

STATE OF KANSAS)
WYANDOTTE COUNTY)) SS
CITY OF KANSAS CITY, KS)

SPECIAL SESSION, THURSDAY, MAY 23, 2019

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, May 23, 2019, with eleven members present: Bynum, Commissioner At-Large First District; 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; and Alvey, Mayor/CEO, presiding. The following officials were also in attendance: Doug Bach, County Administrator; Ken Moore, Chief Counsel; Bridgette Cobbins, Unified Government Clerk; Gordon Criswell and Alan Howze, Assistant County Administrators; Kathleen VonAchen, Chief Financial Officer; Debbie Jonscher, Deputy Chief Financial Officer; Reginald Lindsey, Budget Manager; Jeff Fisher, Executive Director of Public Works; David Young, Deputy Public Works Director; Rob Anderson, Asset Manager for Public Works; Troy Shaw, County Engineer; Zach Flanders, Planner in the Planning Dept.; Lynn Melton, Assistant to the Mayor; and Officer Doleshal, Sergeant-at-Arms.

MAYOR ALVEY called the meeting to order.

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 Thursday, May 23, 2019, at 5:00 p.m. in the 5th floor conference room of the Municipal Office Building, regarding Capital Maintenance Improvement Projects (CMIP). Immediately following, the Commission will reconvene to the 9th floor conference room for an executive session regarding litigation.

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.

Doug Bach, County Administrator, said two weeks ago we really went through the highlights of what's in the 2020 Budget coming on. Tonight, our presentation is fairly limited. We wanted to show you our new project tracking software and then we're going to do a presentation as well on where we're at with the 47th Avenue Corridor. From there we will really just be looking at what we have proposed in the debt and cash projects if you have any questions on what we submitted out a couple weeks ago. With that, I'm going to turn this over to our Deputy Public Works Director David Young. He's going to talk about our new software.

David Young, Deputy Public Works Director, said we're going to be talking about a new application that's available publicly tonight. You will be able to share this with any of your consistent groups and to make questions to us and input. We really appreciate that. With that, Rob Anderson, our Asset Manager, is going to talk about the application. What I would like to say before we start, this application is being circulated with all of our private utilities as well. We hope to, in the next few months, include all of those projects in this map and use this as part of our annual project planning proposal.

Rob Anderson, Asset Manager for Public Works, said I'm going to give a brief demo here on how you can get to this and how to use it and what information is available to you. If you were at the Public Works landing page, you scroll to the very bottom, there's an accordion, you can expand this and there's a hyperlink here.

This will bring you to this map that I will show you in a second. A secondary way that you or the public could get to this map would be to type in projects into the search bar and that will bring in a link to the Engineering page which also hosts this and you can see here that it clearly identifies itself as Capital Maintenance Improvement. We're going to click on that.

When this loads we will be landing on the projects that are happening this year. Inside this map you can zoom in and interact with the layers. Just to briefly go through the Legend's here, the thicker blue lines are the Capital Improvement Projects, the dots are also Capital

Improvement Projects of a different sort that are not linear. The Road Preservation Program is highlighted with a skinnier blue line and the ADA Ramp Program is outlined by polygons.

Now, to interact with this map, you can click on a feature. Say this is a project of interest to all of us, and we will click on it, and the title comes up I-70 & Turner Diagonal Reconstruction. The project manager is KDOT, has a really brief description of the project, a phone number where you can reach that contact, the construction year, and then either a picture of the actual area or a diagram of the project. When you click on that, it will take you out to a larger format photo so you can view that.

In addition to that, other assets have been identified for projects. For example, here you have the 34th Street Box Culvert Improvement replacing an existing box. There's the construction year, the project manager, a brief description, contact phone number, and Dave Reno was nice enough to go out and collect some photos of some of these assets so that kind of helps inform the public of what activities are actually happening. Again, this photo is something you can click on and link out to.

The ADA Ramp Project consists of a lot of little dots and that would have been busy to display here so instead created a polygon layer and in this you can click out to a PDF of the plans and scroll through this and examine the plans as you wish.

If there's a project in your district that's of interest to you, you can navigate using this map to get to more added information and it will also give you the information which project manager to communicate with to find out more details.

At the top there are additional tabs. The next tab you will see Future Projects so in this case it's '20 to '24. This is a living document so as the calendar years change and you approve different budgets, information that we map here will change too.

Additionally, I know it's tiny on this map, at the top of each map is my contact information if you need help understanding the map or navigating it. I'll zoom out to show a little bit more of the projects coming up. For example, down here we have Metropolitan Avenue Bikeways Projects listed out for 2020, contact for the project manager, and a photo of the project area.

The reason we're taking photos before is because we also want to take photos after so that we can communicate with the public what type of activities we're doing. To show a little bit more of the breath of the work we do we have also included a historic tab showing a lot of the

projects that have been over the last five years. Again, this information calls out project managers, their phone numbers, contact details, and more information about the project. In the future I intend to connect these out to plans related to these projects.

Mr. Young said I think there's a couple points here. In the existing year, in the 2019 CMIP map, developers around the community will be able to access the plans currently so they can see without calling anything that's going on in their neighborhood, so tying in road segments is very important. Looking out at the 2020-2024 map businesses and developers in our community will look and see one pane of glass where we're planning to do construction in the future. Also, when you're meeting with constituents on your cellphone, you will notice—some of you have pulled this up, if you zoom in on your particular Commission district and you change tabs, it keeps the same view so you can see everything that's happened in your Commission district, what's happening in the next few years, and what's happening this year.

Long-term with the Accela upgrade, we will also include construction permits in this map.

Commissioner Philbrook said if you will go back to, yes zoom out, the Leavenworth Road one shows 2017, but of course, it's not done yet. Does that mean that's when it started? **Troy Shaw, County Engineer**, said yes, that would probably be what it is and this is a draft. We will be refining information as we go and to better understand. Like Rob said, once that gets done we'll upload the as builds of the plan to that too and it will probably stay—construction year will probably change to completed year, would be my guess, just because that makes more sense. **Mr. Anderson** said right now it's budget year. **Mr. Shaw** said yes, it's budget year right now. A lot of these bigger projects like Leavenworth Road, they're budgeted way in advance just because they take so long to do.

Mr. Young said we can add a lot of information to these tabs. The question of what we really wanted to do, instead of putting a lot of work in was ask you—let you have time to look at the document, play with it and then kind of get your feedback about what information you think is important. We can put budget year, we can put fund numbers, we can do a lot with this map, but we're really interested in what you want and what the community wants.

Commissioner Johnson said it's always to deal with the finances, can you market by how much each project the cost to the city? **Mr. Young** said we can put that information in there. We can put budget amount, we can put final spend amount.

Commissioner Bynum said, Mayor, I would suggest the cost and then entities that are paying because it's often more than just the UG.

Do you mind if I ask you a specific question about 2019 CMIP, that first map, because I was told within the last week or so that 38th Street from State swinging around to Praun Lane is in this years preservation, but I don't see it there unless I'm just not looking in the right place. **Mr. Shaw** said it's probably not on there. We gave Rob maps, because he's been building this for a while, and we've added it sense then. It's actually not even going to be in plans that we sent to the contractor, but we have a stack that we're giving to the contractor at the preconstruction meeting we've found since then, so yes, it will be on there. **Mr. Young** said a few things on this map—there's amount of change that the organization has to take on in order to produce a map like that that's accurate, so a timeline of the year for when we're going to submit projects, when those projects are going to be designed, built, and then pushed up to this map. We've had a lot of conversations with BPU about including them, construction in this map. They see a lot of value in this. We've also met with both natural gas companies. They really appreciate the value in seeing this information provided to them and in return they're providing us their input as well on these projects, so you will see that on a future tab.

This is our first shot at it. We really would appreciate individual feedback or group feedback as well.

Commissioner McKiernan said I can guarantee you I'm going to go play with this. Now I understand when you said we're working on something, it's going to be really cool. I guess my question going forward is, how early will the data be loaded prior to the construction season? As you know, I like to know what's coming before I see an excavator out doing a project and will we get like just a short email that says new stuff? **Mr. Young** said two points. Traditionally with most other community's the CMIP is programmed out four to six years in advance and does not change. It's very consistent over time. One of the things I'm seeing here is we're very dynamic with our CIP. It does change and fluctuate a little bit. We are putting together a program that

gives timelines for when we update the map and we will be bringing that as well as some criteria for selecting our CIP. We talked about that a little bit in the presentation two weeks ago to the Planning Commission and we hope to lock that down a little bit just so we can consistently provide a very high level of service also to our partners in the community so they know when to expect these projects.

Generally speaking, this map would come out in an October or November timeframe and the Capital Projects wouldn't change for a year. It wouldn't change until the next October, so we will be looking to build something like that, maintaining the flexibility for this organization to make changes as the year goes though.

Mr. Bach said we feel like this is really a great addition to what we're having as far as conveying information to the commissioners as well as to the public so people can engage, they can look at it. If they have a question to you, you can tell them where to go and find it or you can easily access it. I think we probably will find a lot of additional things we will add to it over time as we continue to use it as it's a very good interactive tool for us. **Commissioner Philbrook** said you may have to printout cards so I can just hand those out.

Mr. Young said the Accela Project once that's upgraded, it will directly integrate into this map and you should be able to see building projects, active permits. This has been done in several other communities. It's kind of the promise of that upgrade and then linking in the electronic plan review software, you should have the plans associated with that in the same bullet. **Mr. Bach** said when he says building projects, he's talking about private sector building projects, not just ours. Our buildings would be another layer we will put on here as we continue to do our stuff, but as we get the Accela software in place, yes, that's all the stuff that's coming through our plan review process.

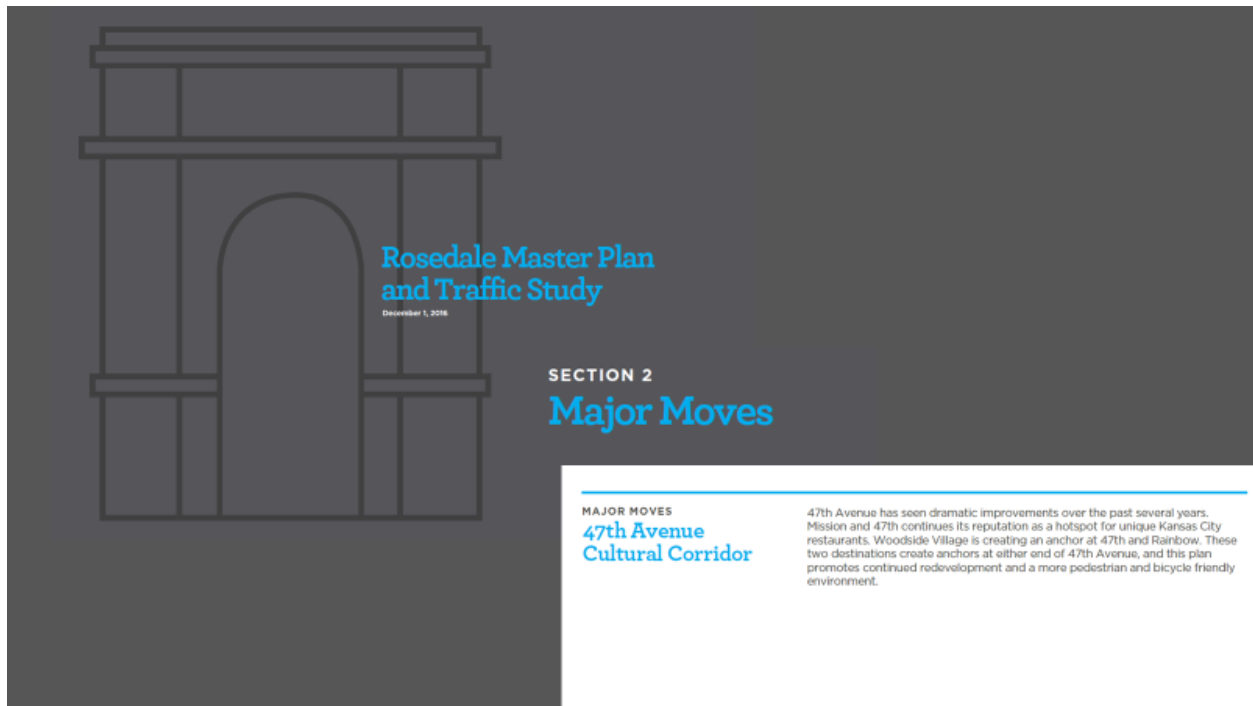
Commissioner McKiernan said David wasn't here, but some of you may remember, I used to have a whole bunch of sheets of paper that I had taped together and marked up with just this kind of stuff. Mine wasn't nearly as dynamic as this so I love this. **Mr. Young** said, Commissioner, thank you. This was a lot of work by our team, specifically Rob. There were a lot of people involved and you kind of had to overcome that hurdle of I don't want my phone number published,

that question. I think there's a lot of institutional change you're seeing happen with a map like this, so that feedback is appreciated.

Commissioner Johnson asked can we get dollar amounts for the historical years as well. **Mr. Young** said I think we originally had 10 or 12 years on the map, so we went way back and we kind of compared it back to something a little more useful. **Commissioner Johnson** said when I click on these in the prior years, I don't get any data. **Mr. Bach** said I think it just asks for the financial amount on the five years you have up there, not necessarily going back more years. **Commissioner Johnson** said that's what I'm talking about. **Mr. Young** said we can do that as well. Do you just want it on an individual project basis—**Commissioner Johnson** said yes—**Mr. Young** said or total on each one of the projects? We'll be happy to do that.

Mr. Young said another feedback we have received and proposed was breaking this up and putting Commission boundaries. Initially we didn't agree with that. We felt we were looking at the whole community, so that's a question for you to think about. We can do a lot of things with the visuals on this map, but we wanted to provide it as one community map for everybody to look at.

Mr. Bach, County Administrator, said we will move on to the next part of this presentation. I'll ask Zach Flanders with Planning & Zoning to come forward on a specific project. We didn't present on this two weeks ago when we were talking about some, but this is one that's moving forward now. This is on the 47th Street Corridor. I'll let Zach take it over and give an overview of what's going on here with this project and how we're doing it with the other communities.



Zach Flanders, Planner in the Planning Department, said back in 2016 we started working on the Rosedale Master Plan and adopted that at the end of 2016. One of the four, what we called Major Moves of that plan, was to take a look at 47th Avenue because the 47th Avenue cultural corridor—this is the county line going east/west between Wyandotte and Johnson County. It has a lot of development and new restaurants and things happening there. Joe’s Kansas City, Taco Republic, Gus’s on our side for example. This set some goals for making this a more walkable, livable, bikeable, business friendly street.

47th Street Complete Street Plan

WESTWOOD | ROELAND PARK | UNIFIED GOVERNMENT | MARC

FEBRUARY 2018

We took that, and at the same time the city of Westwood was updating their Comprehensive Plan and came to the same conclusion about what they call 47th Street on their side. They call it Street, we call it Avenue. They applied for a grant to do a Complete Street Plan and we were one of the partners of this study. This is through MARC Planning Sustainable Places Program and what this study did was look at the street and come up with some design options and do some community outreach.



Traffic Speed

47th Street is wide with relatively little traffic at most times. There are also no signals or stop signs for the 1/2 mile between Mission Road and Rainbow Boulevard. This leads to fast moving traffic, difficult crossings for drivers and pedestrians, and uncomfortable sidewalks.



Traffic Operations

When they are busy, the intersections at 47th and Mission and at 47th and Rainbow do not always function as smoothly as they could. Changes in the number of lanes, and between drive lanes and turn lanes add to the confusion. Drivers turning in and out of business driveways and parking areas can further complicate traffic movements in the corridor.

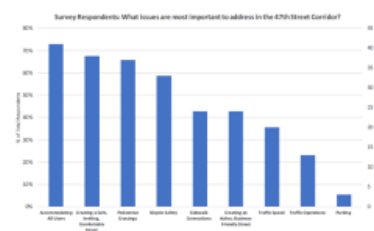


Accommodating All Users

Community members have asked for a more walkable, bikeable, and transit-friendly 47th Street. Today, speed and proximity of traffic next to sidewalks detracts from the walking experience. There are no dedicated spaces for cyclists. There are no shelters, benches, or other amenities to support transit users in the corridor.

Priorities & Concerns Open House Survey

For public meeting participants, accommodating all modes and users was the highest priority for any improvements to 47th Street. Most people also identified the need for a safe and inviting street, improved pedestrian crossings, and increased safety for cyclists as top priorities. Concerns about traffic speed, traffic operations, and parking were less important to participants overall.



Sidewalk Connections

There are some places on 47th Street itself, and on the surrounding neighborhood streets, where sidewalks are missing. In other locations, sidewalks on 47th Street are narrow and located close to fast moving traffic.



Pedestrian Crossings

Signalized crossings of 47th Street are located 1/2 mile apart at Mission Road and Rainbow Boulevard. In between, fast traffic and multiple lanes make crossing the street difficult. For those with special mobility challenges, it can be almost impossible to cross safely.

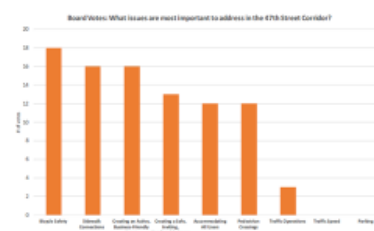


Parking

As new restaurants and businesses open, and new investment continues in the corridor, the number of visitors continues to grow. For those who drive, finding a place to park that is convenient and accessible to their destination can become an increasing challenge.

Priorities & Concerns Open House Boards

Some public meeting participants chose to place dots to identify their most important priorities. The feedback generally reflects the written survey responses, with a strong focus on bicycle safety and pedestrian accommodations. Traffic speed, traffic operations, and parking received less priority.



Bicycle Safety

47th Street is an important regional connection for cyclists, and a destination in its own right, but today cyclists on 47th Street must navigate with fast moving cars in traffic. While some side streets are well used for biking, it can be challenging for cyclists to cross 47th Street.



Safe, Inviting, Comfortable

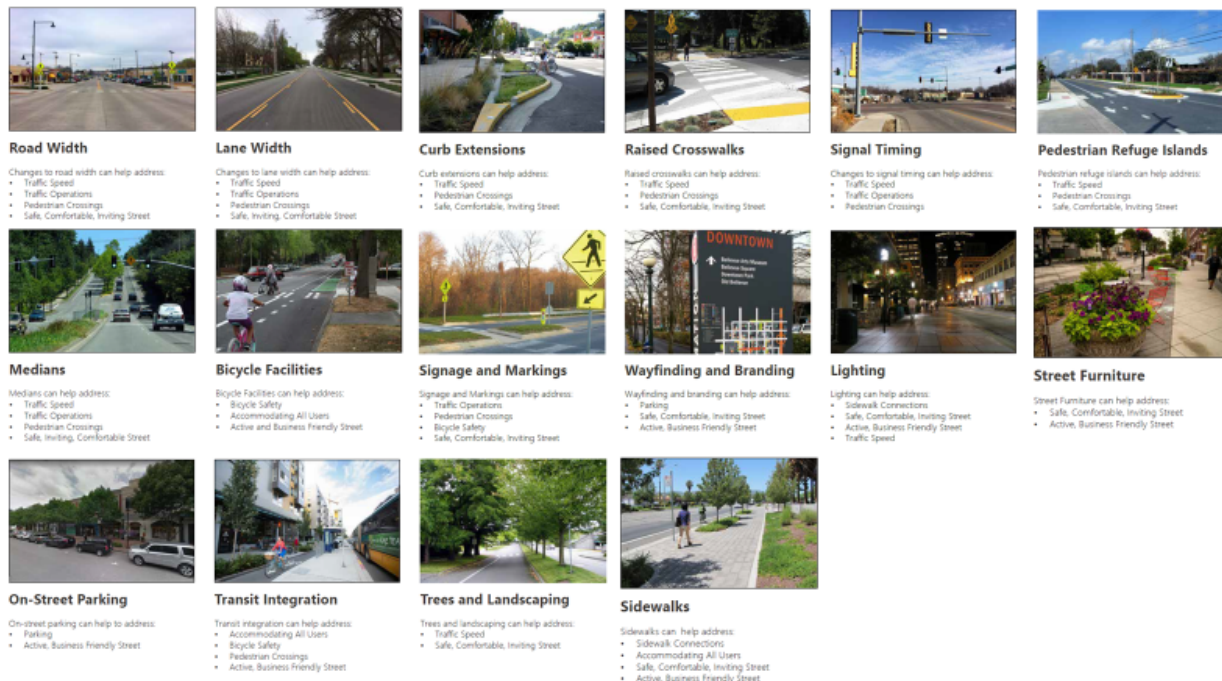
In basic terms, community members have expressed a desire for 47th Street that is safe, inviting, and comfortable because such a street would enhance the livability of their community. This encompasses many elements that impact how a person experiences a street (landscaping, lighting, wayfinding, etc.).



Active & Business Friendly

A 47th Street that is active and thriving serves as an amenity to surrounding neighborhoods and strengthens the community. Improvements that support businesses and community activities support the vision for a more vital 47th Street corridor.

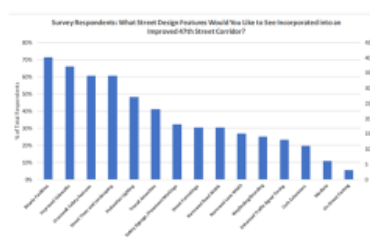
The first thing that we did with this is to ask people what their priorities for the street were and we had several different options and we asked people both in public meetings and an online survey that went out, written responses. We heard a lot of consensus that people wanted it to be a safe inviting street accommodating all users including pedestrians, cyclists, and transit in an active vibrant business friendly street. Then, traffic operations and parking we're kind of lower priorities which was interesting because we were hearing a lot of about how there wasn't always a lot of parking right where you needed it, but when we looked at the actual numbers that came back we found that wasn't a huge concern of the community.



From there we took their priorities and we asked what type of design features would they like to see on the road and listed under all these features were how they contributed to the different priorities and we got another rod of feedback on what people would actually like to see on the road and how they would like the roads to look.

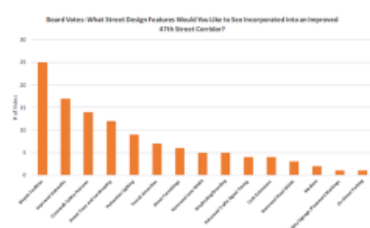
Street Design Features Open House Survey

Most public meeting participants identified bicycle facilities, improved sidewalks, crosswalk safety features, and street trees and landscaping as design features they would like to see in the 47th Street corridor. Parking, medians, and curb extensions rated at the bottom of preferred design features, desired by fewer than one in five participants.



Street Design Features Open House Boards

Some public meeting participants chose to place dots to identify their desired design features. The feedback generally reflects the written survey responses, with the top six priorities matching exactly. Bicycle facilities, improved sidewalks, and crosswalk safety features were at the top of the list. On-street parking, signage, and medians were lower priorities.



Street Design Features Online Survey

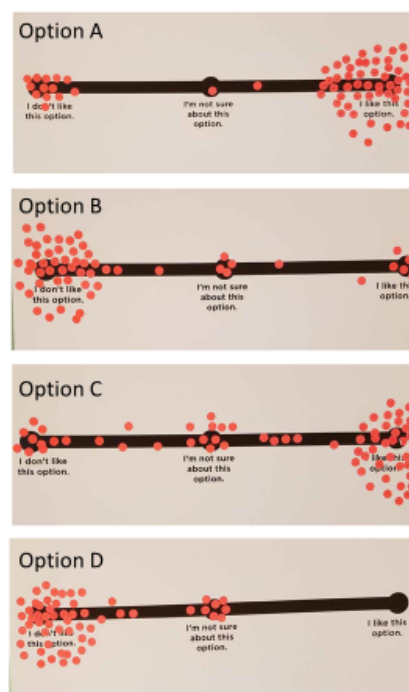
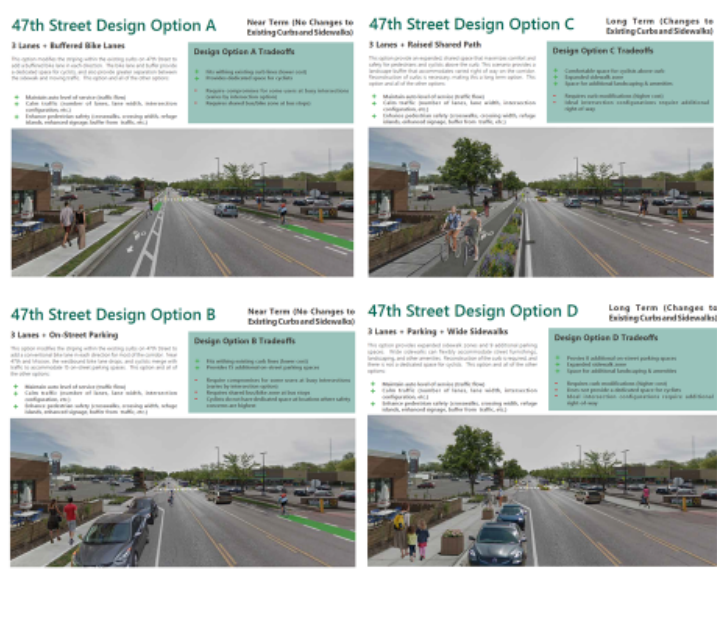
Online survey results match public meeting feedback very closely. Survey respondents identified crosswalk safety features, improved sidewalks, and bicycle facilities as the most desired design features. On-street parking, medians, and signage were lower priorities.

ANSWER CHOICES	RESPONSES
▼ Crosswalk Safety Features	58.94% 82
▼ Improved Sidewalks	55.50% 80
▼ Bicycle Facilities	52.08% 75
▼ Street Trees and Landscaping	51.39% 74
▼ Pedestrian Lighting	43.08% 62
▼ Street Furniture	36.81% 53
▼ Transit Amenities	32.64% 47
▼ Enhanced Traffic Signal Timing	32.64% 47
▼ Enhanced Safety Signage and Pavement Mark	27.78% 40
▼ Narrowed Road Width	25.69% 37
▼ Curb Extensions	22.01% 34
▼ Narrowed Lane Width	21.83% 31
▼ Signs for Wayfinding and Branding	14.88% 21
▼ Medians	13.19% 19
▼ On-Street Parking	10.01% 17
▼ Other (please specify)	0.02% 1
Total Respondents 144	

What street design features would you like to see incorporated into an improved 47th Street corridor?



From there I think the most popular across the board, online, and in person were improve sidewalks, crosswalks, street trees, light facilities and landscaping and crosswalks if I haven't mentioned that. It was kind of interesting again, the on-street parking and the medians were the lowest across the board. People felt the median in the middle, if we put a green space in the middle, although it would beautify the street, it might be kind of wasted space when it could contribute to pedestrian activity or cycling activity. Interesting again, on-street parking didn't rank very high on these surveys.



From there we did four different options and Options A and C are kind of the bike facility option with a short-term paint only and a long-term, if we were to rebuild the street, what it could look like. B and D included more of the on-street parking options with a short-term and long-term and we asked for feedback on these options. You're seeing the results from the board that A and C were pretty popular, not as much B and D and that was consistent across the online surveys as well.

This plan was adopted in February 2018 by Westwood and we adopted it I think shortly after that. What we did was immediately applied for a STP (Surface Transportation Plan) Program Grant. That's one of the big pots of federal money. The city of Westwood was the lead on that and it was the highest ranking application on the entire Kansas side of the metro for that year in

2018. We were awarded funding. The total projects cost was \$1.8M. The grant amount 80% is \$1.47M and then our local share would be half of the 20% or about \$185K.

The city of Westwood is planning to do the stripping option this year in 2019. They have said they're going to start designing that in the middle of the year, which I guess would be now and hopes to have it done by the end of the year, and that they're not really asking for any contribution from the UG for that. They are just wanting our participation and agreement to do this on the street and then the funding for the rebuild would be in the year 2022 and that's when we would need to be thinking about including that \$185M into the CMIP or otherwise funding that our local contribution.

Commissioner Bynum said I have kind of a semi-related question as far as the bike paths and things like that. Is there a way that we're able to collect data on how many people are cycling or using a certain roadway? Then, secondarily, didn't we allow to deploy the scooters in certain areas and do we have any information on whether they are being used? **Mr. Flanders** said we did an extensive traffic study as part of this PSP, Planning Signal Places, grant that I did not go into in this presentation. They actually installed video monitors on all the poles, and I should also mention this is just between Rainbow and Mission, so it's about a half mile stretch of road here. They were able to not only get cyclist counts but know whether people were biking on the sidewalk which was actually I think more than half the people or in the road, so it's kind of interesting that people are biking this today, but they're biking on the sidewalk because there's not really a transportation facility that accommodates cyclist, so yes, it would be interesting to do that once they do the paint only. The idea is this is a test before we completely rebuild the street, test it out and see how operations work and I imagine doing some more counts would be a good idea.

Mr. Bach said, Commissioner, regarding the scooters, while we've made the ordinance change, we just signed into one of the agreements about a month ago, so we will be able to get that because part of that agreement comes to they will pay us a dollar a day for any scooter that starts or ends at a destination within our community within that agreement. We will be able to see where they travel around. It's part of the agreement with them. We will also be able to see if somebody just comes in and out, but we will be able to get some of that tracking, but we haven't started to get any of that information yet.

Mr. Flanders said I will also add Bike Share we had, if you recall, some funding to do Bike Share in 2020 so that would be around the same time that they're repainting the street and I think 47th & Mission could be a good candidate for where to put one of those stations. One of the property owners said that he would welcome a Bike Share station in front of his business, so that's a good sign.

Mr. Bach said that concludes the two presentations that we had. The next section really just gets right back to where we are as far as Capital Projects.

2020-2024 Capital Maintenance Improvement Program

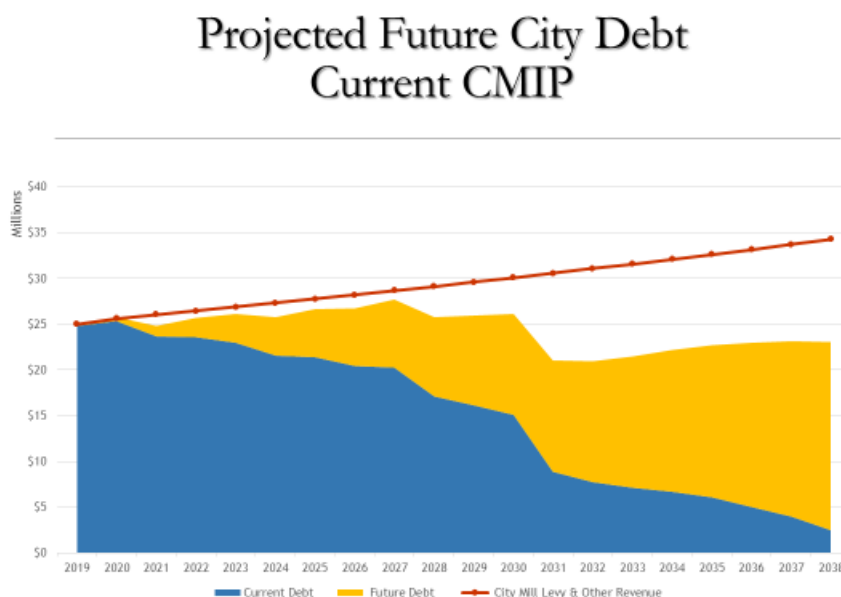
PRESENTED BY FINANCE ON MAY 23, 2019



We submitted to you all the list of Capital Projects. If anybody needs a copy of anything tonight, just let us know. Reggie has some additional copies over here if you want to see anything. I think the key as we come into tonight as I said we put together a budget for '19 and '20 that stays within our \$15M a year for where we go with debt and then trying to manage what we can handle from a cash perspective to keep our projects within that along with the other things we contribute cash to. The out-years of '21, '22, '23; do not stay within that \$15M yet. As I noted, when we start to hit projects, building projects and layering those in with what we're doing with our road projects, we extend beyond that. I know the directive from the governing body was we want to stay within that, so it's not an immediate decision to say we have to get this back, but it kind of goes to what

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David Young was pointing out. I think it was nice how he said that, dynamic, yes, we're more dynamic in the sense that we typically reduce our budget down from what we're putting out there. We still have projects, we could remove stuff to unfunding or not. We put them on that list, but until we make a decision we're going to put the money to them we may have to remove \$5M from that list, so that's probably a key to it. If we're within that, then you may shift a project or two but right now it is not setup to go that way. As I said, it's not an immediate decision that we have to go to to say that anything what's in '19 and '20, if you have questions, comments or thoughts on those that we went through a little bit more last week, but in the out-years we're either going to have to make a decision that we're okay with the funding level or we start to reduce those from where we're at. Debbie, do you have any additional comments?



Debbie Jonscher, Deputy Chief Financial Officer, said no I don't. We did bring the graph that we left off the presentation with two weeks ago. This graph does graph the debt service as the CMIP is with the increased amounts in the years '21 through '23. **Mr. Bach** as noted, that's at the 16.9 or 17 mills calculating about a 1.5-2% increase per year going forward so it can handle it, but one of the thoughts of the Commission too was how do we ever start to reduce where we're at on the committed debt level if we keep committing it every year. We're open to any questions or comments or any projects you want to talk about.

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Commissioner Markley said I already mentioned this concern to our County Administrator, but I'll bring it up here just so everybody is aware that I brought it up. One of those projects on the Unfunded list in my district is the Douglas-Key Lane sort of area. As some of you know, we just passed a bond issue and the stadium in Turner is going to be moving into that vicinity so I have concerns about that road we already know is unsafe. There are a number of accidents there. I have concerns about 100 high school students turning that corner in the evening after a football game, so I just ask that our staff get together with the school district and talk about what kind of entrance and exit situation they're looking at and how that might impact that street that we already know is an issue.

Mayor Alvey asked, Commissioner, is it your understanding that the access to the stadium will be from within the existing Turner High School parking area. **Commissioner Markley** said yes, but I still think we're going to see a ton of traffic to get around to get into the game and then out of the game at the same time. We're used to our stadium right now. For those who aren't familiar with the Turner area, it's on like the other side of the district, so it's far away, so this will be a new situation where they're having a whole lot of traffic on that road all in a very tight timeframe for track, for football, and their other sports. **Mayor Alvey** said I can see for those who are visitors coming in let's say from outside of Wyandotte County coming from the south, they're probably going to be traveling down Gibbs Road to Key Lane and then back around Key Lane to Douglas just depending upon where their navigator takes them.

Commissioner McKiernan said as you know I missed the first part of the last one and I've looked through the PowerPoint and I've looked through the spreadsheets. One question about Unfunded Projects. Last year there was a third spreadsheet that just had Unfunded Projects. Are Unfunded at the end of the debt for the cash spreadsheet and I just missed them or is there a third spreadsheet that I missed? **Ms. Jonscher** said those are not included here. I know in the presentation Public Works had listed a lot of the Unfunded Projects in the presentation so we did not add additional. **Commissioner McKiernan** said that was in their PowerPoint? So, okay, on slides—I guess this goes to David's earlier comments, slides 33 and 34. Don't we at some point, I'm sorry, 33, 34, 35. Last year I could have sworn, and maybe I'm hallucinating, that we an estimated cost associated with some of these that is not on the—**Ms. Jonscher** said I believe we did give you a

sheet last year that listed out the Unfunded Projects which is a total cost of the project. **Commissioner McKiernan** said with an estimated cost for each of those projects. Is it possible to still get that in the same spreadsheet format as the cash and debt spreadsheets are? **Ms. Jonscher** said I think so.

Commissioner McKiernan said my only other real question as I go through these is I have looked at the presentation., I have several questions about things that were actually presented and probably discussed where I wasn't here and then I have a whole bunch of other questions just about funding levels and projects and especially where there have been changes either in the Amended '19 or in the '20 budget. Rather than take everybody's time here, what's my best route? Should I go through Doug's office, should I go through Jeff's office, how should I organize some follow-up? **Mr. Bach** asked you want to specifically ask about those projects. **Commissioner McKiernan** said I have several very specific questions on projects and I realize those projects run across the gamut, but the majority I'm going to be asking about are Public Work projects. **Mr. Bach** said I think we would probably want to sit down, Jeff, with you or Troy or David; whichever way you want to do it. With Jeff, we can schedule that way. **Commissioner McKiernan** said I will just contact his office and then just let everybody know I have contacted his office. **Mr. Bach** said yes.

Mayor Alvey said back to one of the questions that Commissioner McKiernan asked, if the Unfunded Projects would come with the expected expenditures, that would be helpful us because trying to distinguish and discern what would this mean, what would be the impact. If we had those numbers, it would be very helpful. **Ms. Jonscher** said we will provide a total project cost.

Commissioner Bynum said on the paper copy, page 3, Debt Financed; the community projects and then it lists the Fairfax Industrial Area Improvements booking in at 100 grand a year across the board, is that the TDD money? **Ms. Jonscher** said that's in addition to. The TDD funding is listed on the Cash Projects sheet, so this is additional.

Commissioner Burroughs was inaudible. **Ms. Jonscher** said that's Multiple Source Funding. **Mr. Bach** asked can you point out where the Holliday Bridge—**Ms. Jonscher** said that's on page 2 of the Debt. It's the first one under the Bridge category, Holliday Drive Bridge Replacement.

Commissioner Bynum said maybe somewhere in here—we've been holding a place for a Northeast Substation for the Police. Is it in the Unfunded that I don't have on paper here? **Reginald Lindsey, Budget Manager**, said yes, it is.

Commissioner Johnson said can I ask a follow-up question to that? The placeholders that we do see for the fire stations, have we determined where they're going to be located or are we just placing that just in general? I'm talking about year 2021 and year 2023. **Mr. Bach** asked what was the question. **Commissioner Johnson** said in year 2021 and 2023 we have placeholders under Debt Finance Projects for fire stations. I just want to know, have you determined where those are going to be. It's the one for the Piper in 2021 or is that already in prior years? **Mr. Bach** said that's one we've already funded. We are making final determinations on where we are, we will be scheduling meetings with the commissioners probably in the next couple of weeks to sit down and kind of walk through that and we will either do those on on-three's and some may move to executive sessions because in most of those cases, particularly these where they're new, it could require land acquisition so we don't necessarily want to call that out. We are doing them in on-three's so we will be scheduling those fairly shortly.

Commissioner Johnson said I know we had a plan in the past. It's probably been modified or nuance to certain way, so is there an overall master plan for capital expansion for Public Safety overall? **Mr. Bach** asked for Fire. **Commissioner Johnson** said Fire in particular. **Mr. Bach** said they have a complete plan that we've worked through and gone back through and updated and actually Chief Andrade is sitting here who has that task as one of his duties that he is working on. We have the renovations that are major renovations projects where they're at on priorities versus the ones that are complete replacement stations. We're coming back with that showing you how we can do that over 20 years. Obviously, it structures into how we keep to it or our pace for doing it, but we at least have a plan put out for it now. **Commissioner Johnson** said good, we'll stay tuned.

Commissioner McKiernan said I do have a question about the Unfunded list. Now that I look I see Unfunded Transportation Projects, Unfunded Park Master Plan, and Other Unfunded. I don't see police station that you just asked about and also, I don't see a—**Mr. Lindsey** said the police station wouldn't be on that list, but on our Unfunded list—**Commissioner McKiernan** said okay,

this goes back to something we've talked about many times over the years about what's on this list and can we keep an accurate—I see something under Parks that was on the list last year, St. Margaret's Park, it's not on this list. Where did it go? I want to make sure that stuff doesn't drop off this list just because we're not paying attention to it. I mean if it's worth getting put on this list, we need to track it and ideally, we need to accomplish the project and not just have it disappear. That is one reason I want this in the same format as last year, because I still have last years, and I want to be able to crosscheck.

Commissioner Philbrook said I go right along with him on that because it did take us awhile to actually get those on a list and we've been fighting to get those on a list and now because it's only on a sheet, and we weren't given it, guys come on, out of sight out of mind, no, that ain't going to work. You've got to give it to us because we still have to see these things to compare because I know we're going to be in a budget crunch, so we really need to be able to check what we want to do and what we don't want to do. We really need to see those two please. **Mr. Lindsey** said we'll definitely get those out to you.

Commissioner Kane said I am glad to see that we're pushing forward with refurbishing the fire stations and stuff like that and I'm glad it's showing a few years out, but the Northeast Police Substation, in my mind, is huge. I don't want to say we should prioritize that, but we should prioritize that. The people, they're asking for a couple days a week and hopefully work them in where it's a fulltime situation, but in my mind that ought to be one of our priorities. **Commissioner Johnson** asked, Mike, do you see it on paper on page 5 of Debt Financed Projects? It's showing up under year 2022.

Mayor Alvey said to that point, Commissioner Kane, I think what we're looking towards is that the police substation would be part of perhaps a larger development which would include retail and so those projects are still, from what I understand, kind of pursuing those and that will determine where the location would be. One thing bundled together that we would help support that development. **Commissioner Kane** said I think that's great, but history shows that staff has dropped their ball and this time I don't want the ball dropped.

Mr. Bach said I'll just clarify on that one, we put no funding source by it and it is under Special Revenue Projects because it was put in place that we would identify that there would be some other funding if it become a retail project or something like that associated to it. So, if you want to fund it, we need to move it into one of the other categories and count on it for debt. **Commissioner Johnson** said yes, because I could completely overlooked and maybe just ignored no funding source because it's under Debt Financed Projects, I see that now. **Mr. Bach** said that's how we put all those for Special Revenue. Just like the Turner Exchange, I needed to have other revenue sources come in and we did and that's how it came up. Last year we came up with the—or two years ago on the demolition money, that's why that sat there and that funded up and it showed we were going to transfer money from City cash over to make that happen or pay for that annually, but we have not identified that on the Northeast Patrol Station. That's why I specifically wrote the words—had them write those words on there.

Commissioner Townsend said I think the Administrator just clarified it. I do want to add that it was my understanding that the Northeast Police Station was an outgrowth of the Northeast Master Plan where the key was development, so as opposed to Commissioner Kane's fire station, which was indeed needed and a complete standalone, I didn't want anybody to think I think we're dropping the ball if we don't fund this. I mean it's adequately shown based on how it was presented as kind of an addendum, a go along with other retail development. I'm glad the fire station is broken in, but this is a little bit different.

Commissioner Kane asked is there some grant funding out there somewhere that we could use to help do some of this. **Mr. Bach** said there might be and I asked our federal lobbyist about it. Four or five years ago there was more money towards building. He said that they had kind of gone away from it recently though that opportunity may cycle back around and could be a good one for us to access. **Commissioner Kane** said I think this would be a good time to do it. You know, things are looking a little better and maybe we ask again.

Commissioner Burroughs said I see on page 3 of the Debt Financed we have the Animal Services Facility. I'm assuming that we're going to start construction in 2023. Is that 4.3M set-aside for the new Animal Shelter? **Mr. Bach** said I think that's still pending. We left it in here as it was an

initiative to move forward with and you see multi-source funding checked there, so you can look under—and there's no funding in the multi-source piece. What we came back was an \$8.6M facility. We had direction back from the Commission to say okay, we still want to do something but that's a lot, go find a way to do this at a lower cost facility. If you want to do something as—elaborate is maybe the wrong word, but as extensive as that is, then you need to come up with other sources of funding that can offset anything that much. That's why we pushed it out there that far and said let's work on it. We're trying to look at some different funding sources or different avenues this year to see what we can do between that \$2M and \$4M mark so we have something to bring back to you because that was funded in this years' budget to look at it and figure out what we could do. Then we will come back and say can't we do something here that we would find acceptable.

Commissioner Philbrook said I just want to tag along on that one. Yes, that's great. We really do need to see what options are because I know when we came back with an 8.6M I about swallowed my tongue and it was like that's not going to happen. There are a lot of other ways we can address this. Another thing, can we get these mikes turned down a little bit, these are a little loud. Anyway, the \$4.3M is just kind of a placeholder in the middle. Is that how much we're talking about or the total amount because if I'm going to go out there and try to find funding I need to know what I'm going after. **Mr. Bach** said we will bring back to you a report on what we think is a good number for that into the future. This number was a placeholder and we're working on to come back with a more refine number.

Commissioner Burroughs asked do we have another targeted project dealing with our fire facilities ongoing maintenance and/or replacement of some of our antiquated fire facilities. Could staff guide me as to where we might find that? Would it be in the Debt Financed Projects? **Ms. Jonscher** said I think the only thing we have in Debt for Fire is just the two stations. **Mr. Bach** asked is that what you find under Debt on page 2 at the bottom of that. You see Fire Station at \$5.9M in '21 and then \$6.3M in 2023. Renovation work, I don't know, that is just in a bulk number, isn't it somewhere? **Commissioner Burroughs** said that's what I was trying to find. **Ms. Jonscher** said under the Cash section we do have an amount under Fire. It's on page 1 of the Cash Projects for Fire Station Remodel/Repair. There's \$100K for 2019. **Commissioner Burroughs**

said we only had that funded for one year. **Ms. Jonscher** said we also have under the Dedicated Sales Tax Annual Fire Station Renovations on page 3 of the Cash section. There's \$200K per year. **Commissioner Burroughs** said Annual Fire Station Interior Renovation, so you basically have \$1.2M over a period of five years set-aside. **Mr. Bach** said or planned, yes. We probably need more than that in some of the areas as we go through and do it when we have specific renovation projects. They could be \$500K specifically once we get to the point of we're ready to adopt a plan.

Commissioner Burroughs said I would hope that we would give consideration, if these stations are costing us more to renovate and still do not meet the criteria that the new Chief has recommended, particularly in the new station, that some of those we would consider finding a way to replace those versus trying to continue to shore them up through renovations. I believe our Public Safety personnel should at least have an environment that is conducive to the hours that they spend in those facilities. Some of them are quite antiquated. Those buildings could be sold out and repurposed for something else and those dollars go towards a long-term plan to replace our fire facility buildings.

We're a city of the first-class and it really concerns me greatly when we don't seem to think that way. We're a modern city. We have tremendous opportunity. We passed that 3/8 cent sales tax for Public Safety and I truly believe that our Public Safety in reference to our Police Department, in reference to our Sheriff's Department, and in reference to our Fire Department; that these facilities are getting quite antiquated. It's like throwing money into an old clunker just to keep it running to avoid having to buy a new car. It comes time that you've exceeded the life of the building and it's time to move on and do something else. The equipment has gotten bigger, the demands on fire safety equipment has expanded quite considerably; I would just hope we would take a long-term plan. I looked at the history of when we built—a number of stations we built, a handful, a couple decades back and I would like to see us get on a plan, forward thinking plan, to replace those Public Safety facilities.

Mr. Bach said, Commissioner, I think we will be showing you something in a couple of weeks and you will be able to see just how we've gone through and broke out all the different fire stations. The Fire Department and Facilities went through a pretty extensive review of those to look at ones to say—because we can't build them all. If we could build them all in the next couple of years, then you don't have to, but if you go through one and you say this one needs to be replaced

but it doesn't need to be replaced as much as this one and it's going to be 10 years, you still might have to spend some money on it before you get 10 years out. If we're on a cycle to replace every two to three years, it still takes a while to get through 10 stations and that is one part of it so we recognize—overlaid with that there's a renovation budget that comes into play as well, but we're trying to do that. We've been working on it for a while and it's time to figure out how to get it funded.

Commissioner Burroughs said I know our deferred maintenance is quite a burden on us budget wise, and we're not unique in that being a community that is as old as we are, that we're putting all this new money into infrastructure, which is greatly needed. I would hope that we would give strong consideration as we build that new infrastructure that we talk about building long-term viable facilities that we will no longer have to spend a tremendous amount of money maintaining. That we become more efficient in how we design and build our facilities particularly our Public Safety facilities because the issues have changed when it comes to not only fire safety, but even public safety as a whole. Jails have changed and we're building a new jail. I would just like to see our Public Safety side of our budget be reflective of the values that we as a Commission share in our Public Safety Department.

Commissioner Murguia said I have three different questions. Are benefit districts on here somewhere? **Ms. Jonscher** said I don't think there's a section for benefit districts. **Commissioner Murguia** asked because we don't have any or because they're not in this. **Ms. Jonscher** said they're not in the CMIP. **Mr. Bach** asked where do the benefit districts show up. **Ms. Jonscher** said they would have normally shown up under the—I think they used to be around the Community Projects section, but they're not there. We don't have any benefit districts funded for '19 or '20. **Mr. Bach** said that's the answer. We don't have any benefit districts to fund. **Commissioner Murguia** said we all just talked about this. Go ahead Commissioner Bynum, do you want to add?

Commissioner Bynum said no. I'm just thinking the same thing you are because I thought that at Public Works & Safety that there was a plan, that we agreed to a plan. Rosedale, what's that neighbor Commissioner? **Commissioner Murguia** said great question. **Commissioner Bynum** said with the sidewalk project. **Commissioner Murguia** said was it T.A. Edison. **Commissioner Bynum** said I bet those are the same one. Anyway, I knew exactly what you were asking about. **Commissioner Murguia** said this is a benefit district that got lost for like

7 years, no, it might have been 10, that we were going to do and then it just fell off. **Mr. Bach** said right, and we've gave very extensive updates on it. **Mr. Bach** was inaudible—**Commissioner Murguia** said yes, but it's not on any list. **Mr. Bach** asked, Jeff, do you want to reflect where we are.

Jeff Fisher, Executive Director of Public Works, said yes, I guess I'm not quite sure how to capture that in a CIP. There were monies in there to do an engineering study that was done and now the last report we made to the standing committee was that we were going to be engaged in that neighborhood and figure out which concept we want. Then we will have to get back together and figure out how we're going to fund it. I'm not sure how to capture that project in the CIP. **Commissioner Murguia** said what they did in the past, before you Jeff, they listed all the benefit districts in the order in which the neighborhoods had come forward and presented them so that we knew—they were put in order based on first-come, first-serve and then the money—if there wasn't money that year, it was pushed out into later years so it wouldn't drop-off our radar. Just what Commissioner McKiernan and Commissioner Bynum and all of us have said about when a project gets on the list, removing it from the list is not helpful to us because then we can't track it. We have projects ourselves that we're trying to keep track of and then every year we get new projects just like you guys do. It would be helpful if it was on here and I recognize it wouldn't necessarily demonstrate funding for a particular year, but that's how I knew it was seven years. **Mr. Fisher** said maybe it goes in the Unfunded because there's not even a dollar figure to attach to it yet because we don't know what we're going to do. Would that be—**Commissioner Murguia** said yes, either/or is fine. I just need it on a list so that we can keep track of it. What I don't want to see happen is we get new commissioner then they want to do benefit districts in their area and they don't understand why they're not first on the list when they haven't seen a list. **Mr. Fisher** said okay.

Commissioner Murguia said I actually had Jeff look at a significant drainage problem, I don't know if it's considered drainage, but the drainage cover issue located at 21st & Metropolitan in front of the new Sav-A-Lot, the new Dollar General, and the Walmart Market. What I had mentioned many times the amount of traffic on that street since we put up the new Sav-A-Lot and the new Walmart in particular and how dangerous that area is and there needs to be another way

to get to 18th Street Expressway because a number of people are coming from other areas of our city to the Walmart in Argentine.

There is a road, and I've looked it up, there's no road sign on the road so I can't tell you exactly what street it is, but I think it's also 18th Street. It's just not the Expressway, it's an actual neighborhood street. It's a one lane road and it would allow for traffic to go back out and get onto I-70—or get on 18th Street and go back towards the north side of town. If we don't do something, there's significant traffic there and there is a middle school there, Argentine Middle is also there, and in Argentine we have tons of foot traffic after the middle school gets out of school. If we could look at making that single lane road into a double lane road so that traffic could actually just go past 18th Street, underneath it, and then connect with it by heading south on that road. I think, Jeff, you know what I'm talking about. **Mr. Fisher** said I do. **Commissioner Murguia** said I think that would be one way to address the traffic issue.

The second concern or the third concern I had is I think our number one employer in this state is KU Med and KU Hospital. As a result, there's lots of traffic during the day that goes to and from the medical center and the hospital. Staff that works there has figured out instead of existing off on 7th Street or Rainbow, if they exit off early when they're coming from the south on 35—if they exit off on Mission Road they can do a shortcut because Mission Road moves a lot faster and then they can take a left at I think it's 43rd Street. **Someone** said yes. **Commissioner Murguia** said yes, so you figured that out also. There is an enormous amount of traffic and we have a couple of issues one of which I believe to be a public safety issue. Someone allowed for a crosswalk from the east side of the street to the west side of the street going to Rosedale Park. That crosswalk sits at the top of a hill of traffic flying off I-35 so the traffic flies up the hill and right as you start to crest the top of the hill there's a crosswalk and there's no flashing light, there's nothing there to notify people that there is an upcoming crosswalk. That road is in—was in horrible condition and then over the winter got in ten times worse condition and the Street Department has done an excellent job patching the holes on the street, but it's not going to stand the amount of traffic that drives on that street. I can't imagine for another year—I just drove on it today, it's in terrible shape and the traffic moves fairly swiftly up there. If we can look at fixing Mission Road, again the 18th Street Expressway to get people out. I mean it's a good problem to have. I'll just say again, it's a good problem to have when you have huge amounts of traffic increasing in your district, but if we don't get ahead of it, it's just going to be an ongoing problem.

Commissioner Philbrook said I have to agree with Ann on that because when you top that hill you don't even see that until you're up there on it and if I slammed on my brakes because somebody was in there, there would be people up my tailpipe for sure. I think that if we could put some kind of a preemptive warning that there's a crosswalk up ahead or something. I don't know if people are going to read it or not, but we can try because it is dangerous.

Mr. Fisher said we do have one of our partners evaluating the KU area doing sort of a traffic study of that area. It's not done yet but we can report back to you when we have that. **Commissioner Murguia** said that will be great. It's just the amount of traffic going up that hill just gets greater and greater every day and the new parking garage that KU built is already full and they still have people parking on the streets and stuff. It's getting to be a significant problem over there. If we don't get in front of it, I don't know what's going to happen. **Mr. Fisher** said staff agrees.

Commissioner Burroughs said I might ask, I've gone through the debt and I see a bunch of new projects that have been put into the budget for 2019. I'm looking at all the pages on the Debt Finance Projects. There were a number of new items. I would ask that the next time you present this, could you put the aggregate total of those new items in one sum so that we see how much debt we're adding with new projects. **Ms. Jonscher** asked do you mean a total for the project for all—**Commissioner Burroughs** said if I'm reading this right, I'm looking at page 2, I'm looking at the 7th Street, US 69, Central Avenue Reconstruction and it says new. If you could put the aggregate of all the new projects, the totals for us, so we don't have to go back and try to add them up in our head, if we could add that, it might give us a clearer picture as to the amount of financial impact the CMIP has as we move forward. **Ms. Jonscher** said okay. **Commissioner Burroughs** said I'm not trying to create additional work. I think it might help us if we see the aggregate totals and sometimes sticker shock has a way of—**Ms. Jonscher** said for all new projects that were added, you want a total project cost or a by year total? **Commissioner Burroughs** said if I'm reading it correctly, all the squares that are in the new—it says new column. **Ms. Jonscher** said right. **Commissioner Burroughs** said they have a price associated to them up through it looks like '19 through '24. **Ms. Jonscher** said that's correct. **Commissioner Burroughs** said if you could break those aggregate numbers down, you can either break them down by year so in 2019 we have 22M, that gets back to the 15M that we've been talking about in working the budget. If

we could see those aggregate totals, it might help us when we sit down to do the budget and know that these new projects are out here and this is what we projected the cost to be and where we're going to be moving forward. It's just a suggestion. **Ms. Jonscher** said we can add that.

Mr. Bach said I think by year in those out—and that's where you're seeing most of them at in '21 and beyond for most of them that have come into play. That one is a good example, the one that's in '20. You do see at the bottom of page 3, it shows you that aggregate total coming along there where we see where we stayed—now we're trying to keep that 15M, that's the line because some of that goes into different areas, that's the General Fund Debt. That's where you show like when we ended last year the 2019 Original we were at 13.5 and then the Commission opted to add projects later in the year so we had to move that up to 15.3 and then '20 where we're still below the 15M. Then you see the number 22, 20, 24; those are the numbers that we've either got to get in line or I mean we can handle it within that amount of debt assuming the mill levy stays constant for debt or we need to reduce these down. It's mainly driven by we're adding building projects and it costs money.

Commissioner Walters said on the issue of the \$15M target, do you want commissioners to suggest to you how to get to 15M or will staff be showing us an option that gets us to the 15M in those out-years? **Mr. Bach** said I will say if you don't give me any suggestions, then the question will probably come more in the fall when we start to do a little bit more of our Strategic Planning and the question I will have to you will be do you want to spend \$15M or do you want to do projects. If you have a suggestion (inaudible), that's where I have to have that guidance because right now I'm getting conflicting guidance on it and it's a year out before we have to make that decision, but it's a hard push to say let's do the buildings and do all the streets we've been doing and not issue anymore debt. **Commissioner Walters** said I'm not saying we don't issue anymore, but we have a target of \$15M. I guess the question is, do you want those recommendations now so we can get them out of the CMIP worksheet that shows the inflated debt in future years or do you want to wait until next fall. Is that what you're saying? **Mr. Bach** said we can do it now if you want to get into it. **Commissioner Walters** said I will just send you a memo or something. **Mr. Bach** said those ideas—I think probably part of that will be some hard decisions probably as

a collective group. Hitting it in the fall would probably be a good time to hit it hard, but if you want to send me a memo on your thoughts, that gives us something to start working on.

Commissioner Burroughs asked is 15M just the magic number that we've identified to balance our budget or is 17M one year, 13M the next or is it the aggregate over a period of time that you're looking at or is it just a soft target? For those of us that haven't been around, where did the 15M come into play? **Mr. Bach** said that's a great question. It really comes from this, when you're looking at the debt level that if we move year to year and we were fluctuating and we were. We were trending up probably back toward 2010 and 2011 to get up to \$17M to \$18M in debt that was coming out. It takes a few years before that cycles back in and then you go issue bonds because we'll issue—and I know Kathleen and Debbie have gone over this a few times, but it always one that you work through it. Like the 15M that we're doing this year, it will probably be three to four years before we bond all that money. The bonding amount floats each year but whatever we end up doing if you average 15M a year basically we're averaging 15M in debt that gets added on each time.

We looked at it a few years ago and said okay we don't want to obligate anymore mills towards debt than we already are so that means let's keep this down. Let's keep it at the \$15M number because when we ran the graphs it was handling it so that's where the 15M came from. Then it started to show when you look at a chart like this, especially if you layer it back in and said only 15, you probably don't have that one loaded tonight, but if we only did 15 then you start to get a gap in those outyears. Then there is an opportunity if you want to reduce the mill rate from debt then that opportunity exists if you could start to do that in a few years, but if we do it like this then you can never take it away. That was kind of that comparable when we looked at it and said we keep taking money away from Operating and when we were at a total of 45 mills you balance that out and said okay we've got 28 mills in Operating and now we're 17 mills in Debt, it didn't seem so much. As we hit this last fall I think it became strikingly apparent to everyone that now we're down to 22 mills in Operating and 17 in Debt so we've taken all the money off the Operation side, which is all the money that goes toward you know mowing, Police and Fire, and running everything else and we're not taking any money off the Debt side. So, that's where that question comes and I think that's where Commissioner Walters is looking at that point where you come back to and say if you want to start taking it off the Debt somewhere, you can't—you can do it if

you stay at the 15 level assuming our mill rate continues to gain in value because then 17 mills will become worth more money. That's not artificial. It would set a base on the trend of where we are saying that's enough. That's as much as we're going to do.

Commissioner Burroughs said I'm pleased to hear there was a process that shows that we are taking our debt reduction as well as our bonding very seriously and I'm just pleased to hear that we have a process in place in which to identify the amount of debt that we want to incur. I also realize that we have a tremendous amount of significant projects that need to be addressed and the bond interest is very low right now compared to what it could be in three to five years. I'm not advocating more debt but we should be strategic in these major projects that we have out there so that we don't spend funds on some things when we have a major project out there that needs to be addressed. That would just be my concern as we go into the budget and I'll be more than happy to share that with others as we go along.

Mayor Alvey said I think it comes back to 38 mills on the City side, 17 of those are being used to fund—to pay debt service which leaves 21 for Operations. If we do bond more projects that means our debt service will go up which means more of our mill levy will go to that so that's the tradeoff of where we are. We don't have enough monies to go around to do all the things we want to do and we have to be very strategic with all of these projects going forward.

Kathleen VonAchen, Chief Financial Officer, said I would like to also add that the rating agencies are tolerating the current \$15M a year level. If we want to issue more debt then the financial capacity of the organization would need to improve and that means that the assessed value needs to improve. Our debt ratios are not very high and I've presented information—are rather high, they're not very favorable and I've presented information to that respect. I'm just cautioning you that 15M is about—we should really stick with that 15M a year.

Executive Session: 6:15 p.m.

Commissioner McKiernan made a motion, seconded by Commissioners Walters, to go into Executive Session until 7:10 p.m. to consult with our attorneys and to discuss, under the attorney-client privilege, confidential matters related to pending claims and litigation as permitted under the Kansas Open meetings Act; and that staff designated by the County

Administrator be present to participate in the discussion and that if there is no further business that we adjourn at the conclusion of the Executive Session. Roll call was taken and there were ten “Ayes,” Kane, Markley, Walters, Philbrook, Bynum, Burroughs, Townsend, McKiernan, Murguia, Johnson.

Present for the Executive Session: Bynum, Commissioner At-Large First District; 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; and Alvey, Mayor/CEO presiding. **Staff present:** Doug Bach, County Administrator; Ken Moore, Chief Legal Counsel; Gordon Criswell and Alan Howze, Assistant County Administrators; and Jack Andrade, First Deputy Fire Chief.

**MAYOR ALVEY ADJOURNED
THE MEETING AT 6:55 p.m.**

dt

Bridgette D. Cobbins
Unified Government Clerk

May 23, 2019