	2014 Neighborhood Street Resurfacing #2	Multiple Locations	2015	64939	1647937
CNIP	Welborn Park Improvements	Trail resurface, ball field improvements, Futsal court	2013	80000	80000
CNIP	53rd St. and Georgia Ave. Drainage Improvements		2014	111000	111000
Resurfacing	2015 Industrial Resurfacing Project	Multiple Locations	2015	56917	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing	2011 Neighborhood Street Resurfacing	Multiple locations	2011	560737	NA
Resurfacing & Sidewalks	2012 Neighborhood Street Resurfacing & ADA Ramp Project	Multiple Locations	2012	247516	NA
Resurfacing & Sidewalks	2012 Neighborhood Street Resurfacing & ADA Ramp Project	Multiple Locations	2012	247516	NA
Resurfacing	2013 Neighborhood Street Resurfacing	Multiple Locations	2013	122636	NA
Resurfacing	2013 Neighborhood Street Resurfacing	Multiple Locations	2013	122636	NA
Resurfacing & Sidewalks	2012 Neighborhood Street Resurfacing & ADA Ramp Project	Multiple Locations	2012	247516	NA

I think going forward this will be great. I think the accessibility to the public is huge.

Mayor Pro Tem Bynum said thank you. I appreciate all the detailed information. It's good to be able to show in the districts what the sales tax has helped pay for.

Mr. Bach said we're having a little bit of a difficulty with our presentation this evening as far as what we have to put up on the screen. I think you all either have a hard copy or electronic copy which you're probably going to have to following through with on the next couple of sections. The next part of the presentation is not going to be on the screen so, Reggie, you're just going to have to present it and be very detailed in what you're talking about and, hopefully, we'll get this up here in a few moments.

The next part is about the CMIP modifications from the May Special Session. This was a specific point that came across that as I go through and try to build a balanced budget and work through things from debt, cash and such like that; I ultimately end up making some tweaks or changes from what we had in the May timeframe to where we end by the 1st of July.

With that, we want to make it very clear to you what areas we've changed or modified. I'm going to turn this over to Reginald Lindsey and he's going to walk through those changes which are in your packets.

Reginald Lindsey, Budget Director, said the first set of projects I'm going to start walking through are the Debt Financed Projects. How the layout is put together is on the top of the grid. We have the May preview of what we covered with you on May 17th and then also what was in the Proposed Budget document. Then, as we move across the page we have like the particular CMIP Project that it is and then the page number that it is in the proposed document. The rest of it is the schedule for the CMIP, the five-year schedule.

The first one we have is the new Animal Facility. It was not in the budget when we came to you May 17th, but it is within the proposed document. We have it in two different places. It was a $8.6M budget. What we've done is split it in-between debt and also in-between a grant so it's $4.3M within debt and $4.3M within the grant section.

The next one is the Public Building Commission, and this is where we have the Juvenile Facility. We can see the change there which is in the light-blue. It's at $2.7M that we added that was not in the 2017 or when we met with you on May 17th.

The next project is the Northeast Patrol Station. That was not in the budget when we met with you on May 17th, but it is within the Proposed Budget document at $2.5M.

The next set of projects I'm going to cover are Cash Financed Projects and the first set are within the City General Fund.

Mayor Pro Tem Bynum said, Reggie, just one moment. We have a question from Commissioner Markley.

Commissioner Markley said just a clarification in particularly since it wasn't up on the screen in the moment. When you say like the Animal Services Facility is in the budget, it's not in this year's budget. **Mr. Lindsey** said no, it's not in this year's budget but it is—**Commissioner Markley** said right, and I just thought particularly since the public couldn't see it, that could be very confusing, and they could be thinking we're spending $4M in this year's budget and it's showing in an outyear. **Mr. Lindsey** said it's in the Capital schedule within 2023. **Commissioner Markley** said the same thing with the Northeast Police Station. Now, they will be able to see it, so it's not as critical.

Commissioner Philbrook said so you will give us time to plan on how we're going to get that money, so we need time to raise some money, is that it? **Mayor Pro Tem Bynum** said thank you for that clarification.

Commissioner Walters said I remember a couple of months ago when we had the presentation on the new Animal Services Facility and I really thought they missed the mark completely and I thought we had a more immediate need than five years or six years from now or seven years from now. My takeaway was that we needed to send them back and do a more meaningful look at the situation. I guess my question is, did we decide to adopt their recommendations and go with an $8.6M new building and is that why it's in the CMIP? **Mr. Bach** said no. I put it in there as a placeholder knowing that we have a future need for this project. I could have put it under Unfunded Facilities. Here I put it so part of it was in CMIP and then the rest of it is in Other Funding which would mean some type of grant funding or other source that would need to come into play. It's really $4.3 that would be there as a future placeholder, but the other $4.3 would have to come from Other source if we were to do it this way. I put it five years out so it gives us an opportunity to work through, to rework it or not. A lot of times we have—same thing with the Northeast Patrol Station. It's four years out; however, that's listed down there under Special Revenue Projects assuming there could be some other type of funding source that could come in to help leverage that project and make it work as well.

Commissioner Walters said well, I did come away with the understanding that we had a more immediate need to do something with Animal Control. This indicates that we're really not going to do anything for five years. Would that be correct? **Mr. Bach** said I did put a couple hundred thousand that we're putting into the facility now for some modifications on the facility to move us through. As far as a big Capital Project we don't have another alternative built yet.

2019-2023 CMIP Changes from May Special Session
Debt Financed Projects

	CMIP	Page #	2018 Original	2018 Amended	2019	2020	2021	2022	2023	FY18-23
	Facilities - Police									
May Preview	NA		-	-	-	-	-	-	-	-
Proposed	AUTO – 2059 – New Animal Services Facility	430	-	-	-	-	-	-	4,300,000	4,300,000
	Grants									
May Preview	NA		-	-	-	-	-	-	-	-
Proposed	AUTO – 2059 – New Animal Services Facility	433	-	-	-	-	-	-	4,300,000	4,300,000
	Public Building Commission									
May Preview	8690 - Jail - Juvenile Facility		23,000,000	23,000,000	-	-	-	-	-	23,000,000
Proposed	8690 - Jail - Juvenile Facility	432	23,000,000	23,000,000	2,700,000	-	-	-	-	25,700,000
	Special Revenue Projects									
May Preview	NA		-	-	-	-	-	-	-	-
Proposed	AUTO - 2108 - NE Patrol Station	432	-	-	-	-	-	2,500,000	-	2,500,000

Mr. Lindsey said since we have it up on the screen now, I will kind of touch on some of things I talked about with the grid. The first thing we have is the preview from May and then also what's in the actual proposed documents. That's what you have in these lines here and then the actual projects and then the page number that it's on. Then the blue shows where we have the changes at and that's these areas there.

2019-2023 CMIP Changes from May Special Session
Cash Financed Projects

	CMIP	Page #	2018 Original	2018 Amended	2019	2020	2021	2022	2023	FY18-23
	110 – City General Fund	.								
	Fire Department									
May Preview	8079 – Future Fire Station Land Acquisition		50,000	50,000	145,000	-	145,000	-	-	340,000
Proposed	8079 – Future Fire Station Land Acquisition	418	50,000	50,000	100,000	-	145,000	-	-	295,000
	Police Department									
May Preview	8420 – Pol Stn Major Facility Improvements		100,000	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Proposed	8420 – Pol Stn Major Facility Improvements	418	100,000	100,000	50,000	100,000	100,000	100,000	100,000	550,000
May Preview	8436 – Pol Headqtrs Flooring Replacement		17,000	17,000	17,000	17,000	17,000	17,000	17,000	102,000
Proposed	8436 – Pol Headqtrs Flooring Replacement	418	17,000	17,000	-	17,000	17,000	17,000	17,000	85,000
	172 – Health Levy Fund	.								
	Health Department									
May Preview	8718 - Health Dept Facility Improvements		50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Proposed	8718 - Health Dept Facility Improvements	418	50,000	50,000	-	50,000	50,000	50,000	50,000	250,000
	223 – Tourism & Convention	.								
	Parks & Recreation									
May Preview	NA		-	-	-	-	-	-	-	-
Proposed	4250 – Kaw Point Walkway	422	-	20,000	-	-	-	-	-	20,000

I'm going to move over to the Cash Projects where we have the change here in the City General Fund for under the Fire Department. We have where we changed the budget from May 17th from $145K to $100K and then in the Police Department, Major Police Facility Improvements, we dropped it $50K from $100K in 2019. Police Headquarters Flooring Replacement, that was $17K there, we took that out. Then as we move into the Health Department, it was $50K in 2019 for Health Department Improvements. We had to make room for electronic medical records software purchase that's going to happen, that's $295K so that's why we took that $50K out and then within in Tourism Fund for Parks & Recreation we added $20K for Kaw Point Walkway.

Mayor Alvey said the question I would have is the reasons for pulling that money out of the Fire Department and the Police Department and where is that money being transferred to and what's the basis of the priorities? **Mr. Bach** said probably one difficult thing, Mayor, in looking through this as a snapshot—I mean this is Cash Financed Projects so now we're taking a comparison against all $160-$170M worth of General Fund dollars. There's a point when we go through this budget that I'm going through every one of the departments and figuring out what we can do in order to build a balanced budget. By this we're just looking at just the projects. Other ones we went after Operational areas, I look at various things when I go through.

The priority was how do I build a balanced budget and I move some from all different areas within all departments in order to make that happen. By percentage basis of what these departments budgets are, this is probably relatively low percentage compared to what happened in some other areas.

Mayor Alvey said I guess my question would be then we are accommodating other expenditures. What are the other expenditures we're accommodating by transferring these funds over or these expenditures? **Mr. Bach** said continuing to do the operations as we've been doing in the previous years. I don't want to be flippant to that point but there's not a specific one thing that we came through and said gosh I need this. It was we go back to them and say okay I need to hit a bottom line budget, where can I go back through from a priority perspective in order to continuing doing what we're doing. As we've gone through this it's not like we added a lot of money into our—I guess you can look at some of those. We added some money into mowing or boarding up of structures or something like that, but there were very few areas that we added to. Some of these within these own departments, it may have been just increase in cost to cover from their ammunition or renovations in other facilities they have. A lot of times we tried to budget them back, build them back to targets I had within each specific department and by doing that we looked at what we're the highest priorities within each area. **Mayor Alvey** said thank you.

Commissioner McKiernan said I'm sorry, Reggie, I'm going to take you back to Debt Financed for just a moment. My apologies if this question was asked and answered and I was looking at a different part of this spreadsheet. Line 8690 Juvenile Facility Jail; we've added $2.7M in 2019. Is that to fund the overage that they brought to us? **Mr. Lindsey** said yes. **Commissioner McKiernan** so we're budgeting for the overage when they told us the other night that we could get back down to our original proposal. Alright, I'm going to let that go for now.

I'll will go back on the record and say we agreed to build that project because we had savings from farming out and now we're budgeting extra, which I would think unless I'm mistaken, would exceed the savings from farming out. **Mr. Bach** said, Commissioner, this is how I have it proposed. We are going to go into that in great detail this evening.

2019-2023 CMIP Changes from May Special Session
Cash Financed Projects

	CMIP	Page #	2018 Original	2018 Amended	2019	2020	2021	2022	2023	FY18-23
	212 – Dedicated Sales Tax	-								
	Public Works									
May Preview	1141 - Neigh ADA Pedestrian Handicd Ramps		-	-	50,000	200,000	200,000	200,000	200,000	850,000
Proposed	1141 - Neigh ADA Pedestrian Handicd Ramps	421	-	-	-	200,000	200,000	200,000	200,000	800,000
May Preview	1056 - Holiday Drive Reconstruction Design				200,000					200,000
Proposed	1056 - Holiday Drive Reconstruction Design	421	-	-	150,000	-	-	-	-	150,000
May Preview	1614 - Metropolitan Bikeway Improvement		-	-	250,000	-	-	-	-	250000
Proposed	NA	421								
May Preview	1231 - Sidewalk Gap Program		-	-	-	200,000	200,000	200,000	-	600,000
Proposed	1231 - Sidewalk Gap Program	421	-	-	175,000	200,000	200,000	200,000	-	775,000
May Preview	1291 - Neigh Curb/Sidewalk Repair		125,000	125,000	125,000	125,000	125,000	125,000	125,000	750,000
Proposed	1291 - Neigh Curb/Sidewalk Repair	421	125,000	125,000	100,000	125,000	125,000	125,000	125,000	725,000
May Preview	1306 - Neigh Street Repair		825,000	825,000	925,000	825,000	1,000,000	1,000,000	1,000,000	5,575,000
Proposed	1306 - Neigh Street Repair	421	825,000	875,000	825,000	825,000	1,000,000	1,000,000	1,000,000	5,525,000

Mr. Lindsey said the next set of projects I'm going to go through are the Dedicated Sales Tax. Neighborhood ADA Pedestrian Handicap Ramps. We did have a change there where when we came to you on May 17th we had $50K and we did pull $50K out of the Dedicated Sales Tax. We do have $800K within the Debt budget for ADA so there will be some funding there. It's not new, but there is $800K a year there.

Also, Holiday Drive Reconstruction Design, we dropped it $50K from $200K to $150K and then the Metropolitan Bikeway Improvement was $250K and it was dropped $250K, but we do have money there in Debt.

Mayor Pro Tem Bynum said, Mr. Lindsey, if we could stop and have a question on Holiday Drive.

Commissioner Markley said my understanding is that project is going to start within the next couple of weeks and be done in September or October so how are we not going to pay for it. I'm just trying to figure out what we're not paying for or whether that's a different Holiday Drive Project. **Brandon Grover, Asset Coordination Manager for Public Works,** said there are actually two phases to the Holiday Drive Reconstruction. The first one we're funding out of the 2018 dollars of the regular $200K, that will be the reconstruction. The $150K we got a new estimate on the monitoring system that we're going to put in and that will be what's used in next year's budget, the $150K. **Commissioner Markley** said perfect.

Mr. Lindsey said I'm going to pick back up with the Metropolitan Bikeway Improvement. This was being funded out of the Dedicated Sales Tax for $250K. It's actually moved to another fund where there will be $250K. It's not in your document today, but we are producing new pages where that will show up.

Also, the Sidewalk Gap Program did not have $175K in the Dedicated Sales Tax when we met with you on May 17th and it does now. The Neighborhood Curb & Sidewalk Repair, we decreased it $25K from $125K to $100K. The Neighborhood Street & Highway we decreased it $100K from $925K to $825K.

2019-2023 CMIP Changes from May Special Session
Cash Financed Projects

	CMIP	Page #	2018 Original	2018 Amended	2019	2020	2021	2022	2023	FY18-23
	225 – Community Development	-								
	Parks & Recreation									
May Preview	AUTO - 2060 - NRSA Parks		-	-	200,000	500,000	500,000	500,000	-	1,700,000
May Preview	AUTO - 2082 - NRSA Improvements (City Park)		-	-	580,000	-	-	-	-	580,000
Proposed	2082 - NRSA Improvements (City Park)	423	-	-	780,000	500,000	500,000	500,000	-	2,280,000

Within the Community Development Block Grant, we're funding the Neighborhood Revitalization Strategy Area from there. The only change there was that we consolidated the project. None of the dollar amounts changed. It was a $780K project and we consolidated the dollar amounts from when we first met with you on May 17th to what's in the budget document.

2019-2023 CMIP Changes from May Special Session

Adjustments to Proposed

	CMIP-Debt	Page #	2018 Original	2018 Amended	2019	2020	2021	2022	2023	FY18-23
	Streets									
July 12th	AUTO - 2020 - Hutton Rd. and Leavenworth Rd. Intersection Reconstruction		-	-	-	100,000	400,000	200,000	-	700,000
July 23rd	1609 - Hutton & Leavenworth Rd Intersection Reconstruction	428	-	-	-	1,000,000	4,000,000	2,000,000	-	7,000,000

	CMIP-Debt	Page #	2018 Original	2018 Amended	2019	2020	2021	2022	2023	FY18-23
	Streets									
July 12th	State Ave and Village West Parkway Int. Improvements		-	-	-	250,000		1,100,000	-	1,350,000
July 23rd	State Ave and Village West Parkway Int. Improvements	428	-	-	-	-	-	-	-	-

This last page is adjustments to the proposed budget document. There were a few things that we had to adjust where it came out in the original budget document that we were getting pages so the Hutton & Leavenworth Road Intersection Reconstruction Project, we missed some zeros on it so it goes up in 2020, 2021 and 2022. Also, the State Avenue Village West Parkway Interchange Improvements, we're pulling that out of the budget.

Mr. Bach said that concludes our changes or modifications to what we had and, hopefully, that is very clear to you and you will be able to see the budget pages if you have questions to it and we will go from there.

Commissioner Philbrook said just for information on the State Avenue & Village West Parkway Improvements, are you pulling it out because the State is not moving forward with theirs? Is that basically why? **Mr. Grover** said there are a couple different reasons, but that's one of them. The other one is that we applied for another grant to the Mid-America Regional Council and unfortunately didn't score high enough in that one to get the funding we needed to move forward so we decided to pull it this time. We will be reevaluating other potential solutions to some of the issues it has that are a more cost-effective manner.

Mr. Bach said our next section is on the Street Preservation Program. This is a program our Public Works Director came in and put in as a new initiative to put forth and you were good enough to fund it for us to move forward so with this I'm going to turn it over to Jeff Fisher and let him start the presentation.

Jeff Fisher, Executive Director of Public Works, said we've had a few conversations over the last year and a half about Street Preservation, about doing things differently with street maintenance and preservation. Now we have a new baseline. We have really good data and we're going to hit a couple of highlights in a minute.

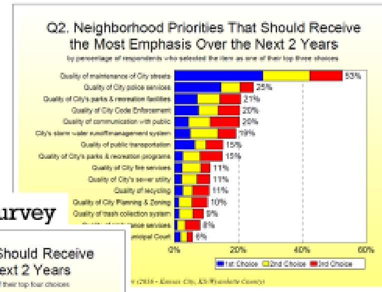
THE IMPORTANCE OF A TRANSPORTATION SYSTEM

- Support Economic Vitality and Quality of Life
- Safe and Efficient Movement of People and Goods

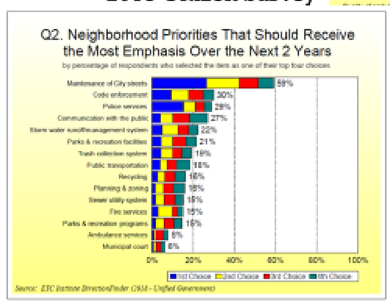
Primary Goal of Street Preservation

- Get the most life out of the asset with the fewest amount of dollars
- Improve citizen satisfaction with streets

2016 Citizen Survey



2018 Citizen Survey



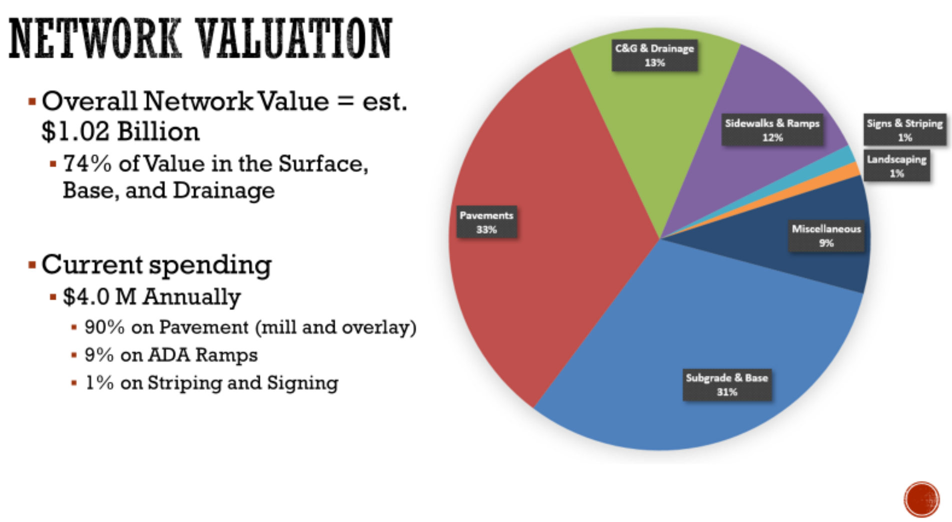
I think we would all agree the importance of transportation system**,** really at the end of the day is to improve that economic vitality and quality of life for our community. It is also about safe and efficient movement of people and goods. Our primary objective with street preservation is really simple. Get the most life out of the asset for the fewest dollars and then also obviously the UG is always interested in improving customer satisfaction.

SET UP FOR DATA COLLECTION

- February of 2017 – The need for accurate and modern pavement condition data was identified
- March 2017 – Additional funding was budgeted for the collection of ROW data including pavement condition, curb and gutter condition, and sidewalk condition, etc.
- September 2017 – Infrastructure Management Systems (IMS) was contracted to drive all the street segments
- April 2018 – Data collection effort was completed and analysis of street segments began
- July 2018 – Initial report including network value and network PCI was delivered to the UG
- Fall of 2018 – Additional analysis to be completed on pavement condition that will allow treatment program development and prioritization

I should mention those last two community surveys that was the community's most important. They thought we needed to place the most emphasis on street maintenance by far.

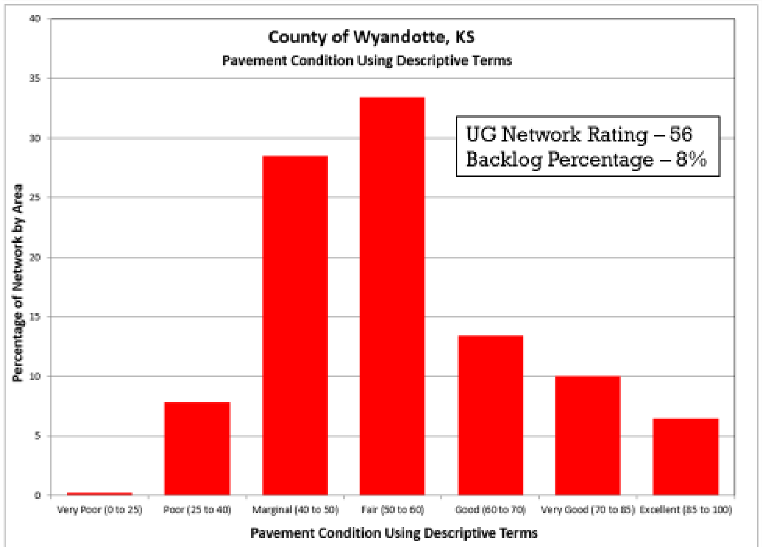
To highlight how we got here late ‘16, early ‘17, staff started talking about what are those systems that we’re using to determine the needs and to strategically invest in street preservation. We identified—we really needed data and so early ‘17 that data collection effort was funded. In September IMS was contracted by the UG for data collection with their mobile unit. That work was completed in April and then early July staff started receiving information from IMS particularly and initially the Pavement Condition Index ratings and so we’re going to highlight that real quick. In September we will follow-up with Standing Committee with a little more detail and additional data like curb condition rating so that will be interesting and then be able to forecast needs multiple years out.



This I thought was an interesting slide. It’s the pie chart that came directly from IMS report. They’ve estimated the UG’s street system just slightly over $1B in value and I think a couple of noteworthy items are the C&G, the curb and gutter and drainage at 13% of that and subgrade and base at 31%. I think that kind of tells me our focus maybe should shift a little bit to protecting—you know we talk a lot about pavement conditions, we don’t talk about how drainage can affect the road. I mean staff knows that drainage and pavement integrity are it. That’s how we manage pavement, but we haven’t been allocating dollars deliberately towards drainage and so how do we think about that differently going forward.

I will let Brandon highlight the next few slides and then we will talk about some conclusions.

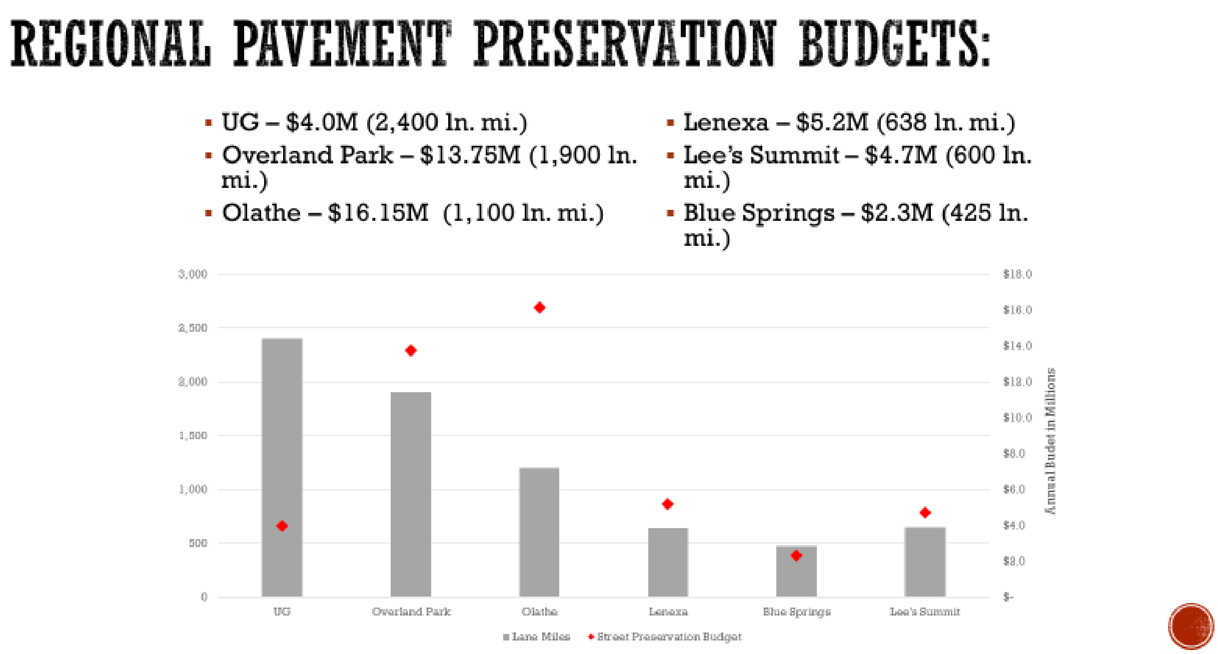
NETWORK RATING



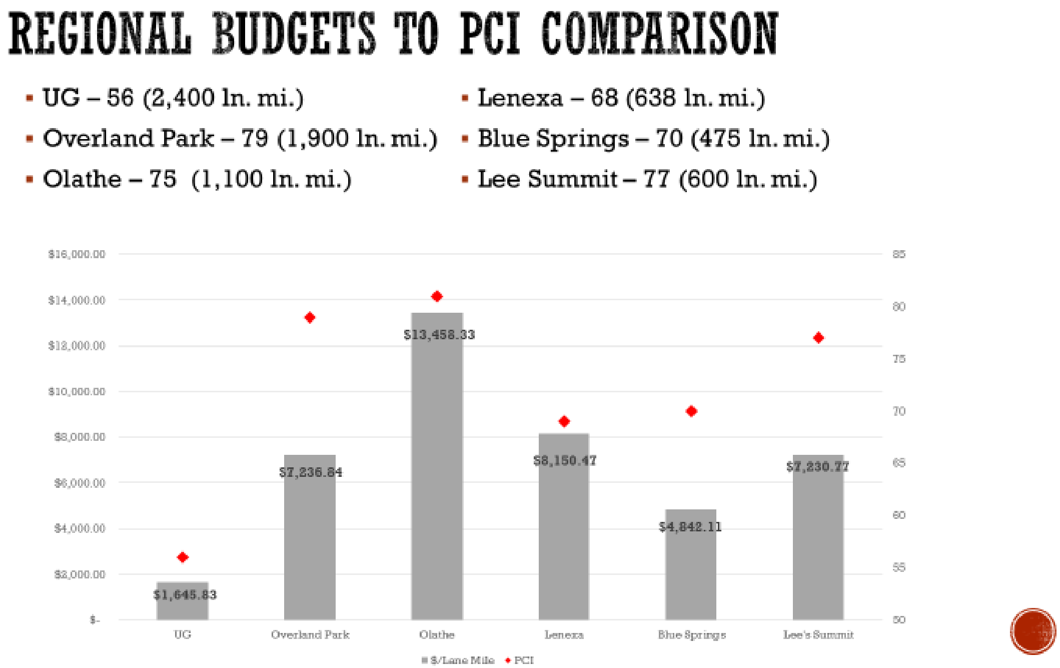
Mr. Grover said as anybody who has been around the pavement world long enough knows or heard the acronym PCI which stands for Pavement Condition Index. That's one of the key factors of how your quality of pavement or your roads are rated. The graph we have on the screen here shows our network PCI. What you can see here is that our network PCI is rated at 56. This is below the national average of 60 to 65 and also the other word you see up here is backlog percentage. When most people hear backlog, they think of just work that's sitting on the backburner. That's not the case here. Backlog in this instance means that the amount of roads we have that are below a 40 PCI which means there is no more treatment method you can do to them other than really a reconstruction. Those are the ones you see over here on the far left of our graph. These last two bars while it does look impressive that we're only at 8% and they're rather small, the next two bars you see are very large. In fact, that's 63% of our network is in these two ranges which have a very fast tendency of falling off the edge to where the only thing you can do is rebuild them. It can get very costly very quickly if we don't look at managing these in an appropriate way.

Another good way that a lot of companies look at or a lot of industry people look at the value of a network or the grading of a network is the percent excellent which is the percentage of your roads above an 85. As you can see, we're right over here—we're currently sitting at a 6.5% which is a little bit below where they like to see at 15, but we're getting there. We've made some vast improvements in our arterials over the last couple of years given some of our larger Capital projects. We've also made a concerted effort in our neighborhoods over the past few years with allocating more money to our Neighborhood Street Resurfacing Program.

Mr. Fisher said I might add that information is straight from IMS which is the UGs third party data collection partner and also staff pointed out earlier today this seems to correlate very well with the customer service—the customer satisfaction survey and their concern with street maintenance and that there needs to be a lot of emphasis on it.



Mr. Grover said the next slide we're bringing up shows you just some of the regional comparisons, some of our cities around the area on what they spend per year for pavement maintenance and what their lane mile is that they maintain. The first number you see up here and the first gray bar is the UG. We spend approximately $4M a year on our pavement maintenance and we maintain 2,400 lane miles. Comparatively you can see some of our other partners in the area with the gray bars significantly less lane miles. Take Overland Park for instance, 1,900 lane miles and their budget is $13.75M annually on their pavement preservation alone. You can see that trend follow along through the rest of the graph and through the rest of the numbers. If you look at the red diamonds that are on the graph, those are what the pavement budgets are so you can see ours down here in this area. We're consistent with these cities that maintain between 400 to 650 miles of road. We're six times that size at a fourth of the budget at least. These are just some things to consider as we're moving forward into our future budget cycles.



We wanted to show this information in a little bit of a different way and that is dollars spent per lane mile. Again, you see the UG in our first bar over here sitting here at $1,600ish per year per lane mile if we were allocate everything across the board. Some of our other cities around the area are spending upwards of around $7K to $13K a year on their roads. A big discrepancy again but what it gets you as you can see in the little diamonds there on the screen is our PCI ratings. You see our PCI down here at 56, some of these others are well above that in the close to 80 range so it's just something to keep in mind as we start looking at how much—or what do we want our roads to really look like and how much are we willing to put forth an effort into that. It's going to take some work and we know that but as we crunch this data a little further we will be able to get some better, some more finite numbers and program these dollars out showing you what we will actually be able to touch each year with different kinds of programs.

Commissioner Burroughs said the numbers that you're showing, does that include curbs or does that just the pavement itself? **Mr. Grover** said that is just the pavement itself. **Commissioner Burroughs** said in many parts of our community we have no curbs or sidewalks so that is why we are probably getting more lane miles per pavement than we're investing or is it just a thin overlay? **Mr. Grover** said typically our treatment method has been a two-inch mill and overlay for at least the past 10 years, that's really what we've done. Before that there were some other treatments that the UG did internally that has gone to past and we don't do those anymore internally. We're looking to getting back to that internally as well as third party and bid that out through our bid process. The curb issue is something we haven't really began to address until this year as far as replacing curb with our Mill & Overlay Programs. Since 2011 we've done the ADA ramps but that's because we were mandated to do that by our consent decree but curbs themselves haven't been something we've addressed until this year. This year alone we're replacing about 25,000 feet of curb with our Mill & Overlay Program.

Commissioner Burroughs asked do the other communities that you've shown here, do they do the curbs and concrete intersections as well as the mill overlay all at one time when they do their street projects? **Mr. Grover** said most of these cities have a concrete repair program as well as a pavement repair program or an asphalt repair program. A lot of cities do concrete intersections themselves as their own piece of the pie because they do take such a different kind of wear and tear as opposed to the striving street itself.

Mr. Fisher said I think the big difference between at least a few of those cities and the UG is that Overland Park, for example, they believe in chip seal. They have been using chip seal for a long time and you can see the results and so this is really about outcomes. You know what you spend versus what the outcome is. Olathe will never use chip seal. Their community decided not to. They decided that a long time ago. They use a different product that's very effective and their outcome is very effective. Lee's Summit has a very mature Street Preservation Program so the three, Overland Park, Olathe and Lee's Summit are mature Street Preservation Programs. They are very good at it. They all use different methods and that's what we want to model after. There is a need for chip seal, there is a need for microsurfacing, another technique called UBAS (Ultra-thin Bonded Asphalt Surface), we plan to use all of those just using different criteria to determine which one is best and condition ratings.

Commissioner Murguia asked how many miles of road did you say we have. **Mr. Grover** said 2,400 is the number that's lane miles. We're at about 1,100 centerline miles. **Commissioner**

Murguia said I like the way you're approaching the road issue. I think it's a good idea and I think we will see some improvements. I don't want to add to your burden or anything, but I just know in my district and say I suspect probably Commissioner McKiernan's district and I don't know about the other urban commissioners, but I have several feet of road in random places that lead to one house. Typically, that house is boarded-up and not occupied or abandoned or whatever or sometimes I will have a resident that lives at the end of a very long road. It might be less expensive than redoing those roads is to take a look at the urban area and where the parcels sit at and how we can eliminate some of the road we need to maintain. It's not only roads like that, I will give you one example, the Street Department has a terrible time getting their large standing trucks and their snowplow equipment up a hill and I want to say it's 13th Street. It's made of brick and it's so steep that the trucks can't make it up to the top to plow the street. There's only three houses at the top of that hill and prior to that there are no houses. It seems like there would be a more practical long-term solution. When I ask to have it overlaid, it's not going to do any good because the steepness of the hill is too steep and you're not going to be able to get up it anyway.

That might seem like an isolated incident, but I would be glad to, on my own, because I know you're busy enough provide you with a number of streets where if you could eliminate those, I think that would be helpful. **Mr. Fisher** said I think we could certainly consider eliminating streets. Also, generally speaking, if it's a low-level service road and it doesn't make any sense to eliminate it, that would be a chip seal candidate in my view. We have a lot of dead ends or cul-de-sacs you know with a handful of houses that go low traffic, those certainly as long as the pavement conditions warrant it, would be chip seal candidates to me. Then, a little bit higher level ADT you know volume, a higher level of service and then you get into microsurfacing and even higher what I mentioned earlier is a UBAS candidate. Those are some criteria points.

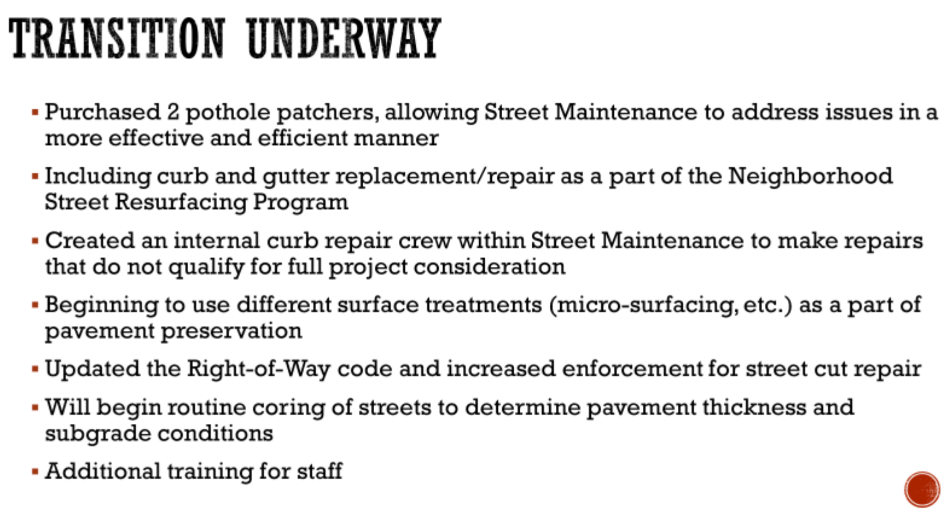
Commissioner Murguia said if you want my help, I would be glad to provide those to you because I get complaints all the time and there is nothing we can do about it. If you can't get the truck up there, the plows there, regardless you're never—but they say we pay taxes and we deserve snow removal. I don't know what the solution is.

Mr. Grover said we're starting to be much more progressive in our ways of thinking about treating things like this so issues like that that have come up in the past that have historically been there is nothing we can do, we're finding ways to do things now whether it be through a different treatment, whether it be potential buying of land that is adjacent to it that's not as inaccessible, there's avenues we can look at and potentially come up with some solutions.

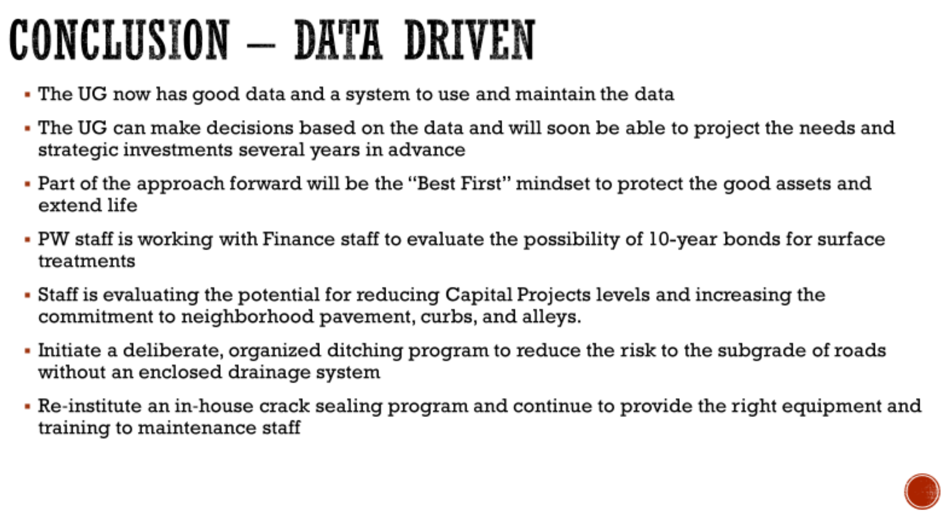
Commissioner McKiernan said I just want to echo Commissioner Murguia and say I love this data driven approach, but it does seem like lane miles per like square area us compared to Overland Park, I don't know, we seem to have a high number of lane miles per square area. Is that a function of being an urban community with a lot of old closely packed neighborhoods? Is it a function of something else and it's not necessarily something we need to get in here, but I guess to kind of echo Commissioner Murguia's question, are we maintaining lane miles that aren't in productive use? It sure seems like we've got a lot of lane miles compared to other communities in the metro and in Overland Park, in north Overland Park I mean that's an older more urban type neighborhood setting so it seems to me they have quite a grid of streets. Just something that at some point down the road, I would love to follow-up and learn more about. **Mr. Fisher** said the County Administrator brought that up earlier. We're a county size system. This is a county size system, 2,400 lane miles and there are no revenues from the County like in other counties where you've got cities with smaller systems and then a County that's taking care of the rural routes so it's a little bit different in that way.

Mayor Alvey said part of I think the problem we're facing is that we do have an older road system and have not been maintained perhaps to the level they need to be over the years and so it's just bringing additional burdens upon the entire budget. **Mr. Grover** said that's actually really correct, Mayor. There's actually twofold to that, the fact that our network system in town or on the eastern side was developed so long ago and as seen some turnover that hasn't been fully taken advantage of. Also, you have to look at some of the western roads that were built to old county standards and have just been overlaid and haven't been rebuilt properly and aren't holding up to what we would classify as a standard road. We recently went out and looked at a neighborhood that was built less than 12 years ago and there is 4" of asphalt built on dirt. We actually stuck a piece of surveying equipment down almost 12" and did not hit anything solid past that 4". We are exploring multiple options. One Jeff will kind of touch on in a minute but I'm going to steal his thunder a little bit, we're looking at going out and starting to do street cores for some of our roads that we're seeing base failures, we're seeing other potential issues. That way we can really figure out what the road is made out of and figure out what our best course of action is for repairing it or resurfacing it.

Mayor Alvey said so it was not just the western. It was probably any of the township roads. I know the street I grew up on it was (inaudible) and then it was tar and gravel and then it was just overlaid when the city took over. There really is no base and anytime the mill and overlay happen it really doesn't last that long. **Mr. Grover** said absolutely. That's some of the information we're getting out of this slide right here with our network rating on it. We're doing a little more analysis on these 40 to 60, these two big bars; we're going to have the company break that down into much smaller segments. That way we can see where those really lay and see if there is a big large disparity of them in the lower category that could be beyond really anything already once we figure out what kind of base there is or see what else we could do, but you're absolutely correct. **Mr. Fisher** said particularly if the drainage system isn't working well. If we're not moving water through the system alongside the roads effectively if it's ponding, getting into the subgrade, that just makes it worse.



Mr. Fisher said we haven't been waiting on the data to start making change. We've purchased the pothole patchers. One has been in operation and one will be in operation in September/October. We've got a curb and gutter replacement/repair as a part of our Neighborhood, they mentioned it earlier. Before we were doing very limited curb replacement in our preservation program and our street resurfacing, now we're doing much more of that starting this year. We've got an internal curb repair crew that handles that 10 to 50-foot segment, that kind of size projects. We're using different surface treatments starting this year, the micro-surfacing in particular. Next year we plan on doing some chip seal in certain areas. We've updated the Right-of-Way Code and enforcement of the right-of-way regarding the street repairs. We mentioned earlier coring of streets and then we've added additional training for staff particularly inspectors and the personnel involved with street preservation.



Now, the important thing is we have really good data. We can make good decisions going forward multiple years out. Part of the approach going forward that I'm recommending to the County Administrator is the "Best First" approach which we haven't figured out how we're going to do that exactly. We will probably know more in September like I mentioned earlier. Using that microsurfacing, that chip seal, those types of treatments, the UBAS for the next 3 to 5 years real heavily, protect those good streets. We get 5 to 10 years out of those streets then we can kind of come back and start looking at those more serious issues and then ask staff to work the finance to see if we can use 10-year bonds. Ten-year bonds or some version of that would allow us to spend that money on the surface applications. Right now, with a 20-year bond we can't do microsurfacing or chip seal because you can't get 20 years out of it. If we can use 10-years or some accounting standard, then we can do more of that and the next 3 to 5 years really make a dent in it and then a ditching program. I mentioned the drainage, making sure these ditches—there's nothing wrong with most of the ditches, they just have to be maintained properly and if we can help folks, if we can shape them so that they're very effective and easy for folks to maintain, that would be ideal until curb and gutter, if ever, is added. Then, reinstitute an in-house crack seal program. Crack sealing is one of the best uses of my Street Preservation Program and we have to get back to that and get real serious about it. We're renting a machine this year for staff to get trained up on and next year we'll do the same and then maybe in year three, we're buying crack seal machines that we're using in-house.

Commissioner Philbrook said I've looked at some of the areas you've put crack seal on. I'm watching. I'm just waiting to see how well it works and I will ask you some other time about the certain locations and how long you expect those locations to work. Having said that, now that we're doing all that work on Leavenworth Road, you're watching them very closely to make sure their using all the appropriate drainage I'm guessing and the right stuff and putting down the right base, so we don't have to spend a whole lot more money on replacing that anytime soon. **Mr. Fisher** said that's the idea. **Commissioner Philbrook** said I know I put you on the spot, well no, but it is kind of important because if we have it done right then we don't have to put so much money in it again.

Troy Shaw, County Engineer, said part of what you will see on projects like Leavenworth Road, those are projects ran by the UG and KDOT as well in partnership with KDOT funding and those are inspected much better than what we've done on residential developments in the past that are built by developers. That's part of what Jeff was talking about, getting inspectors training and finding a way to actually inspect those streets and not just rely upon the developers and their consultant to say yes, we built this the right way. That's where a lot of those issues we've come in with streets that are 10 to 15 years old that have issues, but most of the ones, I say this and I'm going to get myself in trouble probably, but most of the ones we build they're inspected properly and we're much more convinced of what's actually built and how it's built.

Commissioner Philbrook said to follow-up with that question would be does that mean you guys are going to be really watching the new development out off of Hutton Road as they redevelop their structure? **Mr. Shaw** said that's the goal. That's what we're working towards finding a way to do that and making it so we know what's built and have a higher level of confidence in what we have out there. **Commissioner Philbrook** said oh cool, so when they take care of the new—that stuff that's happening at State Avenue & Turner Diagonal, you will be in there too. **Mr. Shaw** said yes.

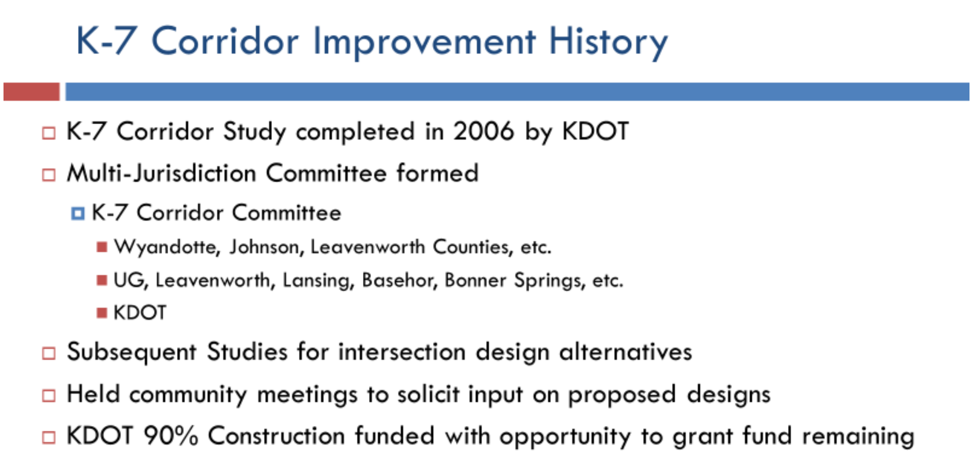
Mr. Fisher said I will leave you with one thing really quick. PCI right now it's 56. The area around us is in the upper 70's. What does the UG want their target PCI to be. We don't have to answer that tonight but maybe at the Standing Committee in September we can talk more about that. **Mayor Pro Tem Bynum** said I think that's a great idea, set a target.

Commissioner Murguia said you said the PCI was 56. **Mr. Fisher** said currently it's 56. **Commissioner Murguia** said you're going to implement the strategy in '19? **Mr. Fisher** said yes, the bulk of the new strategy will begin in '19. **Commissioner Murguia** asked at the end of '19, where will our PCI, whatever you called it, be. **Mr. Fisher** said you will be able to project that and that's what we're going to share more about in the Standing Committee in September and future discussions. This is preliminary raw data essentially. **Commissioner Murguia** asked you will be able to give us a projection. **Mr. Fisher** said yes.

Mr. Grover said it's kind of similar to the little exercise that we did back in October/November where I pulled up the website where you could choose the different treatments and everything. Because we haven't done the full analysis on our network yet, we don't know what treatments are going to be put out and we won't be able to figure out what that does to our network rating until we know those. That we're having done this fall and we will be able to bring it back to you with some more data. **Mr. Shaw** said like Brandon said, the program we're getting related to Lucity will help. We can play with the numbers and say okay, we have this funding and we do these treatments, what will that get us. It should be very beneficial.

Mr. Bach said I think everybody will look forward to coming back to see where we go in September as we build on this strategy of analyzing the data and knowing what we're doing to continue to improve our streets.

Mr. Bach said the next section on this is the K-7 & Parallel recommended improvements along with KDOT. One of the things you'll note just in the title that's up here on this one, it says K-7 Interim Strategies. I think when we're looking at the K-7 area it's something that has a long-term strategy gets out there over 20 years or maybe 30 so we're looking at what happens in the next years and what can be done to keep that to be a good road within the metro area. With that, I will turn this over to Troy Shaw, our County Engineer.



Troy Shaw, County Engineer, said where this came from is we're back here to present a little bit about the K-7 Corridor and more specifically the intersection of K-7 & Parallel. We brought this to you as one slide in our CMIP presentation in May. It had a slide about the proposed RCUT at K-7 & Parallel. It's in the budget now so we want to give you more information. Commissioner

Walters had some questions about it and so we wanted to fill you in and let you know what exactly it is and what all it involves. I also have Carla Anderson, KDOT Traffic Engineer, here as well as a couple other representatives from KDOT; LeRoy Koehn, who is a District Engineer, and Jason Van Nice, Area Engineering with KDOT. I'm just letting you know they are here, so they can help answer questions if there are any, relating to the corridor as a whole.

A little bit of history about the K-7 Corridor. In 2006 KDOT completed a study, basically it was looking at the whole corridor and what the ultimate outcome should be for that corridor and how it should all fit together. The final conclusion of that study showed separated interchanges at one or two-mile markers depending on what type of roads are there at the time. That being the case, that's obviously an ultimate solution many years down the road and very expensive to obtain. Based off that study and moving a little further in the future they formed the K-7 Corridor Committee and that consisted of multiple jurisdictions; cities, counties, including KDOT that would look at that corridor and figure out and just analyze issues that were with it and try to make it function as one corridor and not individually through every different job—municipality.

In 2015 KDOT completed a subsequent study that looked more specifically at what we can do interim or for the time being because of some of the safety concerns that our present corridor is currently in and also for the traffic operations and how traffic flows and is utilized in the corridor. Through this study there was multiple meetings held that were stakeholder meetings. From what I've heard, I was not in attendance at those, those were before my time but there were very good turnouts from residents and people involved and KDOT could answer that more specifically if there are questions about it.

Where that led to is what's been proposed at K-7 & Parallel which is an RCUT. We've recently received 90% funding for construction to do that RCUT at that intersection. There is also an opportunity to receive the remaining 10% in another grant for construction that we're in the process of working through right now. So, why are we focused on K-7 & Parallel?

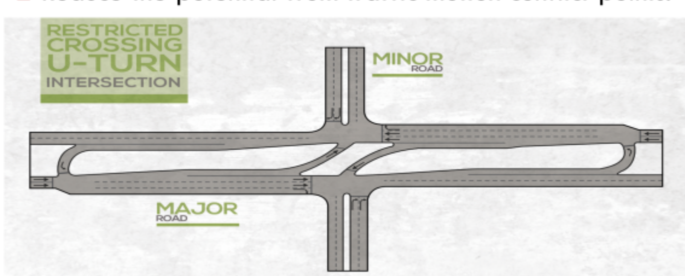
Intersection Crashes 2011-2013

- Total number of crashes at intersections = 110
- Number of fatal crashes = 2
- Number of injury crashes = 36
- Total crash rate is greater than State Average
  (0.98 vs. 0.86 crashes per million vehicle-miles travelled)
- Injury crash rate is greater than State Average
  (0.28 vs. 0.18 injury crashes per million vehicle-miles travelled)

As many of you know there have been many accidents there, some fatalities, a lot of injury accidents. This is just a document from the study from 2011 to 2013. As we all know, there has been many more since then and we can get you that data if you would like to see it. It's not just the number of accidents but if you look at the crash rate compared to the rest of the state, it's higher, it's up; there is definitely an issue there that deserves being looked at and seeing if there is a solution to it.

Safety Improvement Strategies

- Reduce Number of Signal Phases from 8 to 2
  - Minimizes the time at stop lights
- Reduce the potential from traffic motion conflict points.



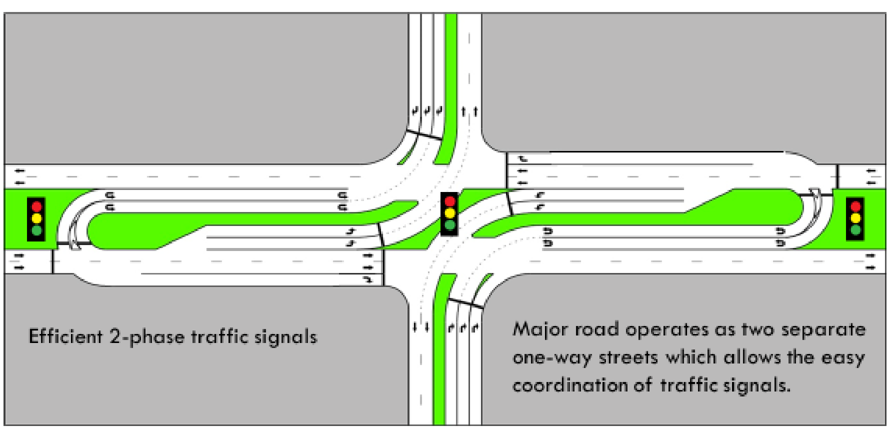
What are we looking to do with that and what will help with that? As the study was looked at there is a possibility to reduce the signal phases from 8 phases to 2 phases. That increases the green time and decreases the stop time throughout there if you're only focusing on 2 movements versus 8 movements. That will help reduce some of the accidents from rear-end collisions. There will not be people sitting there if they're able to move through the intersection. You're also reducing the number of conflict points which I will show in a minute. First, I'm going to give a one-minute video of what an RCUT is and how it functions. This is from FHWA (inaudible – video started).

Reference Videos

- https://www.youtube.com/watch?v=634TxomYsZ4 – Synchronized Street or Superstreet in Holly Springs, NC
- https://www.youtube.com/watch?v=AxliLzv-GOA – FHWA video RCUT Case Study in Holly Springs, NC
- https://www.youtube.com/watch?v=h69Q7-W7Fs0 – VISSIM video that gives you an idea about signal phasing

Video was played. **Mr. Shaw** said like I said, that was a very quick video.

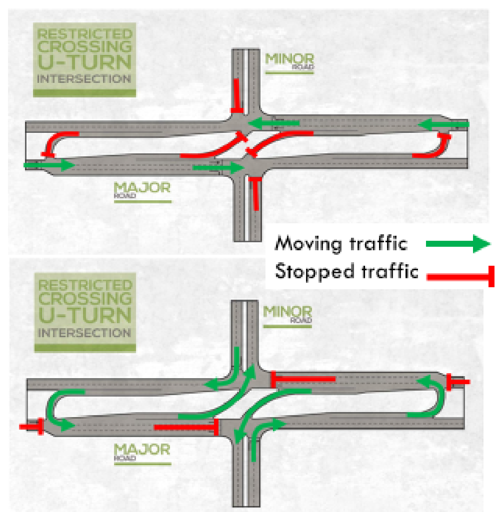
K-7 Superstreet



This is a diagram of what they showed you in that video and what it looks like in the plan view. A signal in the middle in the main intersection and then two additional ones at where the turning is. Those signals are synchronized together so they work well. It's just like a typical intersection one can't be green when it's not supposed to be, the other one can't be red when it's not supposed to be. The way it's set-up and the signals are linked together the same, it's just a typical intersection, they're just in a different spot so they're still tied together, and they're still coordinated but this is just an example of what that looks like.

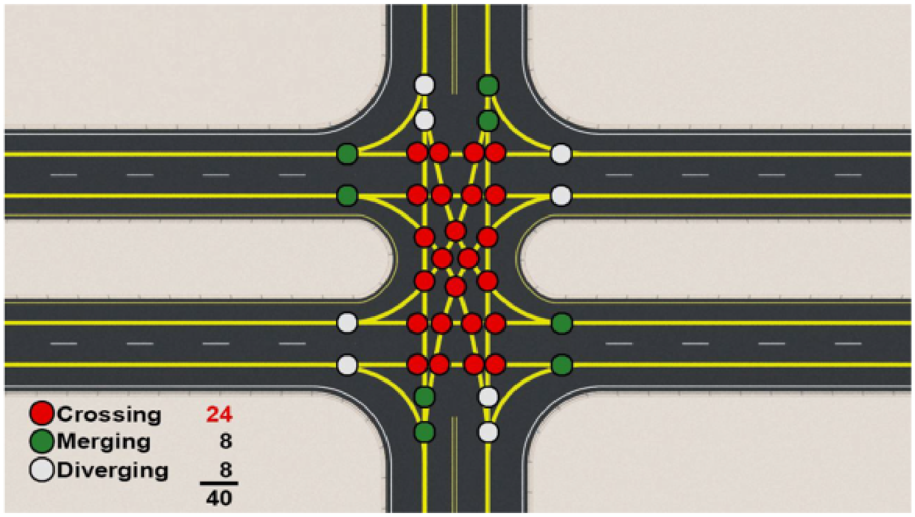
2 Phase Traffic Signal Operation

- **Phase 1 = major through movements on K-7**
  - Approximately 80% of all traffic
  - 2-phase signal means longer "green" time and significantly fewer stops on K-7
  - Fewer stops means fewer rear-end collisions
- **Phase 2 = minor turning movements onto and left turns from K-7**
  - All side street movements initially turn right
  - Side street left turns and through vehicles travel a longer path, but may take less time due to less delay at a "red"



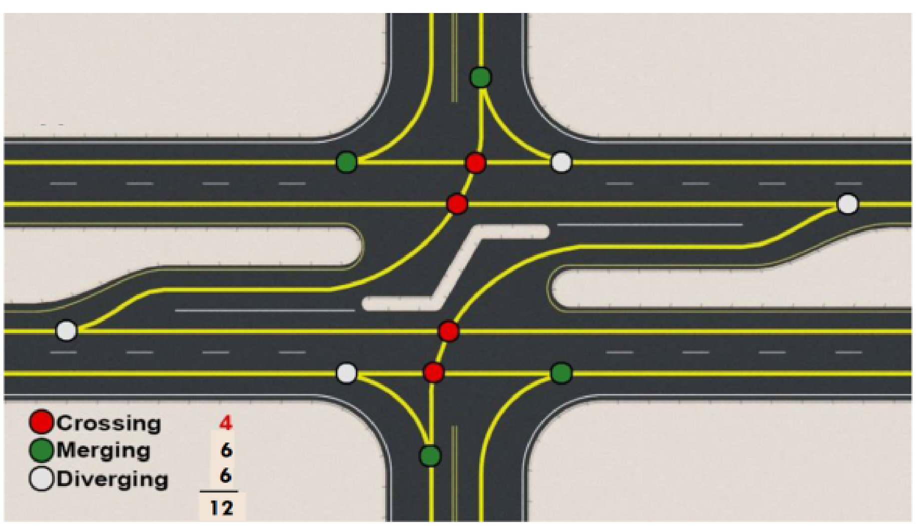
This is a picture of the 2 Phase Signal. Basically, greens operate all at the same time and the reds operate all at the same time, only two phases. If you look at the bottom one, there's two separate ones, but the button one would be signals just like that previous picture. That's how the 2 Phase works, and it shows and we can explain that more if you have questions about it.

Vehicle Conflicts – Conventional Intersection

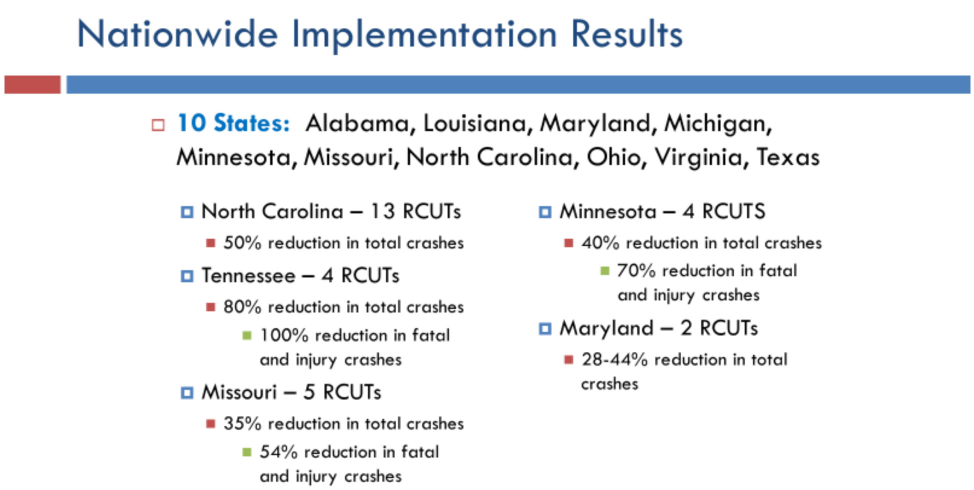


The other thing mentioned was the conflict points. Reducing the number of conflict points reduces the number of accidents. This is a typical intersection, this is very similar to K-7 & Parallel. There are 40 conflict points that you can have in this intersection including 24 crossings which are ones that really lead to the severe injury and fatality accidents.

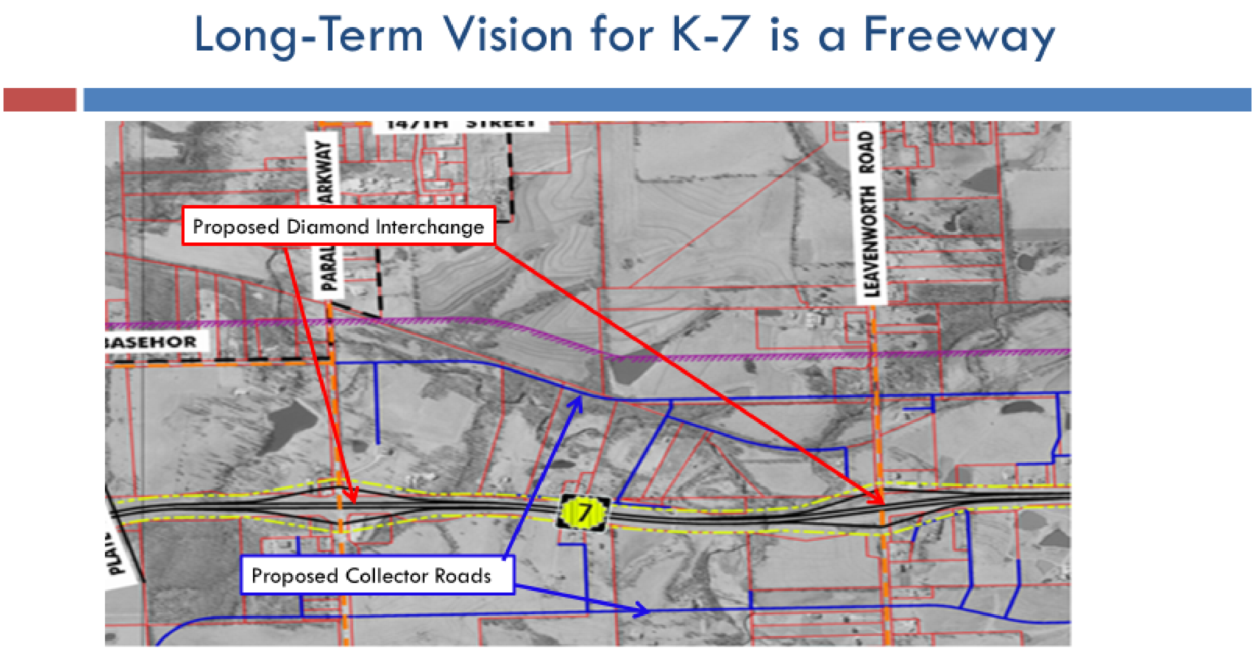
Vehicle Conflicts – RCUT Intersection



The RCUT, this is—it's missing two. It's supposed to be 14 but because it's missing the two merging conflicts that would be at the turn radius outside the diagram, but it's a 14 conflicts points with four crossings. It's really reducing the conflict points quite a bit and the data shows that doing that will reduce accidents quite a bit.



This is sample from 10 states that are using the RCUTs. You can see the data from some of them. I'm not going to read you all of them, but it reduces accidents and reduces severe accidents by a long way based on what's happening. That's what we're looking for.



I just included a picture at the end. This is from the KDOT study. The ultimate layout of what we're looking for but that's 30+ years down the road so we need something to improve safety now, not just wait for 30 to 40 years to build separated grade interchanges. **Mr. Grover** said feel free to look at any of those other YouTube links that were on there. Some of them discuss a little more about how development builds out around there; whether it be commercial, whether it be residential, and others are just more in-depth about how it really works and is more efficient.

Commissioner Walters said so we don't have any data newer than 2013? **Mr. Shaw** said we do. It's just we were asked to put this together, so I had to use what I got. We can go to PD—I do have data from 2015 to 2017 in front of me. **Commissioner Walters** said I just saw this a month or two ago and I think I raised this with the Commission at that time, I'm not in favor of this approach whether it's interim or permanent and 30 years sounds almost permanent. I see that the crash rate is higher than State average by what, 15%. Okay, I could make some suggestions on how to lower that if you're interested. The speed limit here is 65 miles an hour, you could lower that. A stoplight at a 65mile an hour road is somewhat problematic. We have intersections here in our city where you have limited sight distance. We put up additional signage and in some cases we have flashing lights to signal ahead. I understand a lot of these accidents are rear-enders, inattentive drivers or high rate of speed. Something is causing people to have problems at this intersection and I don't see that the State or the City has done anything to try to address that other than to try to propose this project.

On to this project itself, I'm looking for a way to save the State some money and us too and by eliminating this project I think would be a great way to start. I think it's a major inconvenience for our citizens. If you could flip back to the diagram showing what's proposed. Just imagine—on this diagram west is to the top I think so if you're going west on Parallel from the bottom of the screen and you want to go straight through the intersection, you stop at the stoplight at K-7, you turn right, you hit another stoplight where you're trying to make a U-turn, then you proceed through your U-turn and you hit another stoplight when you come back to Parallel. You go through three stoplights and all your trying to do is go through the intersection. That's a major inconvenience for our citizens that are in this area and if the idea is to decrease the amount of time it takes to get from point A to point B, which I understand the State is interested in, and increase safety, I think there are other better ways to do this.

My proposal is that we not proceed with this project. We notify the State that we're not interested in proceeding with this project and that we take it out of our CMIP Budget. I yield to Mr. Kane. **Commissioner Kane** said the Mayor first. **Commissioner Walters** said, Mayor, excuse me.

Mayor Alvey said first of all I want to appreciate the fact that you have outlined the process that KDOT has engaged to bring this proposal forward. It seems to me that on several accounts this is the best solution for interim. Obviously, 30 years is a long time and the ultimate solution would be a diamond interchange but in the interim, in the interest of safety, I think that I would suggest that we continue to move forward with this project. KDOT has done due-diligence to try and arrive at a solution that is first of all cost-effective and most importantly safety conscious and I do understand Commissioner Walters concern that this is an inconvenience. I would suggest, as I tell my kids, one or two minutes of time is not a tradeoff for one's life or someone else's life.

Commissioner Kane said well, Mayor, I wish you were here because this will be the first time I've disagreed with you since you've been Mayor. I'm with Commissioner Walters. I attended those meetings, the K-7 Corridor meetings, they not one time ever mentioned that. I drove there yesterday and it's kind of lopsided. I don't see the advantage of this at all. You go down to

Osceola Cheese and you make the flip down there and you damn near get creamed while you're down there. These folks are traveling at high speeds and I think that awareness would be better than wasting a lot of time and money and I think some of this may take away from the development that could happen out there. You can't imagine how much traffic is there two times a day and all this is going to do is hinder the traffic. I know these guys say you know what, this is the greatest and everything else. I talked to some of my constituents and they said do they live out there. I said I don't know, but one thing I do know I think this will be a pain for all of us and it would be an expense that we don't need to incur, even the State.

Commissioner Burroughs said I know going back and forth to Topeka we have the rumble strips just prior of getting to the toll booths as well as—there's another road up there that has those also that slows you down and brings to your attention that you're coming into a high track area or an area to slow down. Do you know if KDOT has consider putting kind of a rumble strip in addition to the signage that was mentioned earlier, a signal ahead, intersection ahead to draw your attention to reducing the speed prior to traffic signals? **Carla Anderson, KDOT Traffic Engineer,** said no, we would not probably consider rumble strips in a high-speed situation like that for people driving through the signal and they have a green. They would have to drive across those rumble strips and that would cause varying speeds which could cause more crashes. Rumble strips are typically used for a stop condition all the time so if you're coming to a stop sign and approaching or slowing down all the time like for approaching a roundabout.

The corridor study studied several things; traditional adding lanes and some people call it a continuous flow which is an indirect left turn design and then the RCUT. According to the studies that we have for a long time the RCUT is the most beneficial for that location to reduce crashes, reduce conflict points, and to keep the flow of traffic. Since that's a heavy corridor of commuters and driving heavy traffic on K-7, which I do drive it, and I attended all the public meetings. I have family in Leavenworth so I'm familiar with the area.

My office, we manage the federal funds for highway safety improvements and if the City approves, you all approve to do this, you're getting a big if not almost all that money for 2021 so this would be a big benefit for you guys. We have a competitive bid process and it did weight pretty highly with the amount of money that we've offered.

Mayor Alvey said perhaps what we need to do is to compare the data that was collected on the other measures that Commissioner Walters suggested to what was proposed today because I think if it comes down to it, we really have to err on the side of safety over inconvenience. I know that's a difficult tradeoff but, again, I would like to see the stats, the data that was collected from the engineers from KDOT to show this is in fact superior to the measures recommended by Commissioner Walters.

Commissioner Philbrook said I was also at a lot of those meetings and I'm sorry, Mike, I do remember those suggestions of those particular things. They came up like two or three different ones and probably the discussion came along as that being a corridor between Leavenworth and Johnson County as a major highway that they were using and they didn't want to hinder the flow of traffic as much as it's been by the all stop four-way stop type thing. This is one of the things they came up with and so I know that Leavenworth was really excited about this sort of style. That's what I remember anyway from our discussions is that kind of action. **Ms. Anderson** said we talked a lot about it—in fact there's another meeting tomorrow and some of those public informationals one of things I remember hearing was the public was not interested in having stop signals, stopping conditions, a signal at almost every one of those intersections. So, yes, this was an option. You're correct, this was an option that would keep that would keep that traffic flowing. As Troy mentioned, it reduces the phases to the signals so you can do a 2 Phase Signal which gives the main flow of traffic the go most of the time.

Commissioner Walters said maybe we're having a semantics issue. There are stoplights on K-7 at this intersection. In fact, you're adding a second stoplight. No matter how you signalize it, the north south traffic gets the priority for the amount of green time now so I don't know how you're saying that other than eliminating a 15 second left turn signal every five minutes for people who are westbound on Parallel, I don't see how you're going to make a significant change to what's there now. In fact, the State just added a signalized intersection to the K-7 Corridor when you redid the I-70/K-7 Junction. There are several signalized intersections starting at Kansas Avenue. Your new signalized intersection that you just added, the other half of the signalized intersection at I-70, a signalized intersection at 130th Street and now we pick on this one and then there are several intersections directly north of this and I think this is an interesting overkill for one intersection on this road. I really dislike the solution and the way this is going. Maybe inconvenience is the wrong term if you're trying to measure inconvenience versus safety. I think we can do other things that would improve safety without installing this solution.

Mayor Pro Tem Bynum said the question that I would like to get clarified is what budget year is this sitting in. **Kathleen VonAchen, Chief Financial Officer,** said I was just looking at it and I passed over it, I think it's $300K in '19 and another $300K. **Mayor Pro Tem Bynum** said '19 and '20. **Ms. VonAchen** said I might have the years wrong. **Mr. Shaw** said it is '19 and '20. **Ms. VonAchen** said that's our piece. The rest of it is funded—**Mayor Pro Tem Bynum** said State funded.

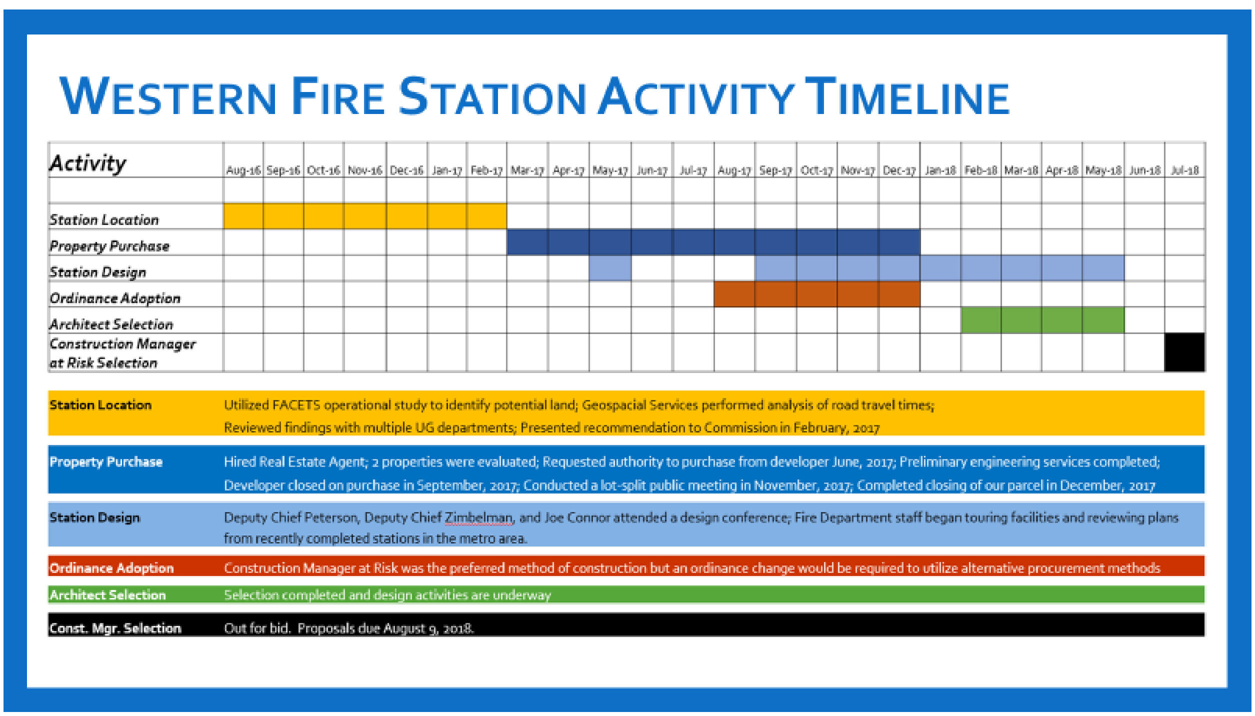
Commissioner Kane said I don't think we have to settle this tonight. I would like to see some of the other options that I saw before and let the entire Commission see it than just us because obviously two of us are never going to agree to this, but the rest of you all can, but you need to see the other options too. **Commissioner Murguia** said, Commissioner Kane, isn't this in your district—**Commissioner Kane** said I don't want it. It's my district. Do you want to vote right now? **Commissioner Murguia** said yes, okay—**Commissioner Walters** said actually the left side is in my district. The right side is in his.

Mayor Pro Tem Bynum said I would just chime in and say it's also in my district and I would say that when I said at the intersection of K-7 & Parallel I am very nervous. It makes me very, very nervous to drive at the intersection of K-7 & Parallel particularly when I'm going west. If I'm going west and I am facing west and I am on Parallel and I'm at K-7 and I'm either going to go straight or turn left, I'm a nervous driver. It causes me concern. **Commissioner Walters** said I don't understand that because you're thinking that they're suspecting a 60 mile an hour car coming and they won't stop? **Mayor Pro Tem Bynum** said that's one possibility, but the other one is that when you are going east on Parallel coming up to K-7, you're on a little hill and so if you're not being an attentive driver, you might come through that intersection because you're not paying attention and you might wipe me out while I'm trying to make my left-hand turn, just one example. **Commissioner Walters** said that option applies a dozen times up and down that corridor. **Mayor Pro Tem Bynum** said I'm only making my point in regard to the safety of the intersection. **Commissioner Kane** said if we're going to fix one, why don't we fix them all? **Mayor Pro Tem Bynum** said I guess we have to start somewhere.

Mayor Alvey said it seems to me that we ought to defer to the engineers at the Kansas Department of Transportation because in fact this is their duty, this is their responsibility, this is their training; otherwise, what would be the point of engaging them. It seems to me the data used to drive this decision and our personal preferences and our own personal experiences really need to be trumped by the data. If KDOT can come back with data to show this is a safer solution than any other measures that might be—and the simple matter here and I really think we ought to defer to that, I agree with Commissioner Kane that this is probably not the reason we decide this, I think the data again has to drive this. If we don't defer to the engineers, I don't know who we defer to. **Mayor Pro Tem Bynum** said thank you. I appreciate that.

Mr. Bach said I believe we can look at what data we have and I don't know if there are available other options that were considered. I remember going to the workshop and seeing these and I can't remember what else was done when we had those community meetings when we went through them. If we can maybe bring some of that back in a week and at least show that to the Commission, I mean there might be a couple of options we have that we can work on to think about as we look at our budget perspective that would allow us to keep something in place as this is evaluated and not have to make a decision on it one way or the other. As you're saying, KDOT is slated for 2021 when the project work would happen—**Mr. Shaw** said 2020 I believe. Our fiscal year versus KDOTs fiscal year is different so there may be—**Mr. Bach** said okay, that's the difference. If we can go through that, we will kind of target it for next week to figure out how we can move this along or not.

Mr. Bach said this one was a question asked by Commissioner Kane about the Western Fire Station and specifically he asked us to come back and provide a timeline as to the work taking place on this station. I'm going to turn this over to Assistant County Administrator Joe Connor and Acting Fire Chief Jack Andrade who have been working on this project.



Joe Connor, Assistant County Administrator, said what I've put together with the help of Public Works and the Fire Department was kind of a goal keeping time in looking at the activities that we undertook to get to the point where we are today. There was a lot of moving parts on this particular thing and I've tried to summarize it the best as we can. I'm going to go through each of these activities and I'm going to first start with the station location exercise that we went through. I'm going to ask Chief Andrade to walk us through that.

Jack Andrade, Interim Fire Chief, said coming around now are some diagrams that you should be familiar with. In 2017 in February you guys all looked over of how we picked where the location is at Leavenworth & Hutton Road. I'm going to walk you through a little bit of how we picked that location. The GS Department prepared an analysis utilizing three demand points for the Piper area station. The three points they looked at is vacant tracks, vacant subdivided land and improved land. As you all should recall, an analysis was shared with the commissioners at the beginning of February 2017 that showed four-minute and eight-minute response time of a single apparatus. Currently in the Piper area we make that four-minute response time 34.8% of the time and adding a station in this location is going to increase it by 32%. If you have any questions on that packet or information I just gave you, I will take questions at this time. **Mr. Connor** said just to reiterate some of the points that the Chief was talking about, there was a team of us working on this. Notably Public Works, Planning, members of the Fire Department to go through this different exercise. We came to you in an executive session in February and asked for authority to start moving forward on property purchases in that area.

The next activity was the property purchase itself. You gave us the authority to move forward with that. We hired a real estate agent to represent us as a straw buyer because none of the property we were targeting was for sale, so we had to start approaching landowners with the best potential to figure out if they would sale and what would their interest be and things along those lines.

We came back to you in June of 2017 in an executive session to recommend the purchase of the ground where the fire station would be built today. At that particular point in time a developer was purchasing the ground from a bank and we were purchasing the ground from the developer, so we were kind of second in line in the transaction process. The developer was not able to close on his parcel which was the largest parcel, about 45 acres, until September and then we could start to move on our part which we were required to do a lot split because we weren't buying exact parcels. That wasn't scheduled until November and then we executed the close on—actually the closing of making it UG property in December 2017.

During that particular time, we also had started the station design process and I think it was mentioned last week the two Deputy Chief's at the time and myself did attend a Station Design Conference. **Commissioner Kane** asked when was that. **Mr. Connor** said May of '17. Then the Fire Department itself was actually going through some other exercise and I will let Chief Andrade talk about what they were doing.

Chief Andrade said during that time we searched for new stations that were built in the region. Some of those stations are Pleasant Valley, MO, Kansas City Missouri Station 39 at 47th & Sterling, Shawnee Station #72 and then Eudora Fire Station. We've reviewed those stations and we looked and gathered information and we met with Archimages at least a half dozen times with a committee of individuals from Firefighter all the way up Assistant Chief for the Fire Department and they've been meeting to figure out what would be best suited in the Piper area. We're looking at how many bunks we should have, how many bay stations there should be, how many bathrooms, should there be a training facility or a common area for the community to utilize in that area. Right now, we have a rough idea of what we would like and now we're looking at how much it's going to cost versus how much is budgeted. That will be skilled down to meet the needs of our budget.

Mr. Connor said the next activity that we had was an ordinance adoption and I'm going to let Jeff Fisher talk about that a little bit, but the preferred method that came out of both the conference that was attended and with the Juvenile Center coming on line and also with the staff at the time, was the Construction Manager at Risk so I will let Jeff kind of walk through what needed to happen for us as a City to make this happen.

Jeff Fisher, Executive Director of Public Works, said Chief Jones at the time was very clear that he very much wanted to work with the architect directly and so that helped form the conclusion that we needed to go Seymour. To me, that was Chief Jones request. I want to work directly with the architect because this is the first facility we've built in a while and I want that, so Seymour was the best. Along the way we were also working on the Juvenile Center and through that Legal needed to make some updates to the Code to setup Seymour for City funded projects and we worked real diligently on that and completed that in December. Those are really the components of Seymour and how we came to that delivery method.

Mr. Connor said at the conclusion of the ordinance adoption an RFP was prepared for the architect selection which was completed in May and then we followed that up with the bid for the Construction Manager at Risk which proposals are due for that on August 9th of 2018. That's kind of brought us up to this point. I don't know, Jeff, if you want to speak about what's proposed to happen this year. **Mr. Fisher** said I have spoken with staff. We have a couple of Project Managers in the Engineering Division, actually Water Pollution Control. They're going to manage the sewer portion of that project. I believe they have everything in to Legal needed to secure a few easements. Barring any issues with that, they will be able to get sewer in the ground this year. They were fairly confident in that. I think starting construction, moving dirt around something like that before winter sets in has some pros and cons so I think having Seymour onboard, the Construction Manager at Risk, I don't think we want to make those kind of decisions until we have that partner onboard and helping our architect.

Mr. Connor said that kind of brings us to where we are today, so we will stand for any additional questions.

Mayor Pro Tem Bynum asked did I understand correctly possible construction to start late this year with a completion date of when. **Mr. Fisher** said I think we would be able to construct the sewer portion of the project that's going to serve this facility and that development around it this year. Moving dirt for the facility itself I don't think we're ready to determine that yet and then I don't have a completion date until we have that Construction Manager at Risk onboard helping the architect design it and develop the project approach, I really can't answer those questions.

Commissioner Kane said well now we've went from the fall to the winter. I mean boy—when we started working on this and I realize some of this that we had no control over, but we didn't do anything on it for a while. I don't know why we would have one person in charge of I want to do this and I want to do that. We're supposed to—we want something built, let's get it built and we voted on it last budget. I would have thought, and obviously it wasn't important to staff because they do anything. I would have thought by now we would have moved the dirt, we would have started working and we're not and now we're saying we can build the sewers, which is great, I'm all about that. Somebody give me a timeframe. Give me 2019, 2050, somebody tell me something. We don't have a timeframe, we don't think we can get this done in 2019? **Mr. Connor** said I think what we should be doing from this point on is once the CMR gets onboard and the timeframe and the bid—or the drawing documents are finalized, we come back to the Standing Committee monthly to provide updates. **Commissioner Kane** said that's a good start, but that doesn't answer my question. How long does it take to build a fire station? Has anybody called around and asked how long it takes to build a fire station? **Mr. Connor** said I think we can provide that to you but I guess the fire stations they looked at—I mean you may be able to respond to this Jack, but they're all a little bit different. I know like in the city of Shawnee they were required to build a road because of where they were so—**Commissioner Kane** said I don't doubt there are some infrastructure issues that we have to get going, no doubt about it. When are we going to start building the fire station?

Mr. Bach said we will start it as we—I mean the sewer project is the first part of it and that goes with it so that's the groundbreaking. I mean that will go as we get on the site to run that sewer up to it and then at that point is when we will be knowing how it's locating and I think it's a decision whether or not we actually do the grading of the ground prior to this winter or we wait until after the winter. I think that's a judgment that the engineer makes, right, when they come into it and say—**Commissioner Kane** said that's what I was talking about before. The more you push this back, if we're not going to do anything in the winter, we're going to sit on it, we might start building in the spring—I haven't got a good answer yet. **Mr. Fisher** said I think it's possible we could start before winter. That really will depend on the Construction Manager at Risk input on this project. We will certainly start construction early in '19. When it's going to be complete, I can't tell you that.

Commissioner Murguia asked do we manage our own projects like this. **Mr. Fisher** said we will manage this project. **Commissioner Murguia** said so we don't outsource these to developers. **Commissioner Kane** said this cannot be that hard folks. **Mr. Bach** said we will hire a Construction Manager. That's what we're out for bid now, Commissioner, if that was your question. **Commissioner Kane** said can we ask—can somebody on your decision-based, Mr. Connor sir, maybe when we have our Standing Committee you come up and says this guy says once we get the sewers in and get all that in, it will take six months or it will eight months or it will take nine months; that's all I'm asking for. **Mr. Bach** said yes, we will have that. That will be the time they give us and it will be a decision-based. Some of that the variable will be on that based on what kind of fire station we're going—I mean what we end up with, the actual end product with them and whether or not that's a 12-month build or an 18-month build. **Commissioner Kane** said, Joe, when you went to class did they say anything about that? **Mr.**

Connor said about length of time? **Commissioner Kane** said yes. **Mr. Connor** said the presentations were based on that. It just kind of depends on the part of the country, the weather, what you had to do to it, there was no—**Commissioner Kane** said I would like the exact addresses of the fire stations they went to see.

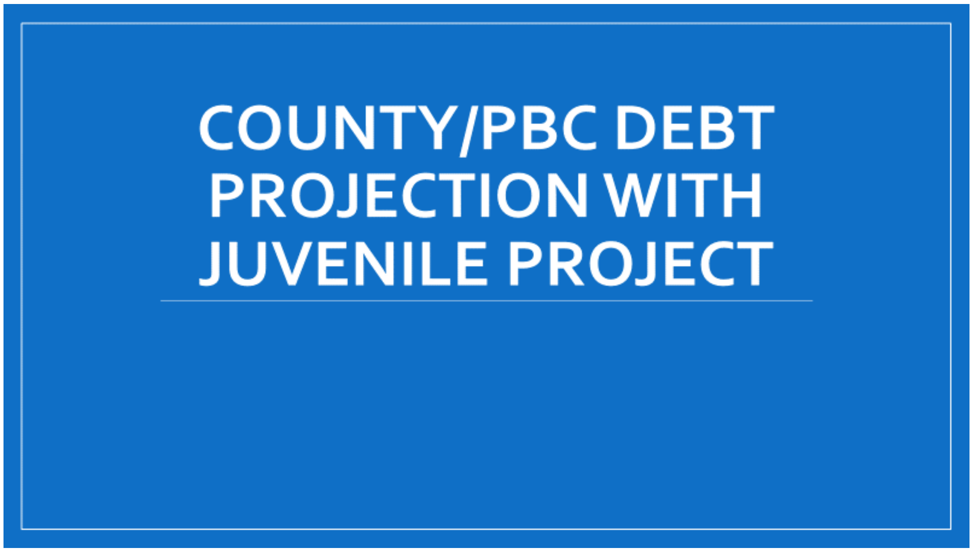
Commissioner Murguia asked is the reason that these kind of projects take such a long time to get going is because we don't really build a lot of new stuff and we manage them internally and we don't really do that very often so we're having to set up a whole group of people to manage a project like this. **Mr. Fisher** said the UG had not used Seymour previously so to the Juvenile Center and so it did between the fire station and the Juvenile Center the Code had to be set up accordingly. I think in this case, as Joe was pointing out, was in this case the length of time really was dictated by station location work and then securing the property. That really was the critical path and in the meantime we were setting up Seymour so that when we were ready we had the Code to support the delivery method. **Commissioner Murguia** asked what took so long to acquire the property. **Mr. Connor** said it was a piece of property that the developer was trying to buy and we were buying it from him. **Commissioner Murguia** asked so, what took so long. **Mr. Connor** said he was trying to close on his end and we couldn't close until he closed and so we were kind of at his mercy. He agreed in principal to sell it to us, but we couldn't move his transaction along any faster. We had to wait for him.

Commissioner Kane said, Mr. Connor, when you went to this class or whatever, did they have a presentation that you saw while you were there? **Mr. Connor** said multiple. **Commissioner Kane** asked could we get a couple of them. **Mr. Connor** asked what particular would you like to see. **Commissioner Kane** said a little bit of everything. Not the entire detail, but something that says you've got to look at this, you've got to look at that, and each area is different because each Fire Department is going to want something different. There's no doubt about it. **Chief Andrade** said there is a course going on September 20 and 21 just north of the river in North Kansas City. It's a day and a half class that anybody can attend. It costs $195 per person. **Commissioner Kane** said if I'm not out-of-town for work, I want to go.

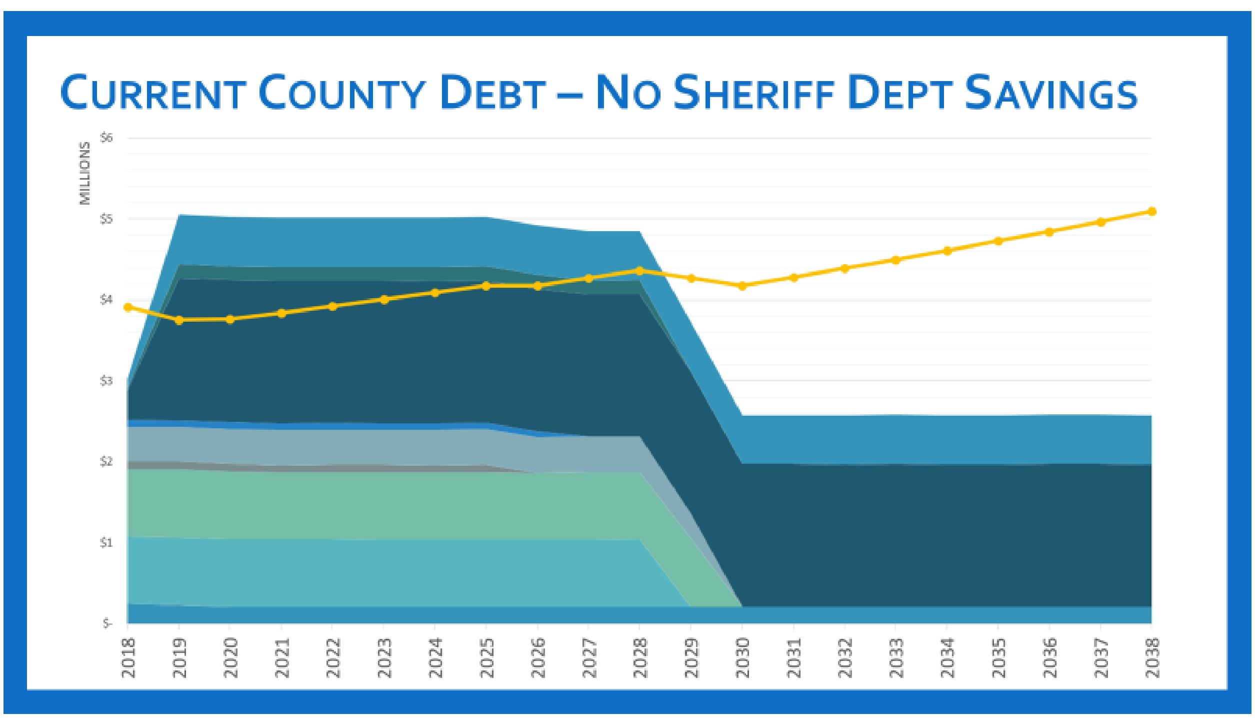
Commissioner Walters said just an observation and maybe this is systematic of other projects that several commissioners have talked about, there is no urgency on this project. We authorized it a year ago and we've been thinking about it for 13 years and to sit here today and adhere that we still haven't decided exactly what it is we want to build out there is really astounding to me. I would have thought that if this was such a priority that when we funded this project a year ago we would be off to the races and that's clearly not the case. I think from what I hear from other commissioners on other projects it's systematic of an issue that I think we need to address.

Commissioner Burroughs asked how long did it take to build the latest station that we built. That one was about 15 years ago maybe out by the Speedway. **Chief Andrade** said 19 years ago. **Commissioner Burroughs** asked how long and how much did that station cost us. **Chief Andrade** said I will have to get that for you. **Commissioner Burroughs** said it might give simplices as to the exact timeframe of what we're dealing with. I know State Avenue is a major corridor and we're talking about going to a greenfield and extending sewers out there, but if we're going to build infrastructure we might as well look at the economic opportunities along that roadway to the fire station but we have a blueprint in place. That station is one of the nicest stations we have in the community and this shouldn't take over engineering to come up with a fire station that meets the needs of the community. We know what size equipment that's going in the fire station, we know what equipment is going in the fire station; I would think just as commonsense would determine how many square feet we need, lay it out, get it built. If we need to make changes as we go along, at least we've got a place to start from. We have a great footprint out there on State Avenue. I'm just a little surprised that we can move other projects forward really quick, we can expedite things that come into the community like maybe a grocery store, we can expedite that pretty quickly, but we're having trouble dealing with a fire station that deals with the public safety of the people of this community. That's a little concerning.

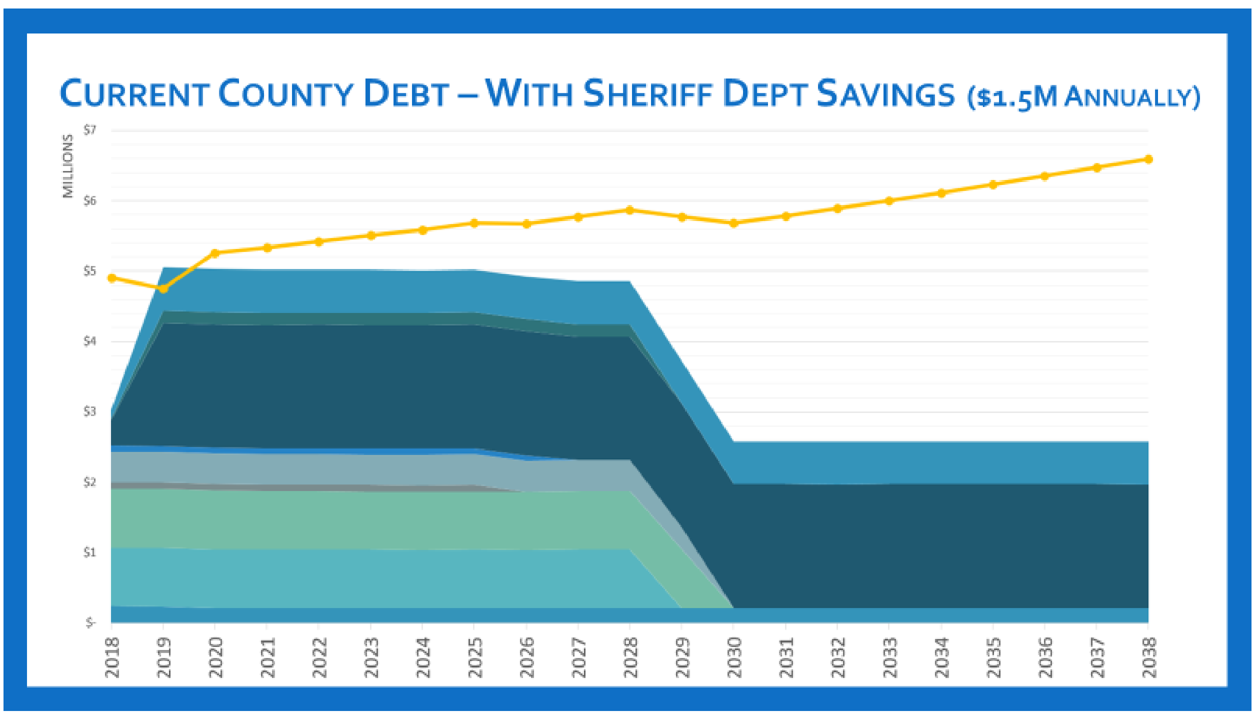
Mr. Bach said as Mr. Connor said, this group will report back to the Standing Committee every month of the status where we are and move this along. **Mayor Pro Tem Bynum** said I would like to confirm that would be Public Works & Safety Standing Committee. **Mr. Bach** said that will be.



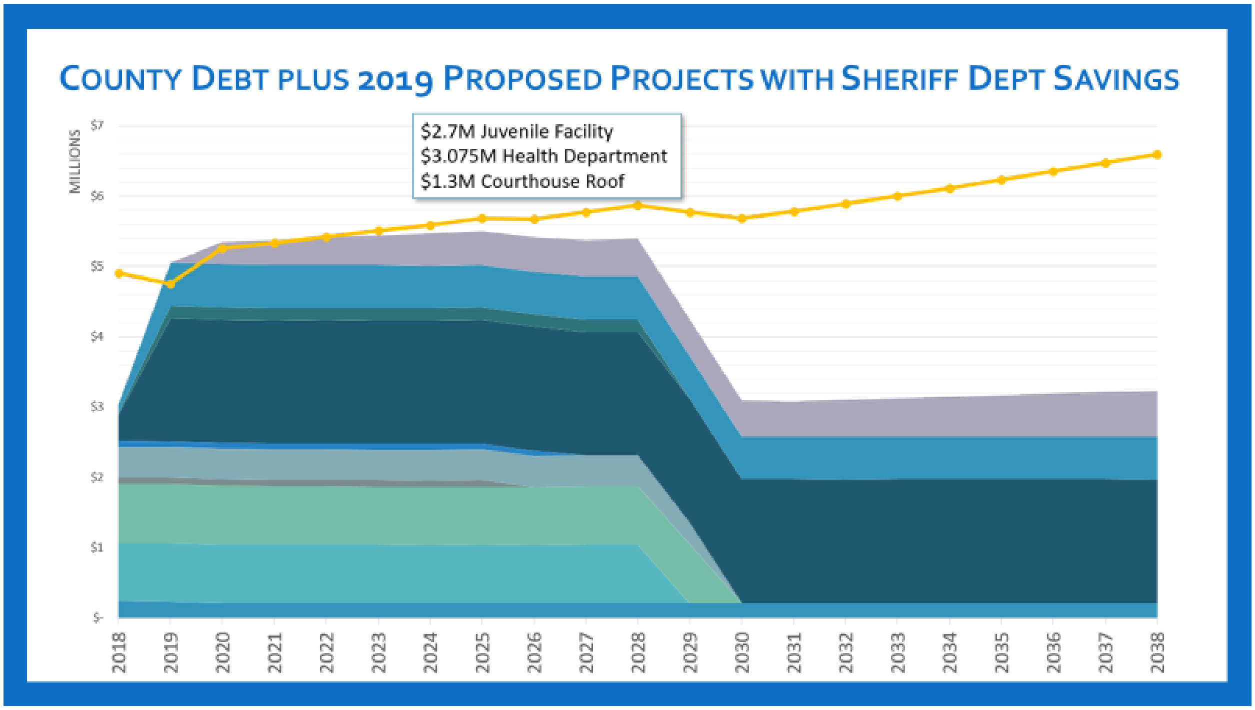
Mr. Bach said this next item is our—as we're going through we talked specifically about how we were going to do the debt related to how the flow of funds are coming in and when we brought forward the change or modification to the Juvenile facility it obviously had some impact on our projections for debt. We put together a couple of graphs that we're going to walk through and show where we're at and then also how reliant we are upon the transfer of the savings that was all anticipated to be part of this from where we farm out or no longer farm out our inmates. With that, I will turn this over to Debbie Jonscher.



Debbie Jonscher, Deputy Chief Financial Officer, said we will start with the first graph. As Doug said, we have several graphs showing some different scenarios for the County debt. This is a graph showing the current County debt that has been issued through 2018. This graph looks different from previous graphs that you've seen and I will explain why. As I said, the debt that you're seeing that we stacked on here is all of the debt that is up through 2018 and that does include the Juvenile Center PBC Bonds that we issued this year as well as the additional bonds issued for the improvements to the Adult Jail. The difference we have here is on the revenue side. Currently the revenue that's showing here is all revenue but we have not included the savings from transfer from the County General Fund. Currently the amount that we have budgeted in 2018 and 2019 for that transfer is $1M. What you don't see on this graph is the transfer that we made. We started making transfers in 2017. We had additional savings in the County General Fund and we transferred $1.5M knowing that the full payment of the Juvenile Center debt was going to come on in 2019. The debt on that bond issue was about $1.7-$1.8M per year. That's what this graph shows. It shows that currently without that transfer the revenue is significantly below—what we're bringing in is significantly below what the annual debt service on all of the County debt issues is.



This next graph we've added in the transfer of savings. As I said, in 2018 and 2019 we currently have $1M budgeted for that transfer. What we've done from 2020 out to 2038 we've budgeted in a transfer of $1.5 for that transfer each year. If you recall, when we issued the bonds, the revenue source to pay back that debt was going to be the transfer so we've built that in. We've also assumed in here that the property tax—the increase on the property tax revenue is 2.8% so that would assume growth each year on the valuations from the property tax revenue.



The final graph we have here is showing the same scenario but now we've added on the additional projects that are currently proposed in the 2019 Budget. There are three funding's proposed. One of them is the $2.7M of additional funding for the Juvenile facility. There is $3M in Health Department Building upgrades that are proposed and then there is an additional $1.3M for the Courthouse Roof Replacement. Both the Juvenile facility and the Courthouse roof currently have debt issued on them. These are additional amounts in addition to what's already been issued. The Health Department is a brand-new project. As you can see in 2019 we are using fund balance to cover a little—it's about $300K of debt would be covered from the current fund balance that we have. Our projections for the fund balance at the end of 2019 is $3.7M and so for 2020, 2021 we're still running fairly close but we are using a little bit of fund balance. When we get to about 2023 is when we start to get ahead, but all that assumes that we maintain that transfer of $1.5M every year as well as the additional valuation growth to gain 2.8% of additional revenues to this fund.

Commissioner Markley said I haven't been as involved in this Juvenile facility discussion, but I guess I go back to Commissioner McKiernan's question, why don't we just tell them they need to do it for less so that we don't have that placed in 2019 and 2020. Am I right? Am I crazy where we're above the budget because the amount that we initially budgeted for this is not what they are now proposing. **Commissioner Murguia** said I agree with that.

Commissioner Philbrook said I seem to believe that I heard that the gentleman said that he was going to come back with suggestions on reducing that, getting rid of that overage that we're talking about and I haven't heard anything about that. Am I wrong? Did I hear that? He said it to us. **Mr. Bach** asked, Jeff, can you comment to that. **Commissioner Philbrook** said he was looking for ways to reduce that cost. **Mr. Fisher** said I don't remember if we showed a list of the things that we had already considered and things that we could reduce, I could be wrong, and I just don't remember—**Commissioner Philbrook** said let me restate. I believe that our intent as the commissioner's, and somebody smack me down if I'm wrong, that we really wanted to see the dollar amount that he could reduce and bring that down to what we asked for and that's the original amount. Am I wrong? **Mr. Fisher** said we can certainly do that. I can give you an idea what that will look like. It will be cutting down on sort of the quality of things, the façade. **Commissioner Philbrook** said he addressed that but he said he would—we wanted to know the exact reductions and what and he said there are a lot of things they could reduce that wouldn't decrease in the quality of the overall building and safety. Am I wrong? **Mr. Fisher** said I remember that we had proposed—we've already done that. We provided a list of things that would not be quality associated and that we had already went from 29 to 27.5. That's what I remember. **Commissioner Philbrook** asked did he put a number with that. **Commissioner Markley** said I think there was a list of things, but I also thought that we were clear that we were not happy with it still being over budget. I think both things occurred. I think they had a list of things they had already reduced and I think we also said we want to do some more. **Mr. Fisher** said we can certainly produce a list.

Commissioner Burroughs said I think some of those projects was the quality of the glass of how they were going to seat the glass in the front of the building, the quality of the flooring they talked about changing some of the flooring in the entryway and those were just a few of the items that were the higher cost items that they thought they could make suggestions on how we could cutback, but I think that's all they were, were suggestions and those are usually high-dollar items. Sheriff, I'm looking forward to what you have to say.

Donald Ash, Sheriff, said I think you're correct and also, Jeff, correct me if I'm wrong; I believe the project is out for bid now. It depends on how competitive the bidders want to be and I think Mr. Rowe thought was we think that's going to come in under—as the bids come in we think that's going to come in under so that roughly $600K—that being said, you're correct, there were some items that he identified that we could maybe change the spec on. Jeff, I'm not sure when the bids close. Are you familiar with it? **Mr. Fisher** said I will have to check. **Sheriff Ash** said I thought he told me by the end of the month or around the first of August, but don't quote me on that. **Mr. Fisher** said it was really important to get that bid going just because of the market and the region so that will be nice to see that and maybe we're way under. That would be the ideal thing but we can certainly report back with better information on that.

Mr. Bach said I think for the bottom line is that the Commission is not comfortable with the projection that we're putting forth and we stick with the original number and then the project will be scaled back. When the bids come in we will be cutting things out of it and we will come back and report what project we will have. His recent and best estimate they had at this time when they went through to do it say we believe this is what the cost would be and there is always a variable within it. Thus, I wanted to come back and show you based on our current debt flow and based on the savings that we—the Sheriff came in and we talked about what we would do by building out the pods and such like that. We would be able to move money over from his budget into this on an annual basis to cover this and with the savings we have we're right there. It's not like we have a lot of extra, but there is some money that's put into the fund balance. I will certainly take your direction if that's the point that we want to cut down on some of the things we have in this, then we find a way to make that happen.

Commissioner Murguia said I just want to say it's a jail for God sakes. When we got the presentation—I'm not sure it's necessary for someone that's in trouble to see a fountain in the front courtyard so I would prefer that it's safe and clean and neat and whether or not they get to gaze out their cell room window and look at a fountain is really irrelevant. I don't think that's necessary.

Commissioner McKiernan said a couple of thoughts that I have and the gentleman from Treanor certainly did indicate that he thought there could be recalculation of the figures to try to get it closer to where we had originally estimated. What I would like to know, and this is not something we need to provide right now, but I guess soon, what aspects of the project crept? Where did it grow? What's the envisioned now that wasn't envisioned as part of the original design thought? Where have we had materials that have increased in costs over what we originally thought about? Where have they changed materials potentially over their initial design thought where the materials are because if we're out for bid right now, it's possible that bid could come in way out of line with even what we're projecting, isn't it? Certainly, we could open the bid and find out oh my goodness we need a couple of million more. **Mr. Bach** said we do have all that information. In fact when we came in the end of June, I can go back and pull some of that information from it because there are a couple of variables—**Commissioner McKiernan** said just walk me through it because, again, I appreciate the fact that we're showing with the transfer and with the savings that we're in fact getting really close to making that debt payment, but what we're also building it on here is the valuation increase that we're anticipating. Part of it is the transfer of the savings, but part of what's up here is our anticipated valuation increase that eventually covers the gap between our original projection and the new projection. I don't know, I guess I'm just disappointed because I had really thought that from the beginning we had envisioned a way to make this happen with our savings and now we're not. So, we're just looking at adding more debt. **Mr. Bach** said the largest cost we had and, Jeff, you can probably pull that percentage—it wasn't an add-on of anything in the facility. We had some of those and that's where we came back and that's what we ultimately issued the bond issue for. When they dug into it deeper and as this annual construction cycle has gone on the percentage of increases per cost per square foot for similar facilities is what they came back to us with and showed us this was going to be a significant increase. I cannot recall the square footage increase, but I want to say it went up—well, you probably remember what the number is, but it was the square footage increase by looking at other facilities that had just recently gone out for bid that were comparable to ours that made them come back and say you're not going to get it for $24M. You need to move up and that's where this change came from.

Mr. Fisher said that's right. I think we're in the neighborhood of $50 a square foot increase. **Mr. Bach** said it was dramatic. It was quite a change and a lot of that is due to what's going on in the economy right now. I mean very strong. There's a lot of big projects going on in the area and I think some international influences too I guess that factor in.

Mayor Alvey said going back to the original presentation, I understood first of all there were some issues regarding the foundation and needing to do more robust foundation, but also the cost because of the tariffs on steel and aluminum, that's driving the cost as well. The only comment I would make in terms of what we might consider to be amenities for the facility, I would like to see the data that shows that in fact that if we do design a facility for juveniles, in what ways does it need to be different than it might be for adults because if we're really looking to prevent juveniles from entering into the system long-term as an adult will simply increase our cost long-term. If there are simple things we can do in the build environment to immoderate those situations, I think we need to make those; however, I do understand that this is an additional burden on our budget. I think we have to take those things into consideration.

Mayor Pro Tem Bynum said, Sheriff, would you say that some of what the Mayor brings up might be available in the jail study that we've seen that led us to this project? **Sheriff Ash** said while I think some of that information would be in there, Commissioner, I certainly think it may be. Commissioner McKiernan, you will recall we really started this about four years ago or so when we were looking at numbers. Those initial numbers that Treanor and the consultants brought us, now those numbers are four years old. They've been refreshed and once again, it's much more than just a Juvenile Detention Center. We've got Juvenile Courts, we've got Juvenile Court Clerk, we've got Community Corrections, we've got, once again, more of a one-stop shop there. I don't think there's going to be any detainees looking out anywhere and seeing any fountains or seascapes or landscapes or one thing or another. It's much more than just a Juvenile Detention Center. It includes the Juvenile Detention, it includes secured detention, but it is consolidating a significant number of functions and employees from the current 812 building to be relocated and collocated in there as well. I think all of those contribute, Commissioner, to probably the creep up of the cost or the expense. I'm going to give you a pinpoint to one or two single things. There are a lot of factors there.

Commissioner Murguia asked how many juveniles do we serve through Juvenile Court annually. **Sheriff Ash** said I couldn't tell you that number. I don't have that number. **Commissioner Murguia** said so just very shot in the dark, is it 500 or is it 50? **Sheriff Ash** said I'm sure it's closer to 500. We have 26 juveniles in custody today. A week ago, that number was 13 so there is great fluctuation from week to week from month to month and nearly all of those—well, all of those that are in Juvenile Detention for any given amount of time are going to be moving their way through the Juvenile Court. **Commissioner Murguia** said, Sheriff, you know I'm not opposed to a facility. I'm just where Commissioner Markley and Commissioner McKiernan are. You know you've done a fantastic job and running things more efficiently. I've always praised all of your efforts and your presentations are very clear and concise. It's just that we are under the understanding that those savings would be able to pay for this. I hear what Administrator Bach and our staff are saying that they still think that might be possible, but I would just say, and I'm still in favor. Don't be discouraged by this, but I will tell you it's really difficult when—let's say there are 1,000 kids that go through this place annually, we're spending $20M on 1,000 people in a city of 150,000 people. I don't know what to say about that. We're spending a lot of money on a 1,000 people and we don't even know what that number is and right now you're telling me it's only 13 people in custody and there were 20—**Sheriff Ash** said vice-versa, 26 today. There were 13 a week ago. **Commissioner Murguia** said I'm just saying it's $20M we're spending on people that are engaging in criminal activity and it's 1,000 people out of a population of 150,000. When we look at our budget and if it cash flows, you've been brilliant at that and I mean that sincerely. I think that's great, but if it doesn't, I will just tell you that if we would put on a survey and ask the people of Wyandotte County how they wanted to spend $20M and we put this Juvenile facility on the list along with roads, curbs, sidewalks, grocery stores; those kind of things, I don't think it would make the top five. I don't know, I'm just guessing. We've got to figure out a way to make it cash flow. Those are just my comments.

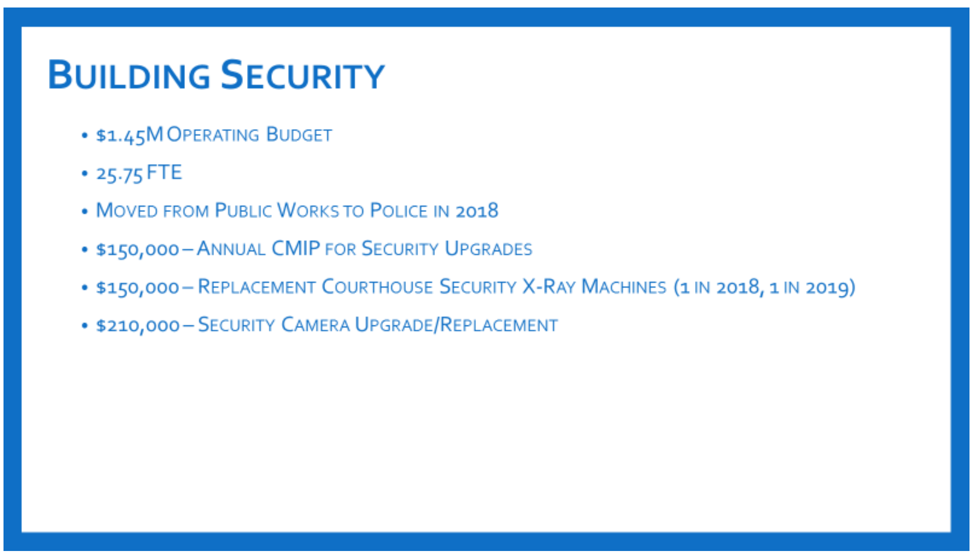
Commissioner McKiernan said, Sheriff, you're right. We started this a long time and you're right the money has no doubt changed since a long time ago when we came up with our first estimate of this. I completely agree with you that we need to get the children out of the Adult Jail, it is no place for the children to be, but I just want to know that we are being the most effective and efficient we can possibly be and that, frugal is not the right word, but that we're being as smart as we can possibly be with the level of finish, with the level of amenity, that we have something that's quality, that enhances our city, but that we are not spending excessively on. If we can determine that we are being as effective and as efficient as possible and this is the number, then I guess I will have a decision to make as to whether I support this or not. I would love to see us sharpen our pencil just a little bit or at least help me understand how we are being as effective and efficient as possible. **Sheriff Ash** said just a couple of comments. We can keep doing what we're doing and we have seen since 1990 how much the City or the County first and then the Unified Government has spent in those outrageous farm out costs over that amount of time. You're going to build two or three of these facilities since 1990. We can keep doing that and you can keep spending that money in that way or we can do something to permanently fix that situation which is how this all started and what we started talking about. That we would debt finance over 20 years much less time than what the County and the Unified Government has already been spending all of that money on and remember it wasn't that long ago that it was almost $5M a year. I think it's important to keep our eyes on the ball in the overall long-term strategic thing that we're trying to do here. It may be 500 to 1,000 juveniles a year going through that system but it's every year. It's probably not going to stop so I'm just saying, hopefully, we reduce that number. Hopefully we do because we're able to manage those. Instead of having 26 in custody we're able to have a lower number actually in custody and a larger number that we're managing in a more efficient and effective ways outside of secured detention which has been a national goal, it's been a goal of the State and we have seen where we have reduced the number of youth who are incarcerated versus being managed outside of secured detention. There are all of those factors as well that are in the backdrop that I think it is important that we don't lose sight of those things.

Commissioner McKiernan said I just want to follow-up with one more thing because one of the things we talked about initially was not only getting the children out of the Adult Jail but then recovering that space so that we could improve the flow of adult prisoners into and I think it's out of the jail is right now where the juveniles are placed and that we could recover that space for additional housing of adults. Is it theatrically possible that if we don't recover this space, we could be again in a situation where we are farming out adults because space that we could have recovered for housing adults is continuing to be used for housing juveniles? **Sheriff Ash** said sooner than you know. There are some inmates that are farmed out today, it's a small number, it's approximately 25 adult inmates and we have been having to farm them out. Now for about the last probably 45 days to 60 some of that is due to critical reductions in our staffing. We are housing as many as we can safely house based on the staffing numbers that we have. Unfortunately, those staffing numbers have been going down and not up and so that continues to be a challenge for us. We're working on that separately. **Commissioner McKiernan** said we budgeted those staff numbers. What you're saying is that we could actually find ourselves that the money that we could recover or save by not farming out could be higher than we originally projected because we were projecting what we were farming out at that time. You're saying now that even with all we've done we are already back in a position of farming out some inmates and recovering this space could help with that cost. **Sheriff Ash** said yes.

Mayor Alvey said, Sheriff Ash, I wonder if you could—I have some experience with the Juvenile Detention in California as I volunteered there for several years and I do know that many of the youths in that facility were not there because of anything that they had done but in fact because of neglect or negligence of their parents. Is that the case with our own facility? **Sheriff Ash** said no sir. We currently manage those youths which are an additional little over 500 a year through our Juvenile Intake & Assessment Program. Those youths that are technically victims, as you appropriately said of abuse and neglect, they are not staying in the Juvenile Detention Center. We're managing them through Juvenile Intake & Assessment and fostering them out or putting them in temporary placements until the courts decide what to do with them. **Mayor Alvey** asked would those youths be processed in this new facility. **Sheriff Ash** said there is space included in this facility for Juvenile Intake & Assessment so that's another one of the functions that we're collocating over there. Sometimes you have youth that came in—well, all youths that come in, even those that come into the Juvenile Detention Center are processed by Juvenile Intake & Assessment. Then there is a risk assessment instrument that's completed that determines whether they need to stay in secured detention or whether it's safe for them to be released if we can find an appropriate responsible adult to release them to until their issue is taken up by the court. All the youths get assessed by Juvenile Intake & Assessment including those that are in detention. The ones that are not there for an offense or a crime, those then are just simply handled by Juvenile Intake & Assessment and released.

Mayor Pro Tem Bynum said I'm just wondering to move forward with this if we can—I think we agree that we want to see what—you know have the consultants bring back where the savings might be to get us as close back to our original authorized number as we possibly can. I don't know how soon or how quickly they might be able to come and talk to us, but I think we are definitely on that point as a matter of consensus as far knowing we had authorized a certain dollar amount for the project. **Mr. Bach** said we will be in a position to still work with that. As I said, we bid the project, but you have only authorized what the original bonding amount is. You've not given me authority to spend this additional $2.7M so we will—we can come back with scaled down numbers. We can also see what the timing is of the bid numbers to come in. One thing about this is we could—I can think about some different options as far as what could be proposed or what could be built into the budget to have some additional latitude on expenditures based on how the final bids come in if they come in after our bid date. There might be a couple of options we have to work with while we're trying to keep this project moving forward because I assume we're still doing it in some fashion.

Commissioner McKiernan said one thing in talking with Sheriff Ash here that I hadn't thought of before is that yes this is over our original estimate, but if we are hedging the future increase in farm out costs that are currently unbudgeted as far as I know, then that certainly colors my thinking about this project. I know it's impossible—it may not be possible to accurately project any future increase in farm out costs, but if we recover that cost and put it toward this, I think it gets us closer to where I would like to see it.



Mr. Bach said in this year's budget just a couple of points to note. We have about $1.5M Operating Budget for this. We moved the security, as you will recall earlier this year, from Buildings over to Police. This was a strategic move that in looking at the changing times when we were operating buildings and started to bring in some security staff for monitoring things that we were doing it was appropriate under Building Operations. That kind of evolved over—it evolved a great deal over time, so the security of that fashion changed a lot, so we've moved that under the Police Department as a whole. However; with that as has always been the case, the Sheriff has primary responsibility for security within all the court buildings so there is a shared relationship that the Police Department and the Sheriff's Department work on in this. In this year's budget you see that I've noted we have some money in there for some CMIP upgrades for some of our security equipment. We look to replace some of the X-Ray machines and also to do some camera upgrade and replacement. When I mention that, that's camera equipment that can be downtown, it can be equipment that's at our Fleet Center or out at the annex so it's in all of our different areas that we have in place. However, as I have continued to have these conversations with the Chief and the Sheriff, they believe there may be some additional things we need to look at and I think that's where having them in tonight to let them talk a little bit about some of the things they're looking at. As noted, we can't go into all kinds of detail about what specific changes we make there, that would be more appropriate in executive session. With that, I will turn this over to Chief Ziegler and Sheriff Ash.

Chief Ziegler, Police Department, said since the Police Department took over the security program we have been going through and analyzing the operation of that and some of the security measures are in place at the Unified Government facilities. Our focus seems to shift as priorities change and one of the things that happened last month was the killing of Deputy King and Deputy Rohrer, so we've had to shift our focus over to some measures we need to take in order to shore up the way we do some of the operation in moving inmates. I don't want to go into detail in this meeting or this setting for that, but we believe that we have $150K that was our target for the CMIP for Security Upgrades; we believe we need about $350K so $200K more than that in order to take care of those issues. I don't know if Sheriff Ash would like to say anything regarding that issue or not.

Sheriff Ash said we're analyzing a lot of things in looking at the event that occurred last month and we are working with various consultants. We have already made some day-to-day operational amendments and changes in the way that we're doing some things that have negligible costs to them I think right now that we believe we can handle within our existing budget. There will be some longer-term things that we will need to consider, we will need to look at, in order to not only make the deputies safer, the inmates more safe. Certainly, of equal or more importance is all of the staff people that we have in these various buildings and locations. We're still collecting data, we're still looking at options and we're still trying to keep the dialogue open with the Chief and with the County Administrator to let them know what we're looking at. Right now, we don't have a lot of specifics other than some of those that you are seeing mentioned up there.

Commissioner Burroughs said, Chief, the 3/8-cent sales tax that's up, does that include the Sheriff's Department in with the Public Safety portion of that? **Chief Ziegler** said I believe all that goes to the Police Department. The County Administrator may be able to speak to that. **Mr. Bach** said it's City's Sales Tax and it stays—unless there is some equipment or something like that that we buy through the Police that's shared use, it's primarily for the Police Department for Public Safety. **Commissioner Burroughs** asked, Sheriff, are you in charge of the Courthouse. **Sheriff Ash** said yes. Well, in terms of the security? **Commissioner Burroughs** said yes. **Sheriff Ash** said by statue. In terms of the security yes, we're to secure the courts, the judges, and the business of the courts and to provide security for hearings and trials. **Commissioner Burroughs** said I'm sure by now you've heard the concerns of some of the court employees in reference to some of the security issues they are dealing with at the Courthouse. **Sheriff Ash** said yes, Judge Lampson and I have had a couple of really good discussions and in fact Judge Lampson and Mayor Alvey and I have had at least one discussion, so yes. **Commissioner Burroughs** said I'm very pleased to hear that.

I'm not so sure that we can't do more. I know we can always do more later but I'm not so sure we can't do more now. You have my ear. Please engage me in reference to how we can help you and those that are in charge of security issues for all the employees and how we can best serve you. **Sheriff Ash** said thank you, Commissioner, and I can assure you as an elected official it's my intention as we move through we get some more specific data and we get some concrete kind of things to be sure that we're being thoughtful and intentional about if we are going to invest some dollars how we're best going to invest them to maximum that return on investment. I assure you I will be visiting with each of you either one-on-one or two-on-one or some kind of way that we can do that legally to keep you appraised in what we're learning and what we're finding out. I think right now we have a number of good options that are available that we're looking at.

Mayor Pro Tem Bynum said I just want to state that I am pleased to know that you've already made changes that you felt were needed and necessary and that we're all looking together on how to find, analyze, understand, identify the changes yet to be made and the dollars to make them with on both your departments.

Commissioner Philbrook said I want to echo her comments. There was no question in my mind that the two of you were going to put your heads together for solutions on this. There was no question and thank you.

Mr. Bach said the last item other than to look at future workshops is about the Kaw River Levee. It's one that we believe if pretty good news. I will turn this over to Assistant County Administrator Melissa Sieben to walk through where this project is which we haven't had—we've had some discussion about it in these meetings, but we will give a little update from there and financially.

Melissa Sieben, Assistant County Administrator, said tonight I want to close with a positive story that I hope will even get more positive as the days and weeks continue. When I started here in 2015 I wasn't working on levees and by 2016 I was, and I've spent quite a bit of time over the last couple of years trying to get into the weeds and I've tried to distill this down into a short and succinct presentation to conclude the evening as possible.

The levees that we're referring to are the Kansas City levees. They consist of seven separate units on the Missouri and Kansas Rivers and they protect over 94K jobs and over 5K structures and $22B in investments in the Kansas City region.

Everything has been completed on these systems but for the levees that are left in our community which protect Armourdale and Argentine, the west bottoms and the east bottoms as we like to refer to them as the bottoms in Kansas City, Kansas and Kansas City, Missouri.

Just as a little historical reminder as to why this is particularly important, I graduated high school this year in 1993, we saw some very scary moments along the Missouri River. If you go back to 1951 those floods were actually impacting our community off the Kansas River. The work that we have left to do is the Kansas River.

Originally starting back in 1993 work began on trying to get these systems improved as it was clear there was a need and it took until 2007 for us to get authorization. However, as you see up here in my first bullet point, this was actually intended to always be one project because if you did one part of it, it would impact the other. Though there are units within the system they really needed on the Kansas River in particular to be done at one time. Unfortunately, as I noted here, due to cost control and other bureaucratic issues Phase 1 was authorized in 2007 under an interim agreement which was for the Argentine area. It wasn't until 2016 that we received authorization on Armourdale and what is CID or the bottoms. Unfortunately, though, through a valiant effort of a group of folks in this region lead by MOARC which is the Missouri and Other Affiliated Rivers Coalition and Kansas City Industrial Council and Unified Government and Kansas City, Missouri we were not able to get the language in there at that time that combined the projects. However, we did get a lot of traction going on that issue.

Here's a picture of what we're talking about that's remaining here. The river that's going through, the picture is obviously of the Kaw and then off to the far-right northeast part of the slide is the Missouri River.

What you will see here is the remaining cost to complete the levees in this entire system along the Missouri and Kansas River. The Argentine amount is $88M and the Armourdale CID is sitting at $365M for a total of $453M to complete the project. What this project consists of is a raising of the levees anywhere from approximately two to five feet in addition to work on under seepage and pumps which are very, very important to the residents and businesses in our community. The cost breakdown that we've seen put not only Kaw Valley Drainage District but also the Unified Government in play because we actually own some pumps that the Kaw Valley Drainage District doesn't own. There are a lot of facts here that we could share, but to just let you know our partners over at the city of Kansas City, Missouri also are very interested and passed a bond issue about a year ago to help pay for this project.

Not all is lost. Along comes the federal government's Disaster bill of 2018 which we did not know anything about and was just told about a week and a half ago that it was not only approved by the House and the Senate but signed into law by the President of the United States. That was to fund $453M for the Kansas City levees along with about 13B in other projects around the United States. What happened is that Phase 1 which is Argentine, that $88M we were just talking about, was actually fully funded. This is unheard of. Typically, the cost shares that we are dealing with are a 35% local match. That 35% local match would have been broken down to a Kansas City, Kansas portion, a Kaw Valley portion, and a Kansas City, Missouri portion. Staff over the last year has been working to get a percentage breakdowns and splits. With each passing bit of news things were getting better for us but we were still going to have millions and millions of dollars that we would have to pay for this. That full funding is legit. It's real, $88M, we don't have to worry about a 35% match in any portion of that with those three other entities.

However, what did happen is if you will note, back up in that other slide we are split into two phases so that big chunk, that $365M chunk is still sitting out there. It was also federally funded; however, with a large however, that there would be that cost share of 35%. But, a nice little nuance to this was that the federal government would pay for it upfront through construction and then on the backend the local partners would owe their 35% over a 30-year repayment plan which we typically don't have access to.

However, not all is lost. We believe that through some actions on our part that have been going on the last week and a half since we've known this, that there is some opportunity to possibly end this conversation hopefully in the next few weeks with we don't owe a dime. The House and Senate have been working on a bill, it's called WRDA. It's the Water Resource Development Act of 2018 and through Jeff and I and the group of committed partners work this last spring, we were able to get the Senate to include language in the bill that helps us merge these two projects back to one. The House, we hear, has tentatively agreed to add that language in. No matter what, there is a disconnect so if it does go to Conference Committee, this is where we have the opportunity to get these two projects back together. It also means that this bill has become very critical to us because if we do get them merged, that means we don't owe a dime.

You may be hearing from us to help push through the funding of Armourdale and the CID projects and we wanted to let you know though huge win. We don't have any part of $88M in Argentine and we do have a major save if we aren't able to finish this on that $365M amount. Our 35% would not be owed with our partners until some point after the completion of construction and best case scenario it would be 10 years from start and we are just starting construction phase on Argentine which you can see that authorization was in 2006 and we would be able to go faster on Armourdale and CID because the dollars are there. Often with federal projects you will get an authorization to do a project, but you don't get the actual funding authorization. They come separately and so the money is all there, the word go is what we've been told, now we want to try to close that legislative loophole that's been created and hopefully get these projects into one.

Commissioner Murguia asked who pushed this $88M funding through locally for Kansas. **Ms. Sieben** said the budget, the 2018 Disaster Bill, we were not actually involved in that with MOARC, KCIC or any of the cities. What did happen was that the Army Corp was reached out to here locally and asked very specifically what was the dollar value remaining on the Kansas City Levee projects. They gave them that information and then this was included. I can't tell you why this particular project was fully authorized with funding through the federal government, but what I can tell you is—**Someone was inaudible.** **Ms. Sieben** said sorry, was that a bad answer? **Commissioner Murguia** said I was just curious who was looking out for us finally. **Ms. Sieben** said clearly the work that we've been doing locally with our federal delegation has been some of what is the need and I can tell you that the Kansas representation at the federal level has been very open to taking our meetings, very interested, and what this all means to their constituents. It's a huge sign that the work we're doing here is something of value. **Commissioner Murguia** said and they're listening to you. **Ms. Sieben** said yes.

Mayor Pro Tem Bynum said that's a fantastic way to end a meeting that was long but productive. Thank you so much for the information.

Mr. Bach said I would probably add that all the work that Melissa has done along with Jeff and everybody on the staff and keeping the Corp informed, the educational process and ongoing, when they come to ask those questions if we hadn't been so involved for the last couple of years, we would not have been that successful and our relationship with KCMO.

Mayor Alvey said I'm actually in Washington, DC with the American Public Power Association, Policy Makers Council, who makes this council and we will be meeting with the Kansas delegation tomorrow and we will bring this issue to them and also, we are trying to get meetings with

Congressman Cleaver on the Missouri side to bring this issue to his attention and hopefully we can get this included and moved on the House side.

Mr. Bach said future workshops, you will see we've added a couple on here. We had a request on NBR funding and Livable Neighborhood staffing to have that as a discussion. I believe that was changed. You will also note, we slated an executive session on Thursday. If we have time, we will do that in going through that with the Mayor. If not, we will push that to Monday. As we get to Monday we will bring back information on the benefit districts and then I think several topics that we talked about today will need to come back and summarized somehow to work on for a yellow sheet. Commissioner Burroughs, a yellow sheet is kind of our summative statement of the pluses and negatives, so I may seek a little more information on that as we move through to Thursday. We will go over on Monday night also approval of any ordinances or resolutions that we will be approving on Thursday and anticipate if we have any edits or clerical corrections to the budget. The Budget staff has not told me we have any so maybe it was 650 perfect pages this year.

MAYOR PRO TEM BYNUM ADJOURNED
THE MEETING AT 8:45 p.m.

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Carol Godsil
Deputy Unified Government Clerk

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