STATE OF KANSAS)
WYANDOTTE COUNTY)) SS **SPECIAL SESSION, THURSDAY, OCTOBER 1, 2020**
CITY OF KANSAS CITY, KS)

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, October 1, 2020, with nine members present on line and in the 5th floor conference room: Bynum, Commissioner At-Large First District; Burroughs, Commissioner At-Large Second District; McKiernan, Commissioner Second District; Ramirez, Commissioner Third District; Johnson, Commissioner Fourth District; Markley, Commissioner Sixth District; Walters, Commissioner Seventh District; Philbrook, Commissioner Eighth District; and Alvey, Mayor/CEO presiding. Townsend, Commissioner First District; and Kane, Commissioner Fifth District; were absent. The following officials were also in attendance: Doug Bach, County Administrator; Bridgette Cobbins, Unified Government Clerk; Alan Howze and Melissa Sieben, Assistant County Administrator's; Troy Shaw, County Engineer; Brandon Grover, Public Works Asset Coordination Manager; Rob Anderson, Public Works Asset Manager; Shakeva Christian, Manager in Human Resources; and Chief Callahan, Fire Department.

MAYOR ALVEY said before I call the meeting to order, I want to announce that due to COVID-19, we have individuals attending remotely. All participants joining by phone should mute their phones when not speaking to avoid background noise. During the meeting, please make sure that you announce yourself by name and title every time you speak so that the public participating knows who is speaking. This is critical given the number of remote participants in his current guidance from the Kansas Attorney General.

MAYOR ALVEY called the meeting to order.

ROLL CALL: McKiernan, Ramirez, Johnson, Markley, Walters, Philbrook, Bynum, Burroughs, Alvey.

NOTICE OF SPECIAL SESSION of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held Thursday, October 1, 2020, at 5:00 p.m. by way of Zoom for a presentation on street preservation. Immediately following will be an executive session regarding labor.

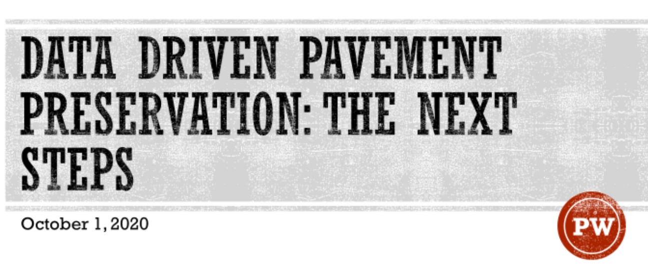
Due to COVID-19 the public will be able to observe or listen to the meeting live on YouTube or UGTV or through Zoom.

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.

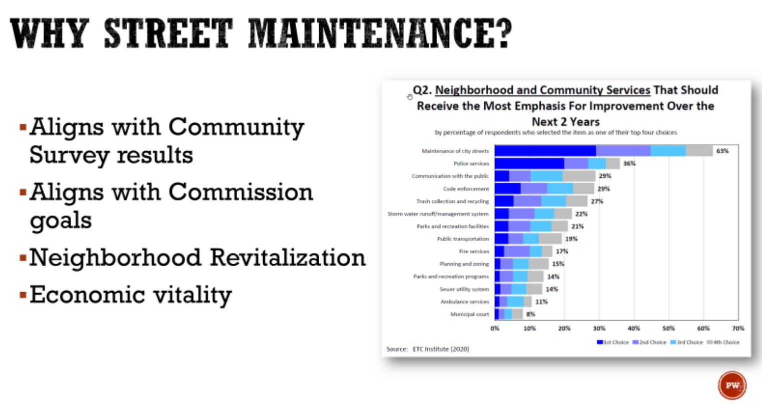
Mayor Alvey said tonight we have a presentation on Street Preservation. I will turn it over to Mr. Bach to introduce staff.

Doug Bach, County Administrator, said as we've been presenting to the Commission over the past couple years, we went through and did a complete analysis on street preservation and street conditions across our entire community. Our staff has continued to work with this working through different methodologies that we believe we can bring forward to get more bang for our buck out of our dollars and methodologies we've used in the community.

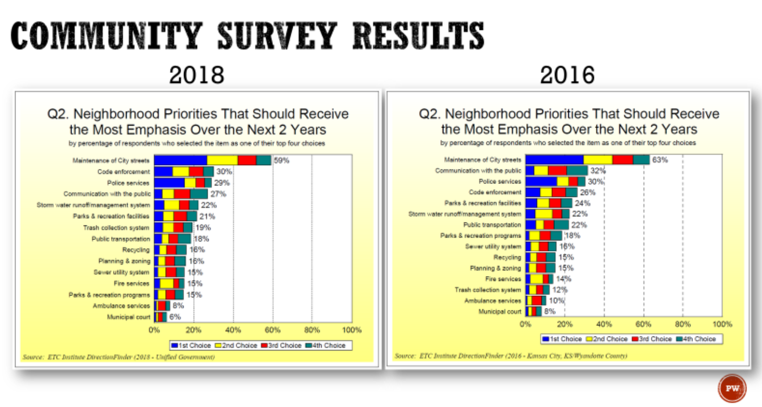
Tonight, we would like to present to you the concept we're working with for feedback as we move forward in this direction in looking to these to bring forward projects in the future to the Commission. With that, I'm going to recognize Troy Shaw, County Engineer. Mr. Fisher is at the hospital with the individual that you heard the page about for one of our employees who is being looked after and we believe he's doing well, but he's there with him at this time. So, Mr. Shaw is here to start the presentation.



Troy Shaw, County Engineer, said we've been here multiple times, at least with the Standing Committee, over the last couple of years to talk about pavement preservation and approaches we've taken to improve how we do roads.



Why are we doing this? I'm sure all of you are aware the most recent Citizen Survey and pavement—road maintenance pavement preservation is top of the list. We feel as an Engineering Department that pavement preservation is very important and appropriate for the citizens to note this this way. I think there's a lot of benefits when it relates to economic development and happiness of citizens in general just to be able to get from one place to the other effectively.



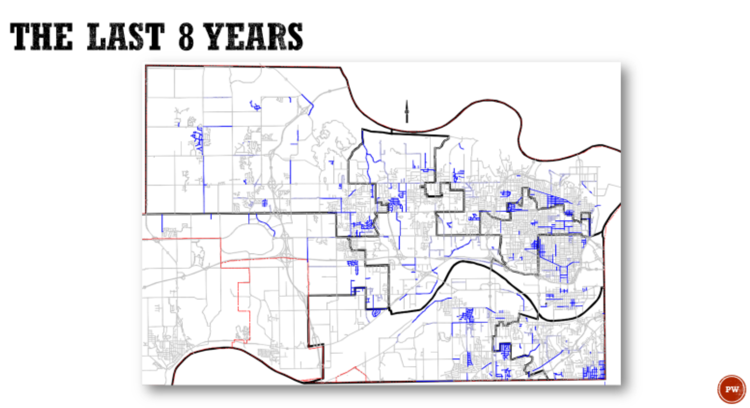
This is very similar, the same, last couple of years as well of the surveys. For those of you that may not be as familiar with this, we have over the past couple of years started doing different applications of treatments. Historically, we've just done a mill and overlay basically two inches asphalt to two inches asphalt back. I know at least last year, maybe the last couple of years, we've done a micro surfacing in a couple of areas as a trial throughout the county and we have a micro surfacing in UBAS contract getting ready to go out right now. UBAS is a very thin mill and overlay basically with polymer mixed in with it to help give you a much—not cheap, it's cheaper than asphalt and it lasts not as long but for the life cycle it does a really good job. So, we're going to pull that out this year as well.

We've been taking these steps to help stretch our dollars, help touch the right roads at the right times and not just focus on the ones that are all lagging behind but try to keep our good roads in good shape, so that's part of the reason we're doing some of these treatments.

On top of that we've been evaluating another method to see if we can continue to stretch our dollars further. I don't like coming up here and always asking you for money even though I'll be glad to ask you for money for street preservation because that's what I always need. We want to do the best job we can and stretching the dollars we do have as far as possible because we know the money can be used elsewhere as well.

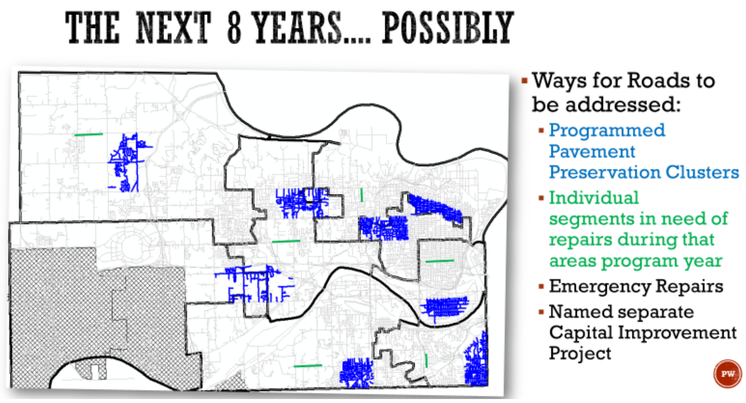
Brandon is going to talk about a method we've kind of talked about that will help us stretch our dollars and also make large impacts to certain areas of the community all at once and not just focusing on individual street segments at a time.

I'm going to introduce Brandon Grover. He's a Project Manager with the Engineering Department to come up and go through that plan.

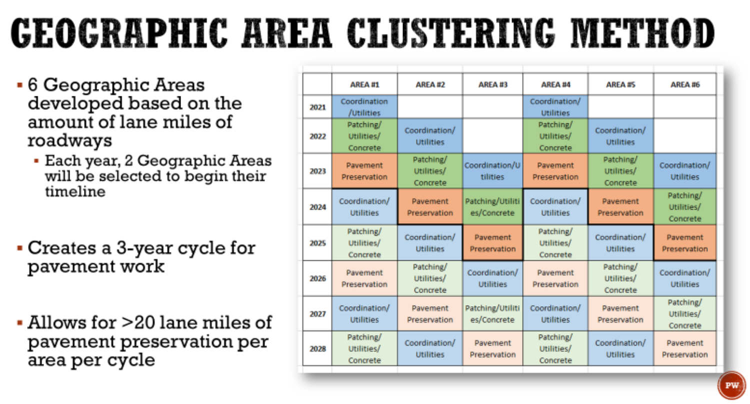


Brandon Grover, Public Works Asset Coordination Manager, said as Troy mentioned, one of the things we're really looking for is stretching our dollars. So, the first slide I want to show you here is the last eight years of our Pavement Preservation Program. It's fairly sporadic. A lot of jumping around to different areas because the method we were using is the worst first method.

As we've talked about before, that is not the way to make real improvements in your network by just addressing the oldest roads or the ones that are falling apart at that time. The proper way to do it is treat the right road at the right time and keep your good roads better and longer.



This next slide I'm going to skip over, and we'll come back to it. It will be one I'm sure you will want to talk about, but for this moment I'm going to skip over it.



	AREA #1	AREA #2	AREA #3	AREA #4	AREA #5	AREA #6
2021	Coordination /Utilities			Coordination/ Utilities		
2022	Patching/ Utilities/ Concrete	Coordination/ Utilities		Patching/ Utilities/ Concrete	Coordination/ Utilities	
2023	Pavement Preservation	Patching/ Utilities/ Concrete	Coordination/U tilities	Pavement Preservation	Patching/ Utilities/ Concrete	Coordination/ Utilities
2024	Coordination/ Utilities	Pavement Preservation	Patching/Utiliti es/Concrete	Coordination/ Utilities	Pavement Preservation	Patching/ Utilities/ Concrete
2025	Patching/ Utilities/ Concrete	Coordination/ Utilities	Pavement Preservation	Patching/ Utilities/ Concrete	Coordination/ Utilities	Pavement Preservation
2026	Pavement Preservation	Patching/ Utilities/ Concrete	Coordination/ Utilities	Pavement Preservation	Patching/ Utilities/ Concrete	Coordination/ Utilities
2027	Coordination/ Utilities	Pavement Preservation	Patching/Utiliti es/Concrete	Coordination/ Utilities	Pavement Preservation	Patching/ Utilities/ Concrete
2028	Patching/ Utilities/ Concrete	Coordination/ Utilities	Pavement Preservation	Patching/ Utilities/ Concrete	Coordination/ Utilities	Pavement Preservation

The method that we're talking about going forward with is one called the Geographic Area clustering Method. What we have done is taken the entire city and divided it up by lane miles and we figured out the six areas really gets us the best bang for our bucks because of the amount of money we can spend in each area and the amount of lane miles that it gives us to allow to cover.

Each year we start doing this program or this way we're going about it, we'll be able to address two areas. There will be a large amount of work going on at one time and doing it this way allows us to address greater than 20 lane miles of pavement preservation per area per cycle whereas right now we're getting about four to six lane miles in each area that we're moving around. So, doing it this way really makes a bigger impact to neighborhoods at one time.

Apparently this slide didn't come up, but there's supposed to be a red box around the first two years, '21 and '22, because we're going to phasing into this. That way we're not leaving anything blank during those couple years, but I just wanted to point that out to you.

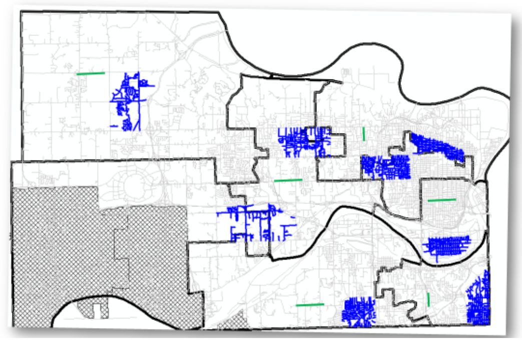
When I say what does 20 miles look like, this is 20 miles of mill and overlay. As we've talked about for the last couple of years we're doing other treatments as well, so that 20 miles will actually be larger if we can apply those treatments when they're appropriate.

What you're looking at here in the upper left-hand is like the Morris area of Turner. Basically, everything from 59th Street west and south of Inland Drive down to County Line Road will be addressed at one time.

In the middle on the upper, you're talking the Northeast Area which is from 5th Street to 11th Street from Quindaro to Parallel.

The larger picture on the right is the northwestern portion of the city though everything from Marxen down to Hollingsworth, from K-7 to 123rd and you've got a larger area in the lower portion of that screen that is basically from 78th Street to 94th Street from State Ave. all the way down to I-70. You can see really what 20 miles does.

THE NEXT 8 YEARS…. POSSIBLY



- Ways for Roads to be addressed:
  - Programmed Pavement Preservation Clusters
  - Individual segments in need of repairs during that areas program year
  - Emergency Repairs
  - Named separate Capital Improvement Project

Now I'll go back to what this looks like according to this plan where in eight years we'll be able to address every area twice to look something like this. You see the large area impacts that we can make in some of these areas.

Now, there are several ways for roads to be addressed. One will be this Programmed Pavement Preservation Clusters which we're talking about that are highlighted in blue. We are also aware that there is going to continue to be the need to address individual roads that come up just because if a road fails and we have to close it, it becomes a major inconvenience so we will have to do something. Those are kind of highlighted in green. Those are just examples. We'll also have some more emergency repairs that come up that we have to address as well as named separate Capital Improvement Projects will continue to go on during this time.

GEOGRAPHIC AREA CLUSTERING BENEFITS

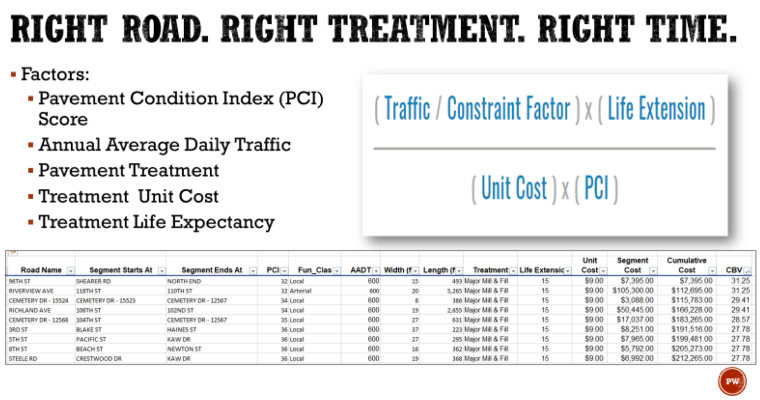
- Greater impacts in neighborhood revitalizations
- Increased improvements to project areas through coordination and planning with utilities
- Increased happiness of residents because more work is being done in their overall neighborhood.
- Will be able to address >20 lane miles of roadway per area every 3rd year
  - Instead of 4-6 miles per commission district every year (12 -18 miles in 3 years)
- Aligns Street Maintenance activities
- Stretching dollars farther

We've talked about this a lot so far, but I just wanted to highlight all of these benefits again. You've got greater impacts to neighborhoods as a whole. It increases our coordination efforts with utilities being able to go in and get them out of the way. Do the underground work first, put new pavement on it and, hopefully, we won't have to be back in those areas doing any kind of major excavation or major inconvenience to citizens for 15 to 20 years.

This also will increase the happiness of residents through these areas because it's not just one street here and there. It's really whole neighborhoods getting done at one time.

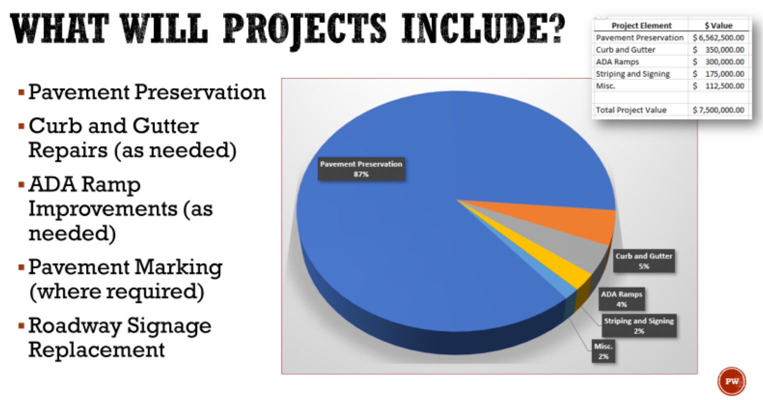
We talked about the 20 lane miles. As I mentioned, currently we're getting 4-6 miles per commission district every year or 12-18 every three years. Like I said, we'll be able to address greater than 20 miles a year.

This also allows us to align our street maintenance activities; patching, striping, curb repairs, that kind of thing. Again, it stretches our dollars further.



Road Name	Segment Starts At	Segment Ends At	PCI	Fun_Clas	AADT	Width (f	Length (f	Treatment	Life Extensic	Unit Cost	Segment Cost	Cumulative Cost	CBV
96TH ST	SHEARER RD	NORTH END	32	Local	600	15	493	Major Mill & Fill	15	$9.00	$7,395.00	$7,395.00	31.25
RIVERVIEW AVE	118TH ST	110TH ST	32	Arterial	600	20	5,265	Major Mill & Fill	15	$9.00	$105,300.00	$112,695.00	31.25
CEMETERY DR - 15524	CEMETERY DR - 15523	CEMETERY DR - 12567	34	Local	600	8	386	Major Mill & Fill	15	$9.00	$3,088.00	$115,783.00	29.41
RICHLAND AVE	106TH ST	102ND ST	34	Local	600	19	2,655	Major Mill & Fill	15	$9.00	$50,445.00	$166,228.00	29.41
CEMETERY DR - 12568	104TH ST	CEMETERY DR - 12567	35	Local	600	27	631	Major Mill & Fill	15	$9.00	$17,037.00	$183,265.00	28.57
3RD ST	BLAKE ST	HAINES ST	36	Local	600	37	223	Major Mill & Fill	15	$9.00	$8,251.00	$191,516.00	27.78
5TH ST	PACIFIC ST	KAW DR	36	Local	600	27	295	Major Mill & Fill	15	$9.00	$7,965.00	$199,481.00	27.78
8TH ST	BEACH ST	NEWTON ST	36	Local	600	16	362	Major Mill & Fill	15	$9.00	$5,792.00	$205,273.00	27.78
STEELE RD	CRESTWOOD DR	KAW DR	36	Local	600	19	368	Major Mill & Fill	15	$9.00	$6,992.00	$212,265.00	27.78

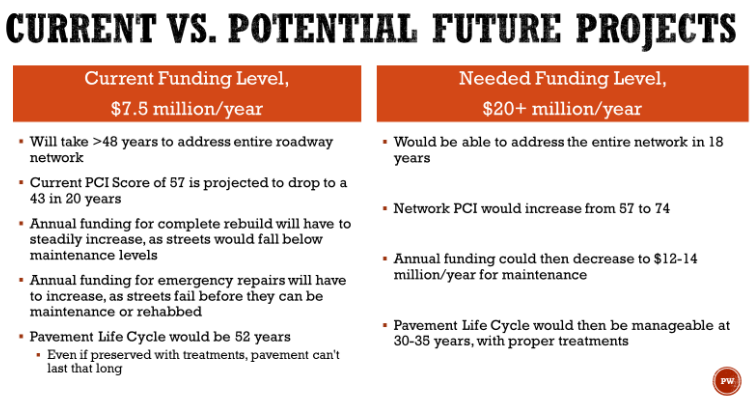
The way we're going to go about selecting these roads is a very scientific way by taking true pieces of data like the PCI condition, average daily traffic, the type of treatment that is appropriate for that classification of roadway and the cost of that application and the amount of time you're expected to get out of that life. Then, you plug it into the formula that's up there on the screen and it gives you this far right-hand column, the benefit value. What that does is a 0 to 100 scale and what it does also it keeps a running total of how much money each of these areas cost, so if we do have one of those roads that pops up and we have to put it into this for some reason, we give that 100, we reorder it and it tells us what roads get kicked out. So, we can have that kind of instantaneous feedback of okay, if we really need to do this one, is it worth sacrificing these five other roads or things like that.



This is a pretty nationally recognized formula for addressing things like these in successful areas that do good pavement preservation. Most everybody knows in the past couple of years we've started doing curbs with our projects. That's been a huge push for us, and we've gotten a lot of good feedback on that. Neighborhoods are looking incredible when you drive through them compared to how they've looked. Several areas in Turner have received it and a lot of areas in the midtown area.

This slide is meant to show while the major portion of these projects is pavement preservation dollars, those other things up here in the upper corner in that little pullout box are the other things to get done. So, the curb and gutter and the ADA ramps, those are what gets taken care of with that concrete fund you've guys have so graciously granted us which we're super appreciative of that.

We also wanted to highlight that striping and signing budget. For $7.5M, which is kind of the average that we're getting for the next couple of years, to do pavement stuff, that's $175K worth of pavement marking. Our current budget every year to maintain pavement marking and signing is only $50K. That's something we've been tackling for the last couple of years and we're looking at ways to stretch that even further, but it is something that's worth noting and bringing up because safety signage and proper striping is a huge issue.



This slide is really meant to highlight kind of where we're at and also show you the numbers that we've been talking about for the last several years. At current funding, at that $7.5M a year, it is going to take us a little bit longer than 48 years to cover our entire network, quite a long time, roads don't last that long even if you treat them properly. Our PCI score will drop from a 57 to a 43 in 20 years. It won't go much lower than that after that time because our roads will fall into a level that just are at the flat part of the bottom of deterioration curve, but if we allow this to happen, our funding mechanisms to rebuild roads is going to have to grow exponentially because we're going to have no option but to rebuild, rebase roads. Our funding for emergency repairs will have to increase as well because as roads fall apart or as major roads have issues, we will have to keep them open so emergency repairs will have to be done.

We've talked for several years now about that $20+ million number. With the data we've got now we've been able to realize that if we can get up to that, and the sooner we can get up to that, we'll be able to do the entire network in about 18 years. Our PCI score will raise from a 57 to a 74 and it will stay up at that level as long as we keep the proper maintenance, but once we get to that level, we can then decrease the funding again back down to about $12-14M a year because maintenance cost so much less than rebuilding. That also allows us to get to that pavement life cycle of 30-35 years which is about what you can get out of it. The longer it takes to get to that $20+ million line, the more money it's going to take to build things back up. The sooner we can get there, the less it will cost.

We also want to let you know there's a couple other things that we're doing. With this new methodology it allows us to do an 8-year Pavement Preservation Program which will allow us to select our roads, get them out there, get them published on maps. Get them out on our Pavement Preservation website which we're going to be creating within the next six months or so. If you get this presentation, you can click on that link. It's for Phoenix, Arizona. They've got a really good pavement preservation website. It talks about the treatment methods they're going to be using, when they're going to be using them and why they use them for certain areas and all the other kind of data that goes into it.

Also, next spring in 2021 we're going to be doing another round of data gathering and we hope to do that every 3-4 years depending on how bad our winters are just to make sure we're keeping up an accurate representation of our PCI score.

Does anybody have any questions?

Commissioner Markley asked, could you go back to the slide that said—that one. I just want to reiterate here even if we could come up with $20M a year, it's still going to take (inaudible) 18 years to get us where we need to be. That's how far behind where we are. I know we don't have $20M in our back pocket. I'm not saying—you know, we don't have that right now, but I just want to reiterate how we need to prioritize this if we're going to get anywhere close to getting our roads back to where they should be because even with $20M a year, it's still going to take us 18 years to get to a decent place. So, those are incredible numbers, scary numbers.

If we don't find anymore money, we're just going to continue to fall behind and that was something that our public very clearly in our last survey said we should be prioritizing, so we've just got to keep that in mind as we prioritize what little money we do have to work with. **Mr. Grover** said you said that very elegantly Commissioner. Thank you. That's the whole point we've been trying to get across for the last couple of years.

Commissioner McKiernan said as tough as the funding is, to take the converse of what Commissioner Markley said, if we stay at our current level, we're headed toward gravel roads. **Mr. Grover** said yes we are. **Commissioner McKiernan** said so it's really important for us to find a way to prioritize more resources into this area to address the number one need as brought to us by the survey. **Mr. Grover** said that's why we've been looking at so many different options. We're trying to stretch those dollars because we know how important it is to our citizens. We know how important it is to us living in the community and we are just kind of handcuffed by that, but we're doing everything we can.

Commissioner Bynum said go back to the slide where you have the dense areas. So, when you're working in an area so densely it seems like you're almost just constantly going to be encountering roadwork if you live in that area. Is that a fair statement? **Mr. Grover** said it would appear that way when you think about—if you look at it like this and say all the things that we talked about in that slide with the graph, the pavement work, the concrete, all that's going on at the same time; that would be a very fair statement to say that you're encountering nonstop and it's nothing but a hassle. By the way we've got it broken out, the green areas that will usually happen the year before will be some of the utility work, that's minimal impact and we'll try to get the curbs done around that time too. That way, the next year when we come in and do the pavement stuff, it's very, very quick. It's a mill and overlay. You've got the road down for less than really 20 minutes at a time while they're milling out and doing all their paving. Several of the other treatments like the micro surface, I believe, Commissioner Markley, I think you said it a couple of years ago when we did Metropolitan, you went to work one morning, and the road wasn't done. You came home and it was. For those treatments, the roads only close down for about an hour at a time. **Commissioner Markley** said it was like magic. **Mr. Grover** said it does look congested and like it could cause issues, but with the way we've phased construction in those areas, it's really not as bad as it seems.

Commissioner Bynum said on that chart, the six areas, are they shown on one of your maps? **Mr. Grover** said no, we don't have them on a map yet because we're still kind of tweaking those areas. Like I said, we're trying to do it based on lane miles. Based on some of the older mapping that didn't have things that have recently grown and tweaking some of that, but we haven't put that on a map yet, but it will be on the map that we put out in the coming months for our Pavement Preservation Plan.

Mayor Alvey said it would be interesting if there's national data research that shows when you do care for the roads, improve the curbs, the gutters, when you come back with the street overlay what that does for land values, assessed values in that area, because if there's some kind of mechanism then where we might capture that and designate districts, maybe a Community Improvement District, capture that increased property assessment and pour it back into the program, that might be one way we can do this. I didn't know if that's anything that has been pursued along those lines. **Mr. Grover** said it hasn't been something that we've looked at, but I know Robbie has done quite a bit of work on that with all the other Neighborhoods Up process you've guys done, so he done a lot of kind of data gathering figuring out to use that information.

Mr. Bach said I will say too, we did do it specifically on State Avenue a couple years ago because that was one we had made a significant improvement all the way from east to west, so we did an analysis up and down that corridor. I can't remember the number, but it demonstrated it was 10 or 15% higher in the valuation increases of properties along that then the average in the rest of the community. You know, there can be various factors, but it was clearly demonstrated in that.

Mayor Alvey said because I think one of the things that happens is—so I know that there has been a significant amount of work in Highland Crest. In that neighborhood those houses were built after the flood. That's why it's Highland Crest and it's 3,000 homes, they average 800 to 1,200 sq. ft., they're slab on grade. The curbs which are just the lazy curbs have been deteriorating for decades now. It was built in '51-'52 and just the improvement to that neighborhood, I have to assume, it makes the neighborhood much more attractive. If there was anything that drew anyone's attention as they drove through those neighborhoods, even if there were some houses that needed repair, landscaping or whatever, there were a lot of houses that people put money into. You can get into them affordably at $70-$80K and put minimum, you know, $20-$30K into it, but the one disincentive was the condition of the roads and so I think that made a significant difference. I think it's going to be interesting to see what the valuations are going to be like in Highland Crest specifically over the coming years.

I saw Rob out there and I figured if anybody was doing any kind of data search on this, it was Rob.

Rob Anderson, Public Works Asset Manager, said we've done work and we've referenced work related to when you show investment, public dollar investments, the adjacent real estate increases. When I look at this program I think about the money game related to tax roll, so for me, I think any investment we make in public infrastructure and the smarter we make it and the more concentrated it is, the broader the impact it's going to potentially be on our revenue. There's also been talk and consideration you alluded to at the beginning of your statement, Mayor, was capturing the delta to reinvest in this program. So, maybe each year we're growing the funding for this mechanism, that's a great policy thing for you all to consider and it's a great point and I support that. **Mayor Alvey** said I think that's really something we should look at as a potential. Again, as Commissioner Markley—we all can clearly see the money is not in the budget. It's just not there.

It's all about improving the quality of life, putting the right kinds of investments into our neighborhoods to make them more attractive, drive the values up so that people—first of all grow personal wealth in ownership, but also in pride and it attracts more and more residents. I think that's a real avenue that we ought to pursue.

Mr. Shaw said to speak to that, ever since we started doing curbs and making some of these larger scale improvements, we're approached constantly by homeowners saying well hey, can I get the contractor's information so we can redo our driveway. We've driven through several areas where we see that houses have made drastic improvements to their frontages and everything after we've made these improvements, so it is that societal impact of the city is putting money in my neighborhood, I'm going to make my neighborhood the best I can too.

Mayor Alvey said to that point, to get back to the point, there is some research that's a little bated now that shows even litter in streets and on yards decreases the values of homes and neighborhoods. Those simple things, again, am I proud to bring people into my neighborhood. If I'm not, other people are not going to be proud enough to come in and settle there and that's a long-term problem we've had to face. These simple kind of things to improve the attractiveness of neighborhoods goes a long way to improve the tax base upon the tax base and generally through revenues we need to do the things our residents deserve.

Mr. Shaw said I will add to that just from a personal note. It may not be personal, I don't know, but as with most things that are related to infrastructure, people probably won't notice that your roads and your curbs are good, but when someone drives into a neighborhood and they're bad, that's when people take notice of it and that's when people don't care about other things when something is already bad to start with. If we can keep them good, that makes it much easier for a homeowner or an individual to say, hey, I should improve x, y, or z.

Commissioner Philbrook said I want to ask a question. Here's the thing, this is really getting down in the weeds and the curbs. That is, let's say that I'm a homeowner in a certain area and the city is not planning on doing any work in that area, that has fallen into their ear. Is it possible for them with our permission or guidance to do the curb edging on their place—**Mr. Shaw** said yes—**Commissioner Philbrook** said, you know, who would they contact, how much does that usually cost, things like that. **Mr. Shaw** said there's a couple different avenues that we've been talking about recently. So, we've obviously with the pavement preservation that Brandon has been talking about, when we go to an area we will look at curbs and do replacements that way. The Commission and the Administrator has given us the ability to start a concrete crew with our own Street Department and they can come out and patch small sections. They don't do big long runs, but they will do individual. They've got a huge backlog of it, so they obviously can't get to it all. We also have—you're familiar with the 50/50 Sidewalk Program, well, that's also eligible for curbs as well. John Pack our Right-of-Way Manager runs that program, so that funding that is set-aside for that is also available to be used for a curb as well.

Commissioner Philbrook said if I'm that John Q. Public person, who should I call, who should I email? **Mr. Shaw** said John Pack in Public Works. **Commissioner Philbrook** said okay, that's what I want to know because I have some folks in my district who—they don't necessarily want to wait until it's time for their area to be done and it's not the whole area, it's just maybe right along their piece of property. **Mr. Shaw** said I will note on line—or on camera, that funding is limited, and it's first come first serve when we have it and I would have to check to see how much is either available this year or next year, but duly noted. **Commissioner Philbrook** said I understand that, but it's also a question when we talk to John Pack can he give them an idea if they decide they want to pay for it themselves totally—**Mr. Shaw** said yes—**Commissioner Philbrook** said to make sure they're compliant and don't get in trouble. **Mr. Shaw** said yep, and I think you would just need a right-of-way permit for that and that would be through John Pack as well.

Commissioner Walters said I certainly agree we could spend more on roads, but I do remember in recent years we've been approached by Engineering and we have made commitments to investment in our roads. We've bought expensive equipment; we've had presentations on new surfacing techniques that were going to make all kind of positive differences in our community and now we see this, and it seems like none of those investments have really changed the situation. No one likes to sit here and say, oh you know by the way you've got to triple your investment from $7M to $20M or the world is going to come to an end.

We've been cutting the mill levy over the past few years. That seems like a contrarian position to what we're seeing here that suddenly we have to triple the amount of money we're spending on this particular issue of our budget. So, I guess I'm a little skeptical. I would like to know why some of the investments we've made in the past few years have not seemed to have much an effect and whether there is an alternative to this approach.

Mr. Bach said we can certainly speak to that or we can speak to it now because I would say the $20M number is not a new number for us. Once we went through and did our analysis, this is where we came out and brought this to the Commission that we're going to have to increase our investment in order to keep up. Some of the other investments we make, and I think he's talking about the pothole patchers, and you guys can speak to that, you know, the difference of the amount of lane miles we're able to build and go through with better jobs throughout the course of the year is how that happens. That's a different issue or I guess you guys can explain it. That's a pothole in the street. It doesn't preserve the whole street as to this side of the equation, but if you want to speak to some of those investments that we've put in.

Mr. Shaw said specifically for the pothole patcher, what's that has allowed, and I would have to get with our Street Department to figure out exactly how many they've done now versus how much they did before. What that piece of equipment does do is what they put into the ground will last longer. It's a better product they're putting in the ground, so instead of patching the same pothole six times throughout the winter, they may go out there once and patch it and they're done with it and moving onto another one. That is definitely a big advantage for them in that and then really to the potholes. We're working with the Street Department too and Robbie is working on this and Brandon are setting up our Lucity system which tracks all our work orders through when they do a pothole and that will tie that to the road asset as well so we can see when Brandon is laying the pavement preservation how many potholes were patched on this road in the last three years. Maybe that's a road we need to look at a little more. Maybe the data is not—because the data is a few years behind as we're looking at it because we don't do it every year. So, we can look at it, well, we've patched 12 potholes on this segment of road last year, we should probably go out and look at that one. We're also using that data to help us look at that and define that as we're looking at it a little bit more.

As Doug noted, with our different treatments, we really just started that. It's kind of like everything else when you start working with infrastructure that takes 20 years or last 20 years, you'll see a payoff in 10 years from what you're doing now. I think that's a long-term solution and that's the way to go and that's how the data has been presented and what we found nationally as well.

Mr. Bach said I would also add just to efficiency of operations that's gone on by doing this, so it's some restructuring that's happened within the department but also things like the pothole patchers have brought about. As you all know, last year we come forward, we told you we were 20 down in the Street Department, 10 to 12 of those are over and above where we want to be. I think it was 8 or 9 that Jeff was bringing forward to this year saying okay we've vacated these positions, we're holding them out because more efficient, we can do this better. Now, he didn't want to double that number because those are positions that are doing work that we're missing out there in the community today, but those 8 or 9 positions because we're working more efficiently, that's $400K-$500K a year. The pothole patcher was a $260K one-time investment versus the annual thing. Those investments are coming back to us immediately and helped us get through things like we're doing currently with a reduced budget or we would have been that much more. We would have been in that much dire position of trying to keep up with the work on the streets if we had been down 20 that we had to have back out here. He still wants to get the other ones back into play. So those are things that are coming about from those efficiencies that we put in and some of the investments we've put on.

Mr. Grover said one of the other things that would be a change of is doing this geographically offers a broader picture on our Asset Management Plan as a whole. So, between different divisions and working with other utilities, this gives us a window of time to direct efforts and work so when we go into a neighborhood, we go into it one time and it's done. Right now, if you look back on that historic map how we were doing it, it looks like (inaudible) shot. That was a system of our budget level, but also a system of our ability to use data to drive the work. I would caution to say that it's not just the change in the tools we're using or the amount of money, it's a change in how we're doing business.

Commissioner McKiernan said I think this really sounds great, but one thing that I'll just bring up that I think we need to keep in mind, when it's a road here or a road there, it doesn't attract a whole lot of attention, but when it's a broad geographic area that's being addressed, I think it's possible that we may get some communication along the lines of hey, how come them, what about my neighborhood. So, I think it's really important that we have established the long-term plan and that we all communicate early and often about the fact that there is a long-term plan and here's where your neighborhood fits into that even though it's not being done this year.

Mayor Alvey said I think this kind of points out again that we have a tremendous number of vacant lots east of 635 which already has the infrastructure. You can't just go in and pave the road in front of the house, you have to pave the whole street and so, again, we have infrastructure in place without houses on them, without out commercial establishments. We have to find a way to continue to rebuild those neighborhoods because the infrastructure is there, and the amount of investment upfront is much smaller than going out to a greenfield. We've got the infrastructure in place; we need to make use of it. It's going to give us more yield per acre than just going out to a greenfield.

I had a conversation with a resident who lived at the end of a cul-de-sac. There was one house and she was the only house and demanded that we mill down and replace all the asphalt and she said she has been paying her taxes all these years. I had to remind her the amount of taxes you paid over the years doesn't pay for this one resurfacing and it certainly doesn't include all the cost for fire, police, ambulance and sewer. It simply doesn't do that. We have to keep reminding ourselves that ourselves that we have areas that we need to reinvest in, bring more housing to, they've already been hollowed out, let's bring that back because that's going to give us the most revenue per acre.

Mr. Shaw said if anybody wants to have that information in their pocket when you're getting those kind of phone calls, to resurface which is to remove two inches and put back two inches on a two-lane road is about $200K a mile. When people hear that and they think about how many taxes they've paid and what percentage of those taxes go towards public works investment, that should really spark something in people to realize that maybe this needs to be a bigger picture item.

Commissioner Johnson said I like the fact that you've chosen areas in diverse areas of the city and I would just only say that is important that you continue to do that. To think about talking to persons in what we would consider to be a rational conversation does not really mean a whole lot when they think about or only hear the constant press about what's going on in certain parts of the city and what's not going on in other parts of the city. I would encourage you to continue. What you've shown us tonight I think is the right strategy and I just want to make sure I double down and say we need to continue to make sure that we are doing things in different parts of the city at the same time. I think that's going to really work to our favor. **Mr. Shaw** said that is one of the reasons that we chose to look at this in terms of lane miles when we're breaking up these areas because we do know that some of the downtown areas are a lot more clustered in lane miles. For the same square mile area, you get a lot more lane miles east of 635 then you do in some of the other areas. That's why when looking at this map geographically that area that's just above—it's right on the boarder of District 7 and District 8, that's a big stretch of area, but it's all two-lane roads, mile sections, but when you get downtown you have a lot more neighborhoods with a lot more close knit roadways that takes more effort to make an impact on.

Mr. Shaw said thank you very much for giving us this time.

Mr. Bach said, Mayor, I did just want to note, and I think you see the PowerPoint presentation on the snow operations. We were going to deliver this presentation during the 7:00 p.m. meeting tonight. Key staff, along with Jeff, are not going to be here tonight, so you have this information. We'll bring it back another time and present, but since they were taken away, they're not going to come back in for this tonight.

Mayor Alvey said do we have a motion for an Executive Session for consultation with our Attorney to discuss matters related to Labor?

Commissioner McKiernan made a motion, seconded by Commissioner Markley, to go into Executive Session until 7:00 p.m. to discuss confidential matters regarding the status and future direction of labor negotiations, as justified under the Kansas Open Meetings Act; under the attorney/client privilege and the employer/employee negotiations exceptions; and that staff designated by the County Administrator be present to participate in the discussion and that we reconvene in open session at 7:00 p.m. Mayor Alvey asked for a roll call and there were eight "Ayes," McKiernan, Ramirez, Markley, Walters, Philbrook, Bynum, Burroughs, Alvey.

5:41 p.m. in the 5th floor conference room
Present for the Executive Session: Bynum, Commissioner At-Large First District; Burroughs, Commissioner At-Large Second District; McKiernan, Commissioner Second District; Ramirez, Commissioner Third District; Johnson, Commissioner Fourth District; Markley, Commissioner Sixth District; Walters, Commissioner Seventh District; Philbrook, Commissioner Eighth District;

and Mayor Alvey presiding. **Staff Present:** Doug Bach, County Administrator; Ken Moore, Chief Legal Counsel; Chief Callahan, Fire Department; Alan House and Melissa Sieben, Assistant County Administrator's; Shakeva Christian, Manager in Human Resources, and Ryan Denk, Outside Counsel for labor negotiations.

MAYOR ALVEY ADJOURNED
THE MEETING AT 6:56 p.m.

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Bridgette Cobbins
Unified Government Clerk

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