



UPDATE

Full Commission Meeting Agenda

Thursday, April 7, 2022
7:00 PM

Location: Hybrid

We invite you to view the meeting in person in the lobby area of City Hall, 701 N. 7th Street, Kansas City, Kansas, or virtually via a Zoom webinar.

You are invited to a Zoom webinar.

When: Apr 7, 2022 07:00 PM Central Time (US and Canada)

Topic: Full Commission meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87636784642?pwd=RC81Vk9wQlFyRUJvcHJTeGlDSlVkdz09>

Passcode: 973469

Or One tap mobile :

US: +16699009128,,87636784642# or +12532158782,,87636784642#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 646 558 8656
or +1 301 715 8592 or +1 312 626 6799 or 877 853 5257 (Toll Free) or 888 475 4499
(Toll Free)

Webinar ID: 876 3678 4642

International numbers available: <https://us02web.zoom.us/j/87636784642>

<u>Name</u>	<u>Absent</u>
Mayor Tyrone Garner	☐
Commissioner At-Large Dist. 1 – Melissa Bynum	☐
Commissioner At-Large Dist. 2 – Tom Burroughs	☐
Commissioner Gayle E. Townsend	☐
Commissioner Brian McKiernan	☐
Commissioner Christian Ramirez	☐
Commissioner Harold Johnson	☐
Commissioner Mike Kane	☐
Commissioner Angela Markley	☐
Commissioner Chuck Stites	☐
Commissioner Andrew Davis	☐

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. INVOCATION GIVEN BY COMMISSIONER HAROLD JOHNSON, FAITH DELIVERANCE CHURCH OF GOD IN CHRIST**
- IV. PLEDGE OF ALLEGIANCE**
- V. REVISIONS TO APRIL 7, 2022 AGENDA**

Revised Consent Agenda Item No. 3 – GRANT: BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR

- Revised Bi-State Sustainable Reinvestment Corridor – UG Work Session Page 2, “Vision”, revised to add additional streets and roadways

VI. MAYOR'S AGENDA

Item No. 1 – COMMUNITY INPUT: DISCUSSION WITH PUBLIC

Synopsis: Public forum to allow citizens to express concerns and present solutions relating specifically and solely to the Unified Government’s span of interest and control. Participants will be limited to two minutes in duration. Citizens appearing in the Municipal Office Building lobby will be given priority, followed by a limited number of participants who have registered online through the Unified Government Clerk’s Office. Those who have registered online may not be given an immediate opportunity to participate due to time constraints to be determined by the Mayor/CEO. If time allows, persons listening online who wish to make comments will be recognized. All interested participants should know that Mayor/CEO Garner has also placed a maximum time limit of 45 minutes to host & conclude these discussions. In the interest of time, there should be no expectation for requested participants guaranteed inclusion to be recognized for comment and participation, submitted by Mayor Garner.

Tracking #: 211358

Item No. 2 - PROCLAMATION: SEVEN DAYS OF KINDNESS

Synopsis: Proclamation proclaiming April 13th through April 24th as SevenDays of Kindness, submitted by Mayor Garner.

Tracking #: 211501

Item No. 3 – PRESENTATION: EPA GRANT OPPORTUNITY

Synopsis: A presentation on the EPA grant opportunity, submitted by Mayor Garner.

For information only.

Tracking #: 211504

VII. CONSENT AGENDA

Item No. 1 - APPROVAL: INTERSECTION SAFETY GRANT

Synopsis: A request for approval to apply for federal aid safety funding from the Kansas Department of Transportation for federal fiscal years 2025-2026 with a 10% match from the existing budget, submitted by Jeff Fisher, Director of Public Works.

*On March 28, 2022, the **Public Works and Safety Standing Committee**, chaired by Commissioner Bynum, voted unanimously to approve and forward to full commission.*

Tracking #: 211421

Item No. 2 - APPROVAL: PROJECT PRIORITIZATION FOR GRANT SUBMISSIONS - RAISE, SAFE STREETS AND ROADS FOR ALL, MEGAPROJECTS, ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT AND INFRA GRANTS.

Synopsis: Approval of project prioritization for grant submissions - Raise, Safe Streets and Roads for all, Megaprojects, Energy Efficiency and Conservation Block grant and Infra Grants, submitted by Jeff Fisher, Director of Public Works.

*On March 28, 2022, the **Public Works and Safety Standing Committee**, chaired by Commissioner Bynum, voted unanimously to approve and forward to full commission.*

Tracking #: 211423

Item No. 3 - GRANT: BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR (REVISED PER BLUE SHEET)

Synopsis: A request for approval of local matching of funds to move forward with the Bi-State Sustainable Reinvestment Corridor grant application, which would integrate, refine and update existing transportation and related plans along Quindaro Blvd., Leavenworth Rd., Parallel Pkwy., State Ave. and additional roadways within the corridor, submitted by Justus Welker, Director of Transportation.

*On March 28, 2022, the **Public Works and Safety Standing Committee**, chaired by Commissioner Bynum, voted unanimously to approve and forward to full commission.*

Tracking #: 211422

Item No. 4 - ORDINANCE: AMENDING SPEED REGULATIONS SECTION 35-285 RACING ON THE HIGHWAY

Synopsis: An ordinance amending Chapter 35 - Traffic Article V Speeding Regulations, Section 35-285 Racing on Highways including violations for spectators at any race or event, submitted by Casey Meyer, Senior Assistant Counsel, and Karl Oakman, Kansas City Kansas Police Chief.

*On March 28, 2022, the **Public Works and Safety Standing Committee**, chaired by Commissioner Bynum, voted unanimously to approve and forward to full commission.*

Tracking #: 211424

Item No. 5 - MINUTES

Synopsis: Minutes from special sessions of February 24 and March 3, 2022.

Tracking #: MINUTES

Item No. 6 - WEEKLY BUSINESS

Synopsis: Weekly business material dated March 24, 2022.

Tracking #: WEEKLY BUSINESS

VIII. PUBLIC HEARING AGENDA

Item No. 1 – PUBLIC HEARING: HOMEFIELD SPORTS FACILITY INDUSTRIAL REVENUE BONDS

Synopsis: A public hearing regarding a resolution of intent to issue Industrial Revenue Bonds in the amount not to exceed \$65,000,000 to finance the costs of acquiring, constructing, and equipping the Homefields Sports Building, a multi-use recreational and commercial facility, for the benefit of HFS KCK, LLC, submitted by Katherine Carttar, Director of Economic Development.

*This item was scheduled to appear before the **Economic Development and Finance Standing Committee**, chaired by Commissioner Burroughs, on April 4, 2022. It was requested, and approved by the Mayor, to fast track this item to the April 7, 2022, full commission meeting.*

Tracking #: 211439

Item No. 2 – PUBLIC HEARING: HOMEFIELD BASEBALL COMPLEX INDUSTRIAL REVENUE BONDS

Synopsis: A public hearing regarding a resolution of intent to issue Industrial Revenue Bonds in the amount not to exceed \$45,000,000 to finance the costs of acquiring, constructing, and equipping the Homefield Baseball Complex for the benefit of HFS KCK, LLC, submitted by Katherine Carttar, Director of Economic Development.

*This item was scheduled to appear before the **Economic Development and Finance Standing Committee**, chaired by Commissioner Burroughs, on April 4, 2022. It was requested, and approved by the Mayor, to fast track this item to the April 7, 2022, full commission meeting.*

Tracking #: 211440

IX. STANDING COMMITTEES' AGENDA

Item No. 1 – ORDINANCE: HOMEFIELD STAR BOND ISSUE

Synopsis: An ordinance authorizing the issuance of sales tax special obligation revenue bonds series 2022 not to exceed \$160,000,000 for the purpose of providing funds to finance eligible costs relating to the Homefield Development in Village East Project Areas 2B, 3, and 5, submitted by Kathleen VonAchen, Chief Financial Officer; and Katherine Carttar, Director of Economic Development.

*This item was scheduled to appear before the **Economic Development and Finance Standing Committee**, chaired by Commissioner Burroughs, on April 4, 2022. It was requested, and approved by the Mayor, to fast track this item to the April 7, 2022, full commission meeting.*

Tracking #: 211437

X. ADMINISTRATOR'S AGENDA

Item No. 1 – PRESENTATION: STORMWATER ENTERPRISE FUND

Synopsis: A presentation to summarize the Stormwater Enterprise Fund proposals of the recent past and highlight key components, like financial health, funding strategies, and rate structure options, submitted by Jeff Fisher, Director of Public Works.

For information only.

Tracking #: 211502

XI. COMMISSIONERS' AGENDA

XII. LAND BANK BOARD OF TRUSTEES' CONSENT AGENDA

XIII. PUBLIC ANNOUNCEMENT

XIV. ADJOURN

**AGENDA UPDATE
UNIFIED GOVERNMENT COMMISSION MEETING
THURSDAY, APRIL 7, 2022**

VII. CONSENT AGENDA

REVISED ITEM

**ITEM NO. 3 – 211422: GRANT: BI-STATE SUSTAINABLE REINVESTMENT
CORRIDOR**

Synopsis: A request for approval of local matching of funds to move forward with the Bi-State Sustainable Reinvestment Corridor grant application, which would integrate, refine and update existing transportation and related plans along Quindaro Blvd., Leavenworth Rd., Parallel Pkwy., State Ave. and additional roadways within the corridor, submitted by Justus Welker, Director of Transportation.

*On March 28, 2022, the **Public Works and Safety Standing Committee**, chaired by Commissioner Bynum, voted unanimously to approve and forward to full commission.*

- **Revised Bi-State Sustainable Reinvestment Corridor – UG Work Session
Page 2, “Vision”, revised to add additional streets and roadways**

Vision:

Creating opportunity through sustainability and mobility

*Independence Ave, Quindaro Blvd, Leavenworth Road, State Ave., Parallel Parkway and additional Roadways to adjacent neighborhoods form a **corridor of opportunity** that builds on the strengths and capacities of current and future residents, businesses and communities by connecting them through **comprehensive, sustainable infrastructure, community services and mobility options** to open access to the greater Kansas City region.*



Staff Request for Commission Action

Tracking No. 211358

Full Commission Meeting Date: 4/7/22

Committee: Full Commission

Date of Standing Committee Action:
(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
04/01/2022	Tayler Wash	x5010	twash@wycokck.org	Mayor's Office

Item Description:

Public forum to allow citizens to express concerns and present solutions relating specifically and solely to the Unified Government's span of interest and control. Participants will be limited to two minutes in duration. Citizens appearing in the Municipal Office Building lobby will be given priority, followed by a limited number of participants who have registered online through the Unified Government Clerk's Office. Those who have registered online may not be given an immediate opportunity to participate due to time constraints to be determined by the Mayor/CEO. If time allows, persons listening online who wish to make comments will be recognized. All interested participants should know that Mayor/CEO Garner has also placed a maximum time limit of 45 minutes to host & conclude these discussions. In the interest of time, there should be no expectation for requested participants guaranteed inclusion to be recognized for comment and participation.

Action Requested:

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:



Unified Government of Wyandotte County/Kansas City, Kansas

PROCLAMATION

- WHEREAS,** SevenDays® **Make a Ripple, Change the World** We overcome hate by promoting kindness and understanding through education and dialogue.; and
- WHEREAS,** SevenDays® provides opportunities encouraging all people to participate in activities that promote and practice kindness
- WHEREAS,** SevenDays® 2022 will begin its events on Wednesday, April 13th with the Kindness Kickoff Breakfast, a celebration of youth and announcement of the second annual Ripple of Kindness Award to Kansas City Royals President Dayton Moore and conclude with its Annual Kindness Walk on Sunday, April 24, at the World War I Museum and Memorial; and
- WHEREAS,** SevenDays® continues with themed days of Love, Discover, Others, Connect, You, Go and Onward as we bring people from different faiths and cultures together to overcome hate with acts of kindness; and
- WHEREAS,** the memories of three wonderful and unique people, Reat Underwood, Dr. William Corporon, and Terri LaManno, will be honored through kindness and understanding; and
- WHEREAS,** we urge all citizens to engage in acts of kindness throughout the week and remember the events of April 13, 2014, not only for the losses of that day but also for the significance of the powerful and enduring vow to overcome hate with kindness; and
- WHEREAS,** SevenDays® expands its acts of compassion, acceptance and understanding to those who gather; and
- WHEREAS,** we fully support and encourage all in Wyandotte County including residents, businesses, organizations and visitors, to come together during the SevenDays® to act more kindly and be more understanding of differences, thereby making the world a better place one ripple at a time.

NOW, THEREFORE, I, Tyrone Garner, Mayor/CEO of the Unified Government of Wyandotte County/Kansas City, Kansas, do hereby proclaim April 13th through April 24th as:

SevenDays® of Kindness

in Wyandotte County/Kansas City, Kansas and urge all citizens to engage in acts of kindness throughout the week and remember the events of April 13, 2014, not only for the losses of that day but also for the significance of the powerful and enduring vow to overcome hate with kindness. In witness whereof, I have hereunto set my hand and the seal of the Unified Government of Wyandotte County/Kansas City, Kansas.


TYRONE GARNER, MAYOR/CEO



Staff Request for Commission Action

Tracking No. 211504

Full Commission Meeting Date: 4/7/22

Committee: Full Commission

Date of Standing Committee Action:
(If none, please explain):

Publication Required: No

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Tayler Wash	<u>Contact Phone:</u> x5010	<u>Contact Email:</u> twash@wycokck.org	<u>Department/Division:</u> Finance
<u>Item Description:</u> A presentation on the EPA grant opportunity, submitted by Mayor Garner.				
<u>Action Requested:</u> For information only.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u>				



Staff Request for Commission Action

Tracking No. 211421

Full Commission Meeting Date: 4/7/2022

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/2022
(If none, please explain):

Publication Required: No

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Jeff Fisher	<u>Contact Phone:</u> x5415	<u>Contact Email:</u> jfisher@wycokck.org	<u>Department/Division:</u> Public Works
<u>Item Description:</u> The Kansas Department of Transportation has begun developing a priority ranking of intersections that may qualify for federal-aid safety funding for federal fiscal years 2025 & 2026. The Public Works Department is requesting approval to submit for the intersections that provide the largest safety benefit to the community based on the engineering analysis and amount of local funding needed. The deadline for submitting the information is May 1, 2022.				
<u>Action Requested:</u> Approval				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Intersection Safety Letter from KDOT				

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Julie L. Lorenz, Secretary
Brian D. Gower, P.E., Chief



Phone: 785-296-3618
Fax: 785-291-3010
kdot#publicinfo@ks.gov
<http://www.ksdot.org>
Laura Kelly, Governor

December 27, 2021

Mr. Jeff Fisher
Public Works Director
Unified Government of Wyandotte County & Kansas City
701 N. 7th St., Suite 712
Kansas City, KS 66101

Re: Federal-Aid Safety Program
Fiscal Years 2025 and 2026

Dear Mr. Fisher:

The Kansas Department of Transportation has begun developing a priority ranking of intersections that may qualify for federal-aid safety funding for the federal fiscal years 2025 and 2026 (90% Federal/10% Local). Our objective is to identify and initiate viable projects with a cost-effective scope aimed at reducing existing crashes. In order for your city to be included in this priority listing, we request the following information be submitted to the Bureau of Traffic Engineering.

- I. Up to four (4) high crash intersections may be submitted
 - Intersections may be on any state system or off system within the city where an intersection improvement recommendation can impact a reduction in fatal and severe crashes.
 - **To be considered, the intersection should have crash rates that are over the statewide average of 0.4 crashes per MEV and approach the critical crash rate for a three (3) year period.** The number of crashes will vary based on Average Daily Traffic (ADT). See the examples below:

Example #1: An intersection with an estimated ADT of 4,000 entering vehicles with four (4) crashes over a three (3) year period would have a crash rate above statewide average and approaching the critical crash rate, would be a location for consideration.

Example #2: An intersection with an estimated ADT of 6,000 entering vehicles with five (5) crashes over a three (3) year period would have a crash rate above the statewide average and approaching the critical crash rate, would be a location for consideration.
- II. Crash Reports and Collision Diagrams
 - Official crash reports **MUST** be submitted for the most recent full three (3) year period available (i.e., 1/1/2017 to 12/31/2019 or 1/1/2018 to 12/31/2020).
 - The crashes should involve property damage exceeding \$1,000 or be an injury/fatality crash.
 - Collision diagrams **MUST** also be submitted along with the crash reports.
- III. Traffic Volume Data to be provided by the City
 - 24-hour volume count broken into one (1) hour intervals. The data will need to be broken into one (1) hour intervals particularly if traffic signals are to be considered.
 - 2-hour turning movement count broken into 15 minute intervals.
 - All raw data will need to be electronically emailed to Ryan.Rindt@ks.gov.

IV. Proposed Recommendations

- Provide a recommended improvement or countermeasure that you believe will effectively reduce the existing crash experience and a tentative construction cost estimate.
- Recommend resource: Highway Safety Manual (HSM) Chapter 14 – Intersections. This publication will provide you with Crash Modification Factor's (CMF's) based on proposed treatments. Please reference any CMF's you may have considered when recommending an improvement of countermeasure. Additional CMF's from the National CMF Clearinghouse are acceptable.

Upon receipt of the requested information, all candidate intersections will be evaluated to determine relative needs with respect to safety and the State Strategic Highway Safety Plan (SHSP). Projects are prioritized based on the crash severity, frequency, and rate. Projects are selected based on cost effectiveness which includes a benefit to cost analysis for the proposed improvements for each intersection.

The deadline for submitting this information is May 1, 2022. If we have not received the information by May 1st, we will assume the city is not interested in this program. This office will not guarantee that submitted intersection(s) will qualify for safety funding. Once an analysis is completed by this office, the city will receive an offer letter for the qualifying intersection project(s). Federal-aid funds under this program are prorated on a 90/10 federal/local split with a cap on federal participation (federal participation being for construction and construction engineering). The projects will need to be let between October 2024 through September 2026. If your city has an MPO (Metropolitan Planning Organization), *please inform them of those intersections submitted for funding.*

It is extremely important that we receive the requested information as soon as possible, so we may add them to our current project priority ranking. We have been informed that **federal funds must be obligated in the federal fiscal year for the approved letting date**; otherwise, the funds will be in jeopardy of being lost. We will not have the flexibility to be rescheduling lettings from one federal fiscal year to the next so we must stay on schedule with these projects.

- Federal Fiscal Year 2025: October 2024 through September 2025
- Federal Fiscal Year 2026: October 2025 through September 2026

If there are any questions, please contact me at (785) 296-0731 or Ryan.Rindt@ks.gov. Your cooperation and interest in this program are greatly appreciated.

Sincerely,



Ryan Rindt, P.E.
Senior Traffic Engineer
Bureau of Traffic Engineering



Staff Request for Commission Action

Tracking No. 211423

Full Commission Meeting Date: April 7, 2022

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/2022
(If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
04/01/2022	Jeff Fisher, Gunnar Hand, Melissa Sieben, Justus Welker	x5415, 5751, x5017, x6798	jfisher@wycokck.org, ghand@wycokck.org, msieben@wycokck.org, jwelker@wycokck.org	Administrator's Office

Item Description:

There are existing federal funding opportunities and additional opportunities anticipated to be candidates to fund or help fund three asset categories for the City- streetlights, streets (including multimodal), stormwater, and bridges. Due to the significance and urgency of the projects, it is likely that there will be multiple applications in the same grant programs. UG Staff is recommending that the Commission support submitting grants for RAISE, Safe Streets and Roads for All, Energy Efficiency and Conservation Block Grant, Megaprojects and INFRA.

Public Works, Transit, and Planning and Urban Design Departments are in need of authorization from the Commission to pursue these funding programs for up to \$50M for a streetlight project; up to \$70M for bridge replacement.

Additionally, staff would like to **seek up to \$25M** for a **RAISE planning and design grant** based on the results of the **goDotte study**, which requires no match:

The request for this wide scale RAISE planning and design grant will be tied to the UG's historical distressed census track and will seek community input on design elements for multimodal connectivity, and set prioritization for future infrastructure grant submissions. It is possible that there will be a reduction in scope that will focus more closely on the top corridors from the goDotte study. At this time, staff is still scoping and trying to understand the most compelling story to get the award.

Staff is also requesting to submit Quindaro Boulevard reconstruction as a complete street project in for a RAISE construction grant for \$23,000,000.

These are all high level or concept level estimates. The street light project can be scaled through this process to match with available funds, as can the area (i.e. east of I-635). The bridge project budget will change based on the chosen design solution and bridge replacement(s) that are chosen.

For all but the RAISE grants, there will likely be a local match. Currently, staff does not have a clear understanding of funding implications and project scope for the other grants.

Since there may be multiple applications for these projects in the same funding programs, staff will need to be able to pivot quickly. Tonight, staff is looking for feedback on the above concepts that could be used for RAISE, INFRA, Safe Streets and Roads for All, Energy Efficiency and Conservation Block Grant and MEGA grants.

Action Requested:

Approval of the concepts presented for the RAISE, INFRA, Safe Streets and Roads for All, Energy Efficiency and Conservation Block Grant, and MEGA federal grants submissions.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

Central Ave Bridge Study, Streetlight - Project Overview - March 2022

TO: Troy Shaw, PE (Unified Government)

FROM: Jim Jussel, PE, PTOE (Benesch)

CC: Martin Ntonjira, PE (Unified Government)
Chris Harker, PE (Benesch)

SUBJECT: Central Avenue Bridge Traffic Study
Kansas City, KS

DATE: October 11, 2021

1.0 | Introduction

Alfred Benesch & Company (Benesch) completed a traffic study to evaluate the traffic volumes for the Central Avenue bridge over Kansas River. The purpose of the study was to evaluate the existing road network in the West Bottoms area and determine the impacts Central Avenue Bridge has on the adjacent street network. The Central Avenue Bridge has recently been closed due to deterioration of the lower bridge structure, based on KDOT inspection report. The study area includes Central Avenue beginning at 6th Street at the west end, to James Street on the east end. The James Street Corridor was also included in the study area from I-70 to the north to Genessee Street. The project area is shown in **Exhibit 1**.

Exhibit 1



- Central Avenue is a 4-lane roadway that is undivided urban roadway until the Kansas River Bridge with a posted speed limit of 30 mph. The Kansas River Bridge is a 4-lane divided bridge until James Street. Central Avenue intersects James Street as a two-way stop sign control. Central Avenue continues east from James Street approximately 600 feet north of the Central Avenue viaduct intersection.

- James Street is primarily a 4-lane undivided urban roadway, except from the James Street viaduct intersection through the Central Avenue east intersection. James Street currently has a posted speed limit of 30 mph.
- North of Central Avenue, 6th Street is a two-lane urban roadway with a 20-mph posted speed limit, with on-street parking for approximately 250 feet. The westbound I-70 off-ramp intersects 6th Street approximately 440 feet north of Central Avenue and is currently a two-way stop-controlled intersection.

2.0 | Existing Conditions

With the existing Central Avenue Bridge closed to traffic, traffic data collection was not completed. Benesch worked with Public Works staff to obtain traffic volumes using Streetlight Data. Streetlight Data is a traffic data collection platform that utilizes local based services from applications on cells phone to identify routes vehicles are moving along. This platform was used to obtain daily traffic volumes prior to the closure of the westbound I-70 Missouri River Bridge.

Based on the Streetlight Data traffic volumes, the Central Avenue average daily traffic volume (ADT) using the existing Kansas River Bridge is about 4,750 vehicles per day (vpd), as shown in Table 1 and Exhibit 2. James Street has an ADT of 8,000 to 9,100 vpd.

Table 1 – 2017 Daily Traffic Volumes

Roadway Segment	Roadway Section Type	Ex ADT (2017)
Central Ave Bridge	4-Lane	4,750
Central Ave (West of 6th)	4-Lane	10,330
6th Street (North Leg)	4-Lane	3,470
N James St (North Leg)	4-Lane	8,060
S James St (South Leg)	4-Lane	9,110
EB I-70	3-Lane Freeway	17,250
WB I-70	2-Lane Freeway	17,250

The same methods were used to determine the destinations of the Kansas Avenue Bridge westbound traffic from James Street. The two origins used for the westbound traffic analysis were the north and south legs of James Street. The data indicated that 78% of the northbound left-turn traffic at the Central Avenue intersection with James Street arrive on Central Avenue west of I-70. Similarly, 87% of the southbound right-turn movement would arrive at the west end of Central Avenue.

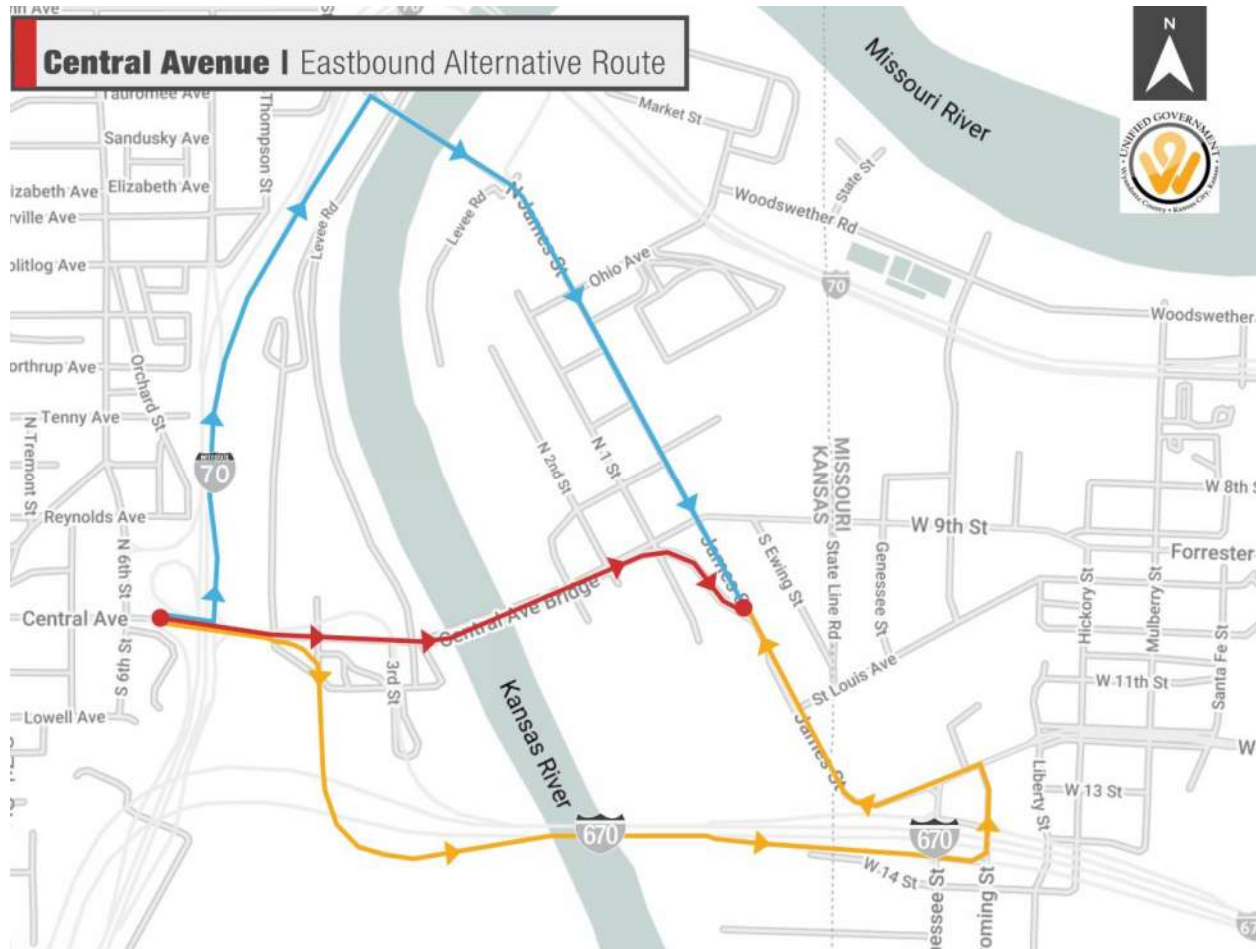
Table 3 – Westbound Central Avenue Bridge Origin and Destination

		Destination				
		Central Ave West of I-70	EB I-70	WB I-70	3rd Street	Total
Origin	James St- South	78.2%	5.1%	16.1%	0.6%	100%
	James St- North	87.3%	4.9%	6.6%	1.2%	100%

3.0 | Traffic Conditions with Bridge Closure

The ADT and origin destination traffic were used to help identify alternative routes for the Central Avenue traffic to arrive at their intended destinations. As shown in Exhibit 3, two possible routes for the eastbound Central Avenue traffic to access James Street include using EB I-70 and EB I-670. (See Exhibit 3)

Exhibit 3



	Existing		Via I-670 *		Via I-70 *	
Central Ave Direction	Distance (miles)	Est Time (min)	Distance (miles)	Est Time (min)	Distance (miles)	Est Time (min)
Eastbound	0.8	2	1.8	4	1.6	3
Westbound	0.8	2	1.6	3	1.9	4

The westbound alternate routes are illustrated in Exhibit 3. Similar to the eastbound alternate routes the existing Central Avenue Bridge route would take about 2 minutes. The I-670 westbound alternate route would take approximately 3 minutes and westbound I-70 route take about 4 minutes, detailed in Table 4.

[illegible]

3.1 | Roadway Segment Capacity

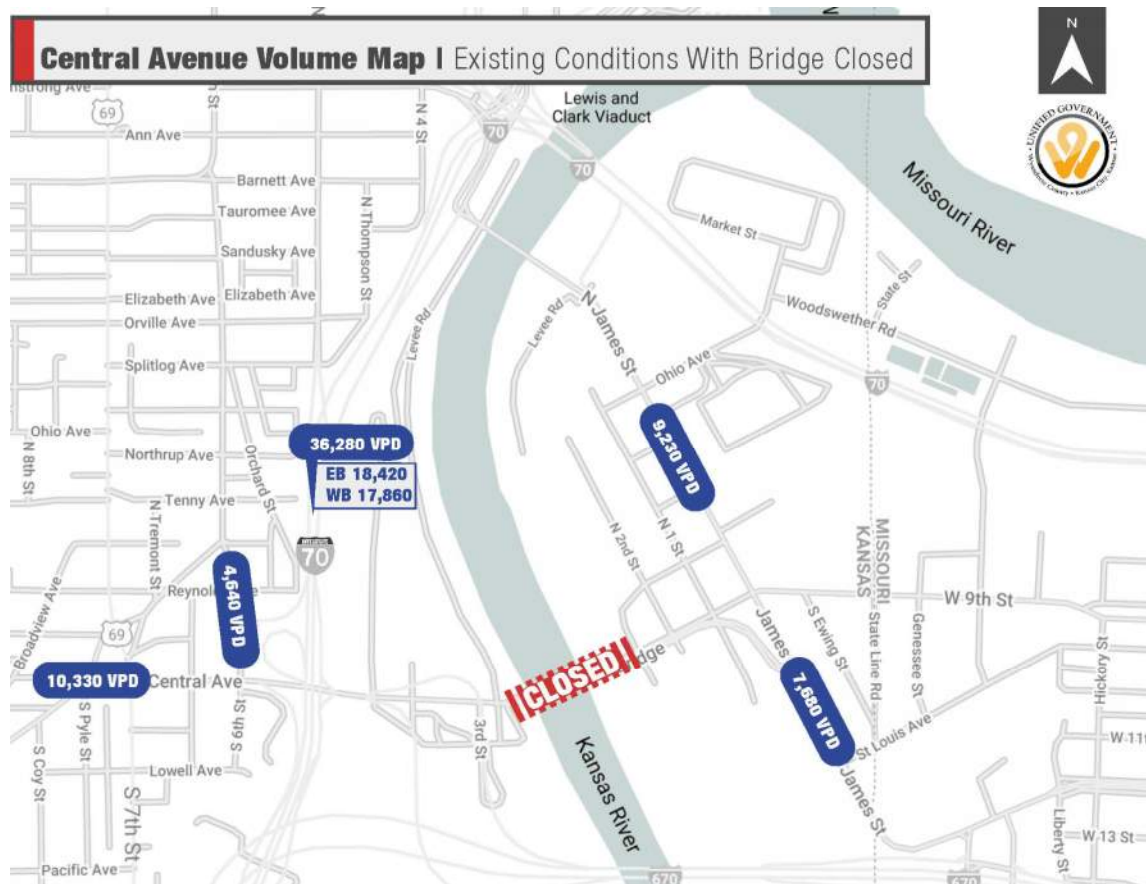
Each of the study roadways were evaluated using roadway segment capacity levels using the planning technique defined in National Cooperative Highway Research Program (NCHRP) Report 365; “Travel Estimation Techniques for Urban Planning”. Based on NCHRP 365, Central Avenue Bridge section currently is operating with a LOS A based on the daily traffic volumes. Similarly, James Street and 6th Street both are operating with LOS B and A, respectively, as shown in Table 5.

Table 5 Roadway Segment LOS

Roadway Segment	Roadway Section Type	Ex ADT (2017)	NCHRP LOS	Reassigned ADT (No Bridge)	Projected NCHRP LOS
Central Ave Bridge	4-Lane	4,750	A	0	NA
Central Ave (West of 6th)	4-Lane	10,330	C	10,330	C
6th Street (North Leg)	4-Lane	3,470	A	4,640	A
N James St (North Leg)	4-Lane	8,060	B	9,230	B
S James St (South Leg)	4-Lane	9,110	B	7,680	B
EB I-70	3-Lane Freeway	17,250	B	17,860	B
WB I-70	2-Lane Freeway	17,250	C	18,420	C

The Central Avenue traffic volumes were reassigned to the alternate route shown in Exhibits 3 and 4. All of the traffic volumes were reassigned, however these volumes more than likely dispersed throughout the street network.

Exhibit 5



The study roadway segments, with the reassigned traffic volumes, would be expected to operate with C or better, as shown in Table 5.

3.2 | Projected 20-year Traffic Conditions

Based on the available historic traffic volume maps for KDOT, the traffic volumes in the project have experience very little or no growth. The growth rates for 7th Street and I-70 varied from negative 1.7% to 1.4%. Table 6 summarizes the available traffic volume information for the area corridors. The average growth rate for these corridors was -0.4%. Therefore, no future traffic volume scenarios were developed.

Table 6 Roadway Segment LOS

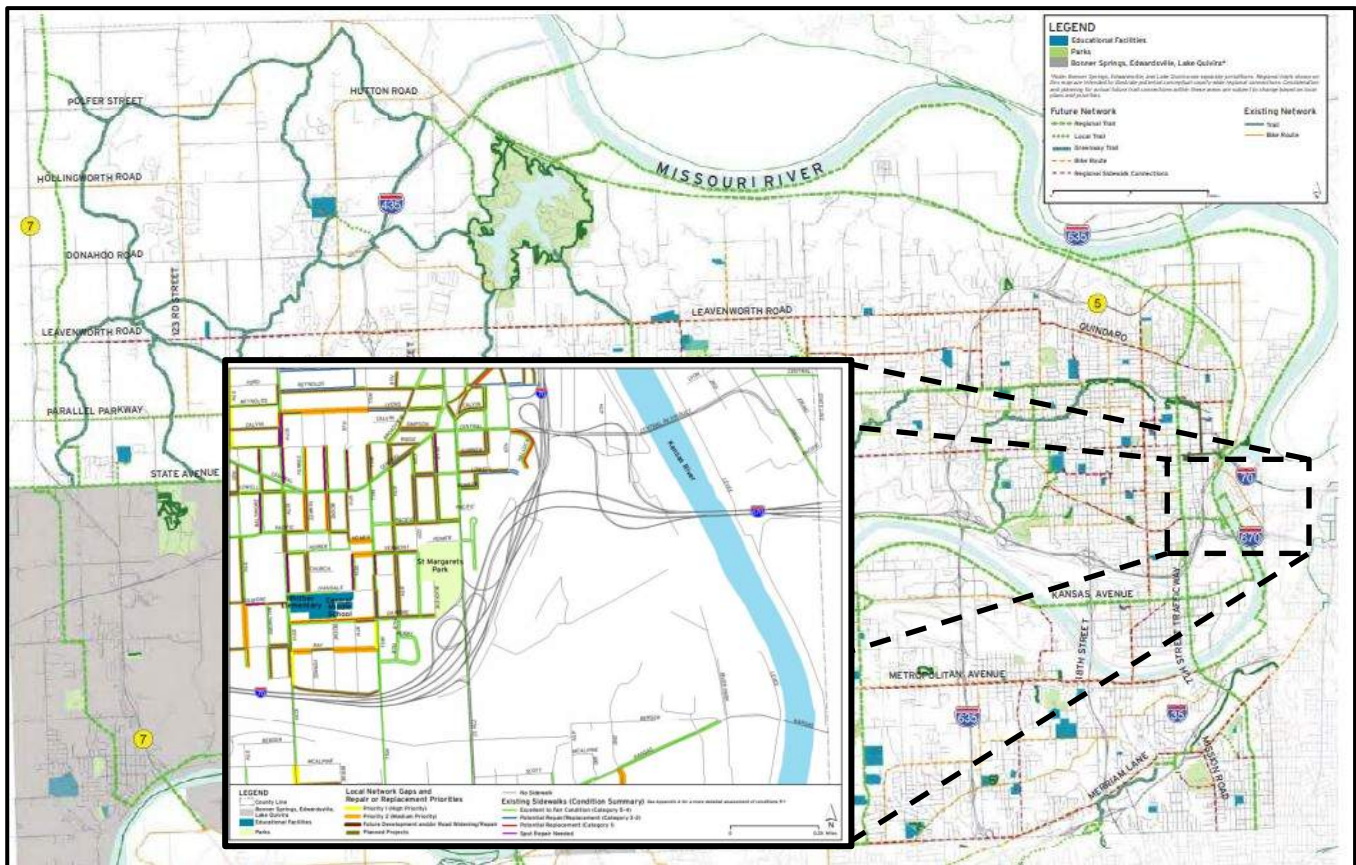
Segment	2000	2009	2019	Growth Rate
I-70	29,105	37,600	21,000	-1.7%
7th Street (B/W I-70 & State Ave)	12,020	10,000	10,900	-0.5%
7th Street (North of Quindaro Blvd)	13,630	11,700	13,900	0.1%
7th Street (South of MO. River)	13,630	11,700	13,900	0.1%
K-5 (B/W I-635 to 7th Street)	8,230	5,490	6,030	-1.6%
I-670	50,340	48,700	65,800	1.4%
Ave Growth Rate =				-0.4%

4.0 | Summary and Recommendations

The purpose of this study was to evaluate the closure of the Central Ave Bridge over the Kansas River has on the surrounding street network. The reassignment of 4,750 vehicles per day, that currently use the Central Avenue Bridge, to the surrounding street network will not adversely impact the traffic operation. To replace the existing bridge, it is estimated that a new bridge would cost approximately \$60 million. The results of this traffic study indicate that little to no change will be experienced by motorists if access across the Kansas River is no longer provided by the existing Central Avenue Bridge.

5.0 | Potential Re-Purposing of Central Avenue Bridge

As part of the larger evaluation of the existing and potential function of the Central Avenue Bridge, a cursory assessment of the feasibility of converting the existing steel deck truss to a pedestrian/multi-modal structure was completed. Considering the Kansas River serves as a significant impediment to existing and future sidewalk/trail connections, identifying practical opportunities to connection or improve connections between neighboring jurisdictions is fundamental. The information subsequently provided is intended to provide high-level planning information for decision makers to begin to understand the challenges, opportunities, and approximate range of investment necessary to provide pedestrian/multi-modal accommodations along the existing Central Avenue Bridge footprint.



County-Wide Map Showing Existing/Planned Sidewalk/Trail Network (Source: UG 2012 Sidewalk & Trails Master Plan)

The existing Central Avenue Bridge does not provide any pedestrian or multi-modal accommodations, primarily due to its age and design type. Due to the nature of its superstructure and substructure design, which is designated as “fracture critical” pertaining to load paths and redundancy, the existing bridge is not easily “retrofitted” to add supplementary pedestrian/multi-modal features. The Central Avenue Corridor near the Kansas River is an area of Wyandotte County that does not currently have an abundance of non-vehicular connections across the river. The existing bridge is also located along the river levee network which has been identified within the current UG Sidewalk and Trails Master Plan as a location of future network expansion.

The focus of this assessment was limited to considerations within the existing Central Avenue Bridge over the Kansas River footprint. Several options were identified, and planning level costs are summarized below. Each of the alternatives assume the new re-purposed bridge would stay on the current alignment and make use of the

existing substructure elements. The existing superstructure and deck would be either repaired or replaced. Repairs and scour countermeasures would likely be necessary at the piers and abutments based on the most current inspection reports. Associated costs were included in the summary below but would need to be refined following compilation of more detailed substructure information.

Reuse of the substructure elements will avoid major construction costs of removal and reconstruction in the river, expedite permitting and associated H&H work, and avoid right-of-way complications associated with offset construction. The substructure elements could be replaced, but additional costs would be necessary and are not included in this cursory assessment. Other considerations outside the bridge footprint are identified but costs and schedule implications are not included in the summary below.

1. Alternative 1 – Utilize Existing Bridge Superstructure (Requiring Strengthening)

- a. Will require a similar approach to the repairs and strengthening outlined in Central Avenue Bridge Handout previously prepared. See Appendix A of this document.
- b. Estimated Cost = **\$8-12 Million**
- c. Estimate Functional Life = **5-10 Years** (Still controlled by older superstructure elements)
- d. Estimated Schedule = 1-3 Years (Primarily controlled by funding)

2. Alternative 2 – New Truss Superstructure (12-Foot-Wide Pedestrian Walkway)

- a. Will remove and replace the existing superstructure. A new prefabricated truss superstructure, such as a Continental Connector Bridge (or equivalent) would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 2, the bridge width would be 12 feet accommodating a pedestrian only service.
- b. Estimated Cost = **\$6-7 Million** (Includes removal of existing superstructure)
- c. Estimated Functional Life = **50+ Years**
- d. Estimated Schedule = 1-3 Years (Primarily controlled by funding)

3. Alternative 3 – New Truss Superstructure (25-Foot-Wide Multi-Modal Path)

- a. Will remove and replace the existing superstructure. A new prefabricated truss superstructure, such as a Contech's Steadfast Gateway Bridge (or equivalent) would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 3, the bridge width would be 25 feet accommodating pedestrian and other multi-modal services.
- b. Estimated Cost = **\$8-9 Million** (Includes removal of existing superstructure)
- c. Estimated Functional Life = **50+ Years**
- d. Estimated Schedule = 1-3 Years (primarily controlled by funding)

4. Alternative 4 – New Plate Girder Superstructure (16-Foot-Wide Pedestrian/Bike Path)

- a. Will remove and replace the existing superstructure. A new steel plate girder design would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 4, the bridge width would be 16 feet accommodating pedestrian and other multi-modal services.
- b. Estimated Cost = **\$6.5-7.5 Million** (Includes removal of existing superstructure)
- c. Estimated Functional Life = **50+ Years**
- d. Estimated Schedule = 1-3 Years (primarily controlled by funding)

5. Alternative 5 – New Plate Girder Superstructure (25-Foot-Wide Multi-Modal Path)

- a. Will remove and replace the existing superstructure. A new steel plate girder design would be installed. Repair and retrofit work to the existing substructure would be necessary. For Alternative 5, the bridge width would be 25 feet accommodating pedestrian and other multi-modal services.
- b. Estimated Cost = \$7.5-8.5 Million (Includes removal of existing superstructure)
- c. Estimated Functional Life = 50+ Years
- d. Estimated Schedule = 1-3 Years (primarily controlled by funding)

Potential project considerations outside the bridge footprint area that would require consideration when refining project scope and budget include the following items:

- Sidewalk and/or trail connections at both bridge ends
- ADA compliant accommodations onto/off the bridge
- Construction of sidewalk/trail segments up to the bridge
- Levee accommodations
- Staging and mobilization areas
- Phasing and scheduling of construction (particularly during removal of existing superstructure)
- Coordination with stakeholders (KCMO, Business Chambers, Drainage Districts, Corp of Engineers)
- Accommodations for removed vehicular access

Appendix A

Previously Developed Central Avenue Bridge Concept Summary

STEP ONE: TRAFFIC IMPACT STUDY

DURATION: 3-5 MONTHS ESTIMATED COST: \$50,000 - \$100,000

A Traffic Impact Study will be the first step. Following the study, information will be provided to UG Decision Makers as they consider options for rehabilitation, replacement or removal.

TASKS:

- 1 | Compile Baseline Traffic Data for Study Area

Traffic Data will leverage information soon to be available to UG from asset management initiatives and Streetlight Data. ADT, peak hour, 13 hour, and origin destination data to be obtained using Streetlight Data.
- 2 | Project Future Traffic Demand

Utilize regionally-specific traffic volume data and strategies to project traffic demand on applicable infrastructure or review historic traffic growth patterns for surrounding corridors.
- 3 | Perform High-Level Traffic Analysis of Central Avenue Bridge Closure/Removal on Surrounding Infrastructure

Distribute traffic volumes for bridge closure onto surrounding network using origin/destination data from Task 1 to understand impacts on operations and infrastructure.
- 4 | Evaluate Need for Signals at James Street & 3rd Street (Review if Temporary Signals Should be Permanent)

Conduct signal warrant analysis for intersection to justify permanent traffic signals at locations currently served by temporary signals or other impacted intersections. Develop costs for installation of permanent infrastructure. Evaluate impacts to traffic patterns/operations.
- 5 | Quantify User Impact Costs Resulting From Central Avenue Bridge Closure/Removal
- 6 | Develop Conceptual Alternative Network Modifications to Offset Central Avenue Bridge Closure/Removal
- 7 | Prepare Value Planning (VP) Document Comparing Alternative Concepts (Includes Cost & ROI)

Consolidate and streamline all information developed in step one and present to decision makers for review.
- 8 | Obtain Public Input with regard to “Need” of Central Avenue Bridge (Optional)

STEP TWO: DETERMINE PLAN OF ACTION FOR BEST SHORT AND/OR LONG-TERM SOLUTION

TASKS:

STRENGTHEN EXISTING BRIDGE

ESTIMATED
1-3 YEARS
\$8-12 MILLION

1 | Develop Plans for Sandblasting Followed By Field Measurement

Field measurements will require removal of pack rust and debris. This requires environmental accommodations to avoid material falling into the River and phasing contractor access and equipment use.

2 | Bridge Sandblasting and Measurements

3 | Updated Load Rating Analysis of Bridge

Utilize Load Rating Model available and update with more accurate data.

4 | Evaluate Ability to Reopen the Bridge to Limited Traffic

It's unlikely the bridge can be opened to even light traffic without repairs.

5 | Prepare Conceptual Cost Estimate to Allow Funding to Be Acquired

Prepare a cost estimate with contractor.

6 | Inform Public on Repair/Strengthening Plans through Engagement Process

7 | Develop Repair and Strengthening Plans (Including Specifications for Access and Schedule)

Prepare design plans to reestablish structural integrity and allow bridge to be reopened to traffic.

8 | Inform Public on Schedule through Engagement Process

9 | Secure Funding for Construction

Prepare documentation to secure necessary funding.

10 | Execute Contract for Bridge Repairs and Strengthening

11 | Open Bridge to Traffic (Possibly with Load Restrictions)

12 | Future Replacement Still Needed


PROs
Allows UG to reopen bridge to limited traffic, reducing impacts.


CONS
Not a long-term solution - the bridge will still be facing replacement needs in 5-10 years.
Short-term repairs will may achieve desired load capacity.

TASKS:

REPLACE WITH NEW BRIDGE

ESTIMATED
2-5 YEARS
\$50-60 MILLION

1 | Feasibility and Conceptual Study for Structural Replacement Alternatives

Concept-level replacement options will include different design types, bridge widths and accessibility options.

2 | Compile Funding Mechanisms

Decision Makers will be presented options for securing state and federal funding and applicable grant documentation.

3 | Coordinate with KCMO, KDOT, MoDOT and MARC for Joint Funding Opportunities

Plan of action developed with adjacent communities and DOTs. A multi-agency approach to funding will improve selection chances.

4 | Determine Community Needs/Desires Through Public Involvement Process

5 | Integrate VP, Feasibility, Conceptual Study and Public Involvement in Alternative Analysis Report

6 | Acquire Approval from NEPA, USACE and Coast Guard

Based on recent experience, the approvals will be streamlined. However, this is a necessary step for bridge replacement.

7 | Develop Design Plans for Preferred Replacement Option

8 | Secure Funding for Construction

9 | Complete Value Engineering (VE) Process (If Federally Funded)

Based on initial estimates, if federal funds are utilized then a VE study will be required in the release of funding.

10 | Execute Contract for Replacement

11 | Open Bridge to Traffic


PROs
If warranted by the traffic impact study, a replacement will fully address bridge issues immediately with a long-term solution


CONS
A replacement is a large financial investment and may not be warranted with many other river crossings nearby

TASKS:

PERMANENTLY REMOVE BRIDGE

ESTIMATED
1-2 YEARS
\$4-5 MILLION

1 | Review the VP Document and Identify Needed Upgrades to Surrounding Infrastructure

Impacts and plan-of-actions will be reviewed for surrounding bridges and roadways if traffic is permanently required to use alternative routes.

2 | Complete Public Involvement Process to Determine Community Needs/Desires if Bridge is Removed

3 | Develop Bridge Removal Plans

Design plans to complete a controlled removal of the existing bridge will be required, including specifications to meet environmental, levee and FHWA objectives.

4 | Acquire Approval from NEPA, USACE and Coast Guard

Based on recent experience the approvals will be streamlined. However, this is a necessary step for bridge removal.

5 | Develop Potential Design Plans for Surrounding Infrastructure (If Warranted –See Task 1)

If UG determines enhancements or preventative care is necessary to accommodate new demand on surrounding infrastructure, then design plans will be developed accordingly.

6 | Secure Funding for Removal (May Include Plans From Task 5 If Warranted)

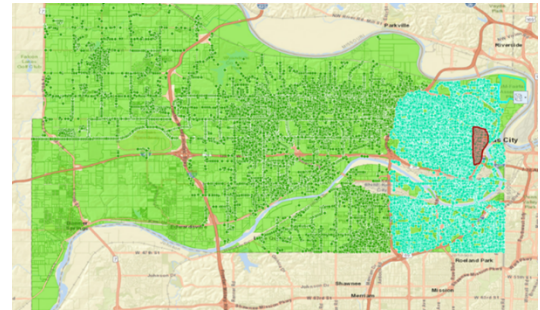
7 | Execute Contract for Removal and Adjacent Route Improvements


PROs
Eliminates future maintenance costs.
Removal of the bridge may spur new development.


CONS
Potential for public push back.
Connectivity changes may not provide ROI.

Streetlight Infrastructure Improvements

The Unified Government of Kansas City, Kansas and Wyandotte County (UG) looks to improve the current streetlighting and electrical infrastructure to reduce energy use, improve system efficiency, improve overall light levels, and create a safer area for both pedestrians and vehicles. The conversion of 20,628 lights, currently owned by the City and operated by BPU, to light emitting diode (LED) technology reduces energy consumption due to wattage reduction of LEDs being between 40%-75% compared to current technology.



In addition to LED conversion, additional streetlights would be installed to increase overall light levels within the downtown corridor. Currently multiple dark and unlit areas of the downtown are cause for concern with the safety from a driver and pedestrian perspective.

To better control the converted lights and new lighting installed, the UG is looking to install a new controls platform to drive greater operational efficiencies. The system would be the foundation for leveraging new technologies to create a smarter city in how infrastructure is managed. Future opportunities within the controls system would be to expand out to additional smart cities technologies like small cell 5G, localized Wi-Fi for parks and other critical areas within the community, cameras, security features, and other applications.

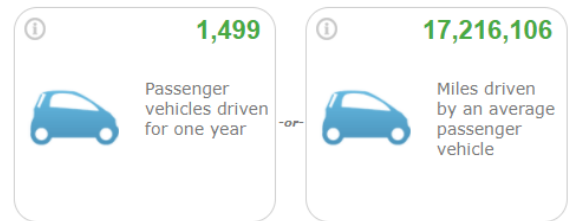
Community Benefit

The value of improving the streetlight infrastructure is not limited to just energy reduction, operational savings, and lower cost of ownership for the UG and BPU. It encompasses an equitable investment across the entire UG to support a more reliable system, create local economic benefit using local electricians, improve assessed valuation through safer and brighter streets, the foundation for a smarter community, and a significant step with regards to environmental stewardship and sustainability.

While the UG does not pay directly for the operations of the streetlight system (BPU handles all associated costs with regards to energy, operations, and maintenance), the benefit to the community is significant. The partnership with Schneider Electric identified nearly \$2,000,000 in annual savings through the conversion of the current lighting system to LED and potential to expand the net impact to the community with added controls. This type of savings over a 20-year term (useful life of installed equipment) justifies the investment and greatly reduces the future operational expense incurred by the BPU, which is passed to citizens as part of their utility bill.

Year	Savings		
	Energy Savings	Operations & Maintenance	Total Savings (A+B)
	A	B	C
Construction			
1	\$ 1,558,220	\$ 400,000	\$ 1,958,220
2	\$ 1,604,967	\$ 412,000	\$ 2,016,967
3	\$ 1,653,116	\$ 424,360	\$ 2,077,476
4	\$ 1,702,709	\$ 437,091	\$ 2,139,800
5	\$ 1,753,790	\$ 450,204	\$ 2,203,994
6	\$ 1,806,404	\$ 463,710	\$ 2,270,114
7	\$ 1,860,596	\$ 477,621	\$ 2,338,217
8	\$ 1,916,414	\$ 491,950	\$ 2,408,364
9	\$ 1,973,906	\$ 506,708	\$ 2,480,615
10	\$ 2,033,124	\$ 521,909	\$ 2,555,033
11	\$ 2,094,117	\$ 537,567	\$ 2,631,684
12	\$ 2,156,941	\$ 553,694	\$ 2,710,634
13	\$ 2,221,649	\$ 570,304	\$ 2,791,953
14	\$ 2,288,299	\$ 587,413	\$ 2,875,712
15	\$ 2,356,948	\$ 605,036	\$ 2,961,983
16	\$ 2,427,656	\$ 623,187	\$ 3,050,843
17	\$ 2,500,486	\$ 641,883	\$ 3,142,368
18	\$ 2,575,500	\$ 661,139	\$ 3,236,639
19	\$ 2,652,765	\$ 680,973	\$ 3,333,738
20	\$ 2,732,348	\$ 701,402	\$ 3,433,751
Total	\$41,869,955	\$ 10,748,150	\$ 52,618,105

The environmental impact of this project will be significant, similar to the energy cost reduction of up to 75% reduction in wattage by going to LEDs. An initial estimate of the greenhouse gas emission reduction is approximately 6,938 metric tons. This reduction in greenhouse gasses is the equivalent reduction nearly 1,500 cars off the road for a year or over 17 million miles driven by an average passenger vehicle.



Grant Opportunities

Federal funding opportunities are expanding into large scale infrastructure projects, similar to this initiative, thanks to the passage of the Infrastructure Investment and Jobs Act. This bill covers all type of infrastructure, from bridges to broadband to wastewater, and includes provisions and special grant opportunities for unique transit and roadway projects.

The scope of this project has potential to be awarded grants based on multiple programs being run by the Department of Transportation and Department of Energy. Several are highlighted below, with the goal of staff to be to pursue several grants in support of securing partial or complete funding needed to upgrade current streetlight infrastructure.

- Rebuilding American Infrastructure Sustainably & Equitably (RAISE)
- Safe Streets & Roads for All
- National Infrastructure Project Assistance "Megaprojects"
- Energy Efficiency & Conservation Block Grants
- Charging & Fueling Infrastructure Grant
- Bus & Bus Facilities Competitive Grant

Cost Estimate

The project needs further refinement of scope to identify specific needs associated with the current state of the streetlight's electrical infrastructure, need for added pole lighting across the downtown corridor, and how to best control the lights through the integration of smart nodes atop each of the newly installed LEDs. The estimated cost therefore is a moving target and cost pressures continue to mount with the looming inflationary pressures seen across the industry.

Initial estimates of the conversion to LED of approximately 20,000 streetlights, additional LED pole lights installed, new control system, associated electrical upgrades and replacement, and other system enhancements to be between \$40M to \$50M. Until design begins it will be difficult to determine the total number of added streetlights and poles needed to ensure a safer and more pedestrian friendly downtown. The engineering and analysis of the entire UG will help determine if current lighting meets current standards.

The goal of this program is to fix the current way streetlights provide illumination to both the UG's roadways and pedestrian areas. This project touches all areas of the community and ensures an equitable investment to ensure all areas provide efficient, safe, and reliable streetlights to all members of the UG.



Staff Request for Commission Action

Tracking No. 211422

Full Commission Meeting Date: 4/7/22

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/22
(If none, please explain):

Publication Required: No

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Justus Welker, Gunnar Hand	<u>Contact Phone:</u> x6798, 5751	<u>Contact Email:</u> jwelker@wycokck.org, ghand@wycokck.org	<u>Department/Division:</u> Transportation
<u>Item Description:</u> The Bi-State Sustainable Reinvestment Corridor is a cooperative effort to create and implement a transformational strategy to enhance mobility, transform communities and reduce carbon emissions by focusing a wide range of federal and local investments on a key regional transit corridor that connects three major cities in two states and two counties. It is a planning grant to position corridor for future FTA Small Starts, MEGA or RAISE capital grants, further define related elements, develop workforce program, transit operations plans and environmental clearance with robust community engagement.				
<u>Action Requested:</u> Seeking local match to move forward with a federal planning grant application.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Bi-State Sustainable Reinvestment Corridor - UG Work Session				



BISTATE SUSTAINABLE REINVESTMENT CORRIDOR

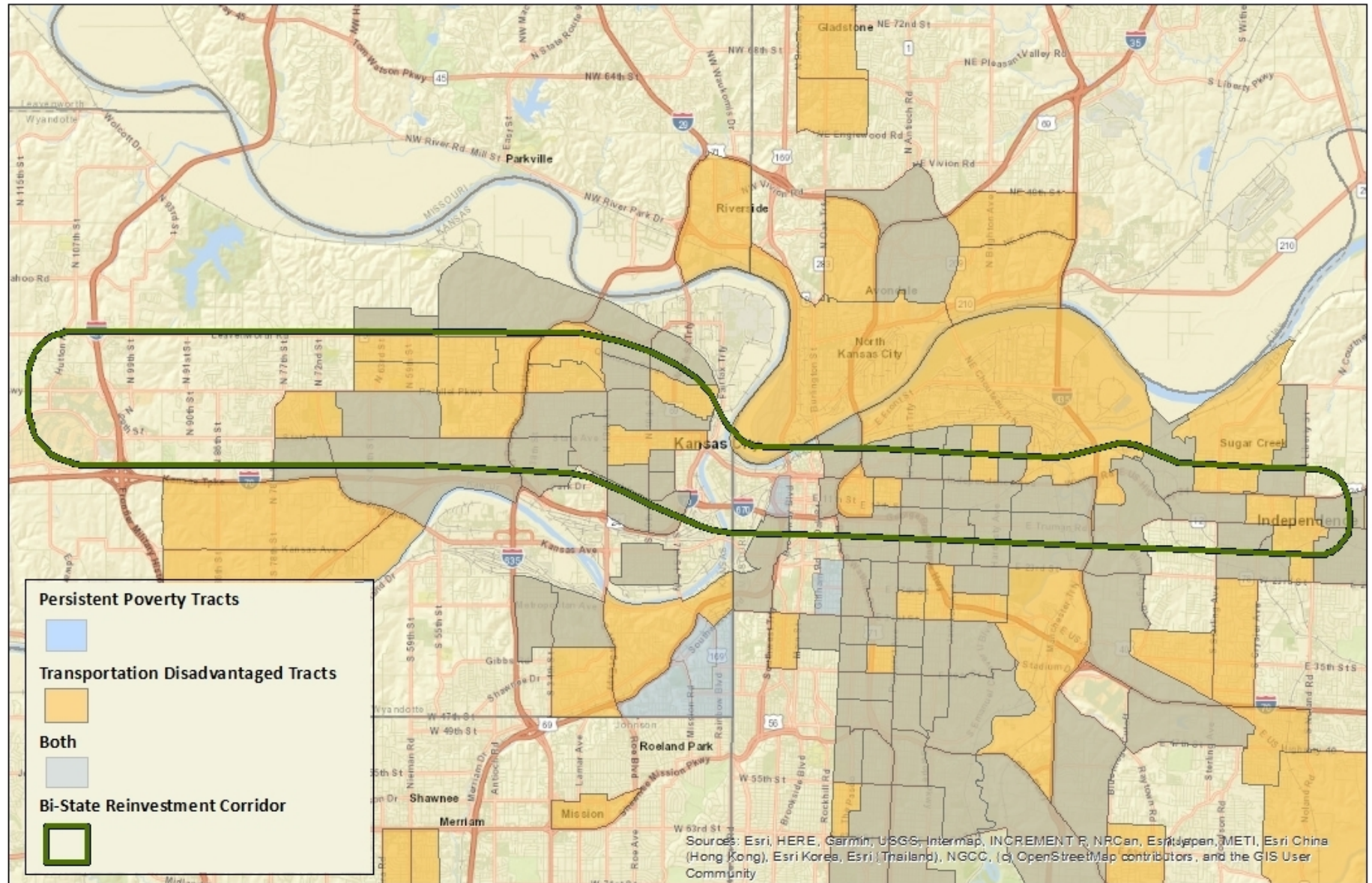
Creating opportunity through sustainability and mobility.

Vision:

Creating opportunity through sustainability and mobility

*Independence Ave, State Ave and adjacent neighborhoods form a **corridor of opportunity** that builds on the strengths and capacities of current and future residents, businesses and communities by connecting them through **comprehensive, sustainable infrastructure, community services and mobility options** to open access to the greater Kansas City region.*

The Corridor



0 1 2 4 6 8 Miles

Theory of Change

- ***New Federal infrastructure funding provides a generational opportunity to invest in **coordinated, comprehensive** transportation, housing, workforce, broadband, green infrastructure, public safety and economic development strategies to support **equitable growth and redevelopment** of promising but disadvantaged neighborhoods along a significant regional East-West corridor.***
- ***New resources will **accelerate implementation of extensive community-based plans** that have already been conducted throughout the corridor.***
- ***Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City metropolitan area using **sustainable strategies**.***

Partners

Partners include civic and business organizations along with:



Key considerations

- Corridor concept will continue to evolve
- We are enlisting community voices to help shape the strategy
- The plan will serve as a magnet for attracting federal/state funds to be pursued through multiple grant applications over time
- A coordinated, comprehensive investment plan will be more competitive at the federal level and generate greater sustainability, mobility and opportunity outcomes
- Many grants will benefit areas of the cities and the region well beyond the corridor
- This corridor will serve as a pilot for similar strategies in other parts of the community

Funding opportunities and near-term priorities

Transportation, Housing, Green Infrastructure, Broadband Access, Workforce, Safety

Zero Emission Transportation

Components

- Electric Buses
- Depot Electric Bus Charging
- On-Route Electric Bus Charging
- New & Upgraded Transit Centers
- Traffic Signal Upgrades
- Sidewalks & ADA Ramps
- Bicycle & Trail Facilities

Funding Opportunities

- RAISE Grants
- Bus & Bus Facilities Grants
- MEGA Grants
- Small Starts Capital Improvement Grants
- Safe Streets and Roads for All Grants
- Charging & Fueling Infrastructure Grants

Affordable Housing

Components

- Regional Housing Partnership
- Infill Housing
- Expanded home ownership for low & moderate income households
- Weatherization & Minor Home Repair
- Transit Oriented Development

Funding Opportunities

- Pending federal legislation
- Existing State programs
- Private investment

Broadband Access

Components

- Infrastructure
 - Trunklines & connections
- Digital inclusion
 - Subsidized services
 - Subsidized devices
 - Digital Literacy

Funding Opportunities

- Middle Mile Grants Program
- State Administered Funds (ARPA)
- Pending Federal Infrastructure?

Green Infrastructure

Components

- Stormwater BMPs
- Renewable Power Generation
- EV Charging
- Enhanced tree canopy

Funding Opportunities

- Charging & Fueling Infrastructure Grants
- Smart Grid Investment Program
- Grants for Energy Efficiency and Renewable Energy Improvements in Schools
- Embed components in broader proposals (where eligible)

Workforce Development

Components

- Green jobs training
- KCATA workforce development facility
- Partnerships with educational institutions and workforce agencies

Funding Opportunities

- Target outreach for pending federal grants
- Potential Federal Legislation
- Embed components in broader proposals (where eligible)

Safety & Security

Components

- License Plate Readers
- CCTV
- Shot Spotter
- LED Streetlighting
- Pedestrian lighting
- Traffic signal upgrades

Funding Opportunities

- Embed components in broader proposals (where eligible)

Near-Term Funding Opportunities

MARC Suballocated Transportation
Programs pre-applications due April 1

RAISE Grants due April 14 –
Transportation elements \$5-25M

FTA “NoLo” Grants (TBD) – Zero Emission
Buses and Charging Infrastructure

State Broadband Funding (MO)



Staff Request for Commission Action

Tracking No. 211424

Full Commission Meeting Date: 4/7/22

Committee: Public Works & Safety

Date of Standing Committee Action: 3/28/22
(If none, please explain):

Publication Required: No

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Karl Oakman	<u>Contact Phone:</u> x6009	<u>Contact Email:</u> koakman@kckpd.org	<u>Department/Division:</u> Police Department
<u>Item Description:</u> Section 35-285 is to be amended to include slideshows and a violation for spectators at any race, speed completion or contest, drag race or acceleration contest, test of physical endurance, exhibition, or slideshow, including when spectators are present for preparations for such events, submitted by Casey Meyer Senior Assistant Counsel and Chief Oakman, Police Department. Spectator includes any individual knowingly present at to observe and purposely demonstrates through active encouragement, assistance, facilitation, urging, promotion or request that any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition or sideshow commence or continue. Unintentional witnesses or passersby to such events are not considered spectators as a spectator is one who attends an event for the purpose of viewing it.				
<u>Action Requested:</u> To approve.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Sec. 35.285 Amended Racing on highways redline2				

Published _____

ORDINANCE NO. _____

An ordinance relating to Chapter 35 - Traffic, Article V - Speed Regulations, amending Section 35-285 – Racing on Highways, of the Code of Ordinances for the Unified Government of Wyandotte County/Kansas City, Kansas.

BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS:

Section 1. That Chapter 35 - Traffic, Article V - Speed Regulations, amending Section 35-285 – Racing on Highways, of the Code of Ordinances for the Unified Government of Wyandotte County/Kansas City, Kansas, to read as follows:

Sec. 35-285. – Racing on Highways; Sideshows; Spectators.

~~(a)~~ (a) — No person shall drive any vehicle in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition of speed or acceleration, or for the purpose of making a record, and no person shall in any manner participate in any such race, competition, contest, test, ~~or~~ exhibition, or sideshow.

(b) No person shall knowingly be present as a spectator at any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition, or sideshow.

(c) No person shall knowingly be present as a spectator where preparations are being made for any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition, or sideshow.

~~(b)~~ (d) The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Drag race means the operation of two or more vehicles from a point side by side at accelerating speeds in a competitive attempt to out-distance each other or the operation of one or more vehicles over a common selected course from the same point to the same point for the purpose of comparing the relative speeds or power of acceleration of such vehicle or vehicles within a certain distance or time limit.

Racing means the use of one or more vehicles in an attempt to out gain, outdistance or prevent another vehicle from passing, to arrive at a given destination ahead of another vehicle or vehicles, or to test the physical stamina or endurance of drivers over long-distance driving routes.

Sideshow means an informal demonstration of automotive stunts. Common activities at sideshows include doughnuts and ghost riding.

Spectator includes any individual knowingly present at to observe and purposely demonstrates through active encouragement, assistance, facilitation, urging, promotion or request that any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition, or sideshow commence or continue. Unintentional witnesses or passersby to such events are not considered spectators, as a spectator is one who attends an event for the purpose of viewing it.

(e) Exceptions.

(1) Nothing in this section prohibits law enforcement officers or their agents from being spectators at events described herein, when in the course of their official duties.

(2) This section shall not apply to races or sideshows that occur on public or private racetracks intentionally built and utilized for such activities.

(f) Penalty.

(1) A violation of subsection (a) is a class C, misdemeanor.

(2) A violation of subsections (b) or (c) are infractions punishable by a fine up to \$500.00.

(Code 1964, § 36-71; Code 1988, § 35-266; Ord. No. 53410, § 1, 1-7-1975)

Cross reference(s)—Definitions generally, § 1-2.

State law reference(s)—Similar provisions, K.S.A. 8-1565.

Section 2. That said original Section 35-285; Racing on Highways of the Code of Ordinances for the Unified Government of Wyandotte County/Kansas City, Kansas is hereby repealed.

Section 3. This ordinance shall take effect and be in full force from and after the passage, approval, and publication in the official Unified Government newspaper.

PASSED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS,

THIS _____ DAY OF _____, 2022.

Tyrone Garner/Mayor CEO

Attest:

Unified Government Clerk

Approved As To Form:

Unified Government Counsel

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

SPECIAL SESSION, THURSDAY, FEBRUARY 24, 2022

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, February 24, 2022, with eleven members present remotely and on-site. Bynum, Commissioner At-Large First District; Burroughs, Commissioner At-Large Second District; Townsend, Commissioner First District; McKiernan, Commissioner Second District; Ramirez, Commissioner Third District; Johnson, Commissioner Fourth District; Kane, Commissioner Fifth District; Markley, Commissioner Sixth District; Davis, Commissioner Seventh District; Stites, Commissioner Eighth District; and Garner, Mayor/CEO presiding. The following officials were also in attendance: Emerick Cross, Bridgette Cobbins, Melissa Sieben, Assistant County Administrator's; Brett Deichler, Unified Government Clerk; Monica Sparks, Deputy Unified Government Clerk; Misty Brown, Chief Counsel; Ashley Hand, Director of Strategic Communication; Kathleen VonAchen, Chief Financial Officer; Alley Porter, Commissioner Liaison; and Michael Peterson, Assistant Budget Manager.

MAYOR GARNER said before I call the meeting to order, I want to announce that due to COVID-19, we have individuals attending remotely as well as on-site. 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 the public that is participating knows who is speaking. This is critical given the number of remote participants in his current guidance from the Kansas Attorney General.

MAYOR GARNER called the meeting to order.

MAYOR GARNER said I would ask the Clerk to announce the meeting and call the roll.

ROLL CALL: Davis, Bynum, Burroughs, Townsend, McKiernan, Ramirez, Johnson, Kane, Markley, Stites, Garner.

NOTICE OF SPECIAL SESSION of the Unified Government of Wyandotte County/Kansas City, Kansas, to be conducted in a hybrid format on Thursday, February 24, 2022, at 5:00 p.m. regarding a presentation on a PBB Overview refresher. Immediately following there will be an executive session in the 5th floor conference room regarding Labor Negotiations.

Due to COVID-19, the public will be able to observe or listen to the meeting live on YouTube or UGTV, or through Zoom. The public may also view the special session from the lobby of the Municipal Office Building.

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 Garner said tonight we will have a priority-based budgeting overview refresher and immediately following there will be an executive session regarding Labor issues. I'll turn it over to Kathleen VonAchen, the Unified Government CFO for the overview.

Kathleen VonAchen, Chief Financial Officer, said presenting with me is Michael Peterson, the Acting Budget Director. He is also Assistant Budget Manager so he's going to be making the first part of the presentation and then I'm going to follow along towards the end of the presentation. We thought it would be a really great idea for us to give you a refresher of all that's occurred with priority-based budgeting over the years and where we are today. There are a number of new commissioners so the PBB is new to them. Priority-based budgeting is a process we've been working on for the past few years. I'm going to share my screen now and then let Michael take it over.

Priority Based Budgeting (PBB)

COMMISSION SPECIAL SESSION — FEBRUARY 24, 2022

Michael Peterson, Assistant Budget Manager, said at the present time I'm the Acting Budget Manager for the Unified Government. Tonight we're going to go over just kind of a refresher of what the PBB process is and what we've done so far and then Kathleen is going to talk more about where we are today and what our plan is moving forward from here.

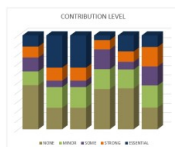
PBB Purpose

To **identify priorities** for our community and then align the **programs to meet our goals**.

What is the PBB process? Basically, priority-based budgeting, the purpose is to identify the priorities of the community and then to align our current programs and budgets to meet our goals.

Why are we in business?

To answer this question, we need to **identify the priorities** for the UG and then align the **programs or services with the results**

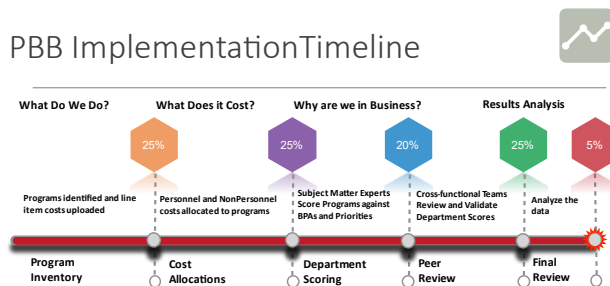


How much does each program contribute towards our Strategic Goals?



The first step in the priority-based budgeting process is to identify why. Why are we in business, why are we functioning as the Unified Government so to answer this question we need to identify the priorities for the Unified Government, and then we need to align the programs or services with the results. Some examples of why we are in business as identified by the Commission and the organization in the past, a few of the examples of the community goals would be something like community health, improving community safety or the perception of safety in the community or to assist with improving infrastructure or maintaining infrastructure.

Once we identify why we are in business, we identify how much—we identify the various programs that are across the UG and how much each program contributes towards the strategic goal.



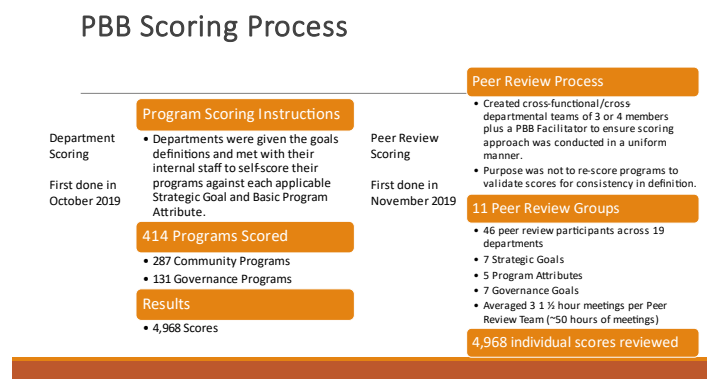
What have we done so far? Starting off, priority-based budgeting, basically what we used to start with was we used the financial structure that we have in our financial system. We worked with the departments to identify a program inventory across the Unified Government, so basically, what that means is we asked departments to identify all the different programs and services that they provide to the community and that they provide to the Unified Government. In the case of a department such as the Police Department, it would be like police patrol, would be an example or Animal Services whereas in Finance some examples might be just doing the annual budget process or Accounting or Payroll.

Then after we identified the costs, departments went into the tools. We worked with departments to identify how much each of those programs cost. All the different personnel positions and non-personnel costs were loaded in the priority-based budgeting and departments were asked to identify what percentage of a person's time or what percent or what dollar amount

or what percentage of a budget was aligned with each program. In working with the Commission and the County Administrator's Office, the goals for the organization were identified, and then we worked with departments to score each of the programs that were costed and identified against their strategic goals. Each department was asked to go back with their subject matter experts and work against each strategic goal that the community has and score each program.

After that process was completed, we undertook peer view, and I'm going to go into more of this in detail, but peer review is conducted by forming cross-functional teams across the organization to review and validate the department scores, so whereas, the departments were looking at one score for all the different goals for one program, the peer review team has looked at all programs for one goal and tried to align the different scores in a way that was continuous and made sense across the organization.

Basically, this sets up the basis for the program, the basis for the baseline for what we're doing and now we're working on the step of analyzing and implementing the data.



Just to give you an idea of what happened during the PBB scoring process, about 400 programs were identified and this is subject to change so each year as new programs are added or programs change, that number can change, but there were roughly about 300 Community Programs that were identified and 127 Governance Programs that were identified. The difference between those is that a Community Program is a program that serves the public, so it's a program that is outward-facing that the Unified Government provides and the Governance Program is an internal (inaudible), so something like technology services or Finance or Human Resources would be a Governance Program. Departments such as the Police Department or Fire Department, or Parks & Rec would be examples of community-facing programs.

With all the various scores, that resulted in about 5,000 individual scores across those programs that needed to be evaluated, so once those were scored, at the end of 2019, that's when we started completing our first peer review process. We had 46 representatives participate across 19 departments, so those are not saying that all departments did not participate in the process, those are just the departments that I guess—individuals came from who were part of the peer review groups. Those 46 people were split up amongst the seven strategic goals, five basic program attributes, and several governance goals across the Unified Government. We spent about 50 hours of meetings evaluating the different scores that the departments scored.



Just to kind of give a review of the goals that were scored, so I'm sure this is familiar. This is the strategic goals as identified by the Commission. Each Community Program was scored against prior reduction of increasing safety and perception of safety, increasing community health, increasing economic prosperity of the community and opportunity for residents, improving customer service and communication, increasing community cohesion, and improving infrastructure.

FINAL PROGRAM SCORE CALCULATION

- Final Scores emphasize how programs achieve the Strategic Goals, categorized by quartiles.
- All Programs are scored independently before consolidation of the final results.



The basis of the program scores, in the end, is 75% against the strategic goals and 25% against the basic program attributes. Each score of each program, 75% of the final score for each program gets one final score, 75% of that score is made up of the different scores as they were viewed against the strategic goals and 25, so those are heavier weighted and then 25% of the—is the scores that they received for basic program attributes. All programs were scored independently before they were consolidated into the final analysis.

To give a review of what the basic program attributes are, these are just attributes that each program across the Unified Government has. So, for example, this would be a mandate. So, is this program required by a higher level of government, or is this program just—is there no requirement or mandate that we perform the program. For reliance, are we the sole providers, the Unified Government, of that program or is it easily accessible to the public in other ways. Has demand changed substantially for the program or is there no change in demand? Cost recovery, and these are all continuums, so does the program recover 75% or more of its cost, or does it not recover any cost. Portion of the community served; does it serve the entire community or does it only target a small percentage of the community.

Basic Program Attributes Definitions

Score	Mandate	Reliance	Demand	Cost Recovery	Portion Served
4	Required by higher level of government (Federal, State, County)	Sole Provider and no other public or private entities provide this type of service	Change is Substantial 25% or more	Fees generate 75% to 100% of the cost to provide the program	Entire Portion of the Community, 100%
3	Required Incorporation Documents OR Regulatory Standards	Currently Sole Provider but other Public or Private entities could be contracted	Change is significant 15% to 24%	Fees generate 50% to 74% of the cost to provide the program	Substantial Portion of the Community, at least 75%
2	Required by Code, Ordinance, or Policy OR to fulfill a Contractual Agreement	Also offered by another governmental, non-profit or civic agency	Change is modest 5% to 14%	Fees generate 25% to 49% of the cost to provide the program	Significant Portion of the Community, at least 50%
1	Recommended by National Professional Organization or other best practice	Offered by other private businesses but none are easily accessible	Change is minimal 1% to 4%	Fees generate 1% to 24% of the cost to provide the program	Some Portion of the Community, at least 25%
0	No Requirement or Mandate	Offered by other private businesses that are easily accessible	No Change in Demand	No fees are generated	Small Portion of the Community, less than 25%

One of the more important things that we looked at last year just to update, is we went in detail across the UG and looked at all the mandate scores and verified and tried to identify exactly what was mandated in each program and if the scores were correct on that specific goal and that's something that as time goes by we're looking to improve upon each of these scores just to make sure we can slice and kind of pull out the data that we need on any given scenario.

UPDATED GOALS AND DEFINITIONS

REDUCE BLIGHT	INCREASE ECONOMIC PROSPERITY OF THE COMMUNITY AND OPPORTUNITY FOR OUR RESIDENTS	INCREASE SAFETY AND PROTECTION OF ASSETS	IMPROVE COMMUNITY HEALTH	IMPROVE CUSTOMER SERVICE AND COMMUNICATION	INCREASE COMMUNITY COHESION	IMPROVE INFRASTRUCTURE
Redevelopment, renovation, and repurposing emphasizing right reduction and affordable development	Finance and supports well-planned, quality development and redevelopment	Offer protection, enforce the law, administer justice, and foster an environment of personal safety and security	Promote and ensure access to treatment, prevention, and education services that facilitate improved public health and wellness	Offer efficient, affordable, and responsive service	Facilitate a sense of community, pride and shared responsibility that values and supports a diverse population	Provides for proper maintenance of existing infrastructure
Revitalization of the community by ensuring vacant and abandoned buildings are rehabilitated or removed	Increase workforce readiness and support the expansion and creation of high quality jobs that meet the unique needs of the community	Proactively prepare, promptly alert, and safely respond to emergencies	Collaboratively provides for the best physical, mental, economic, and social well-being of a multi-generational community	Through strategic marketing and communication, inform and engage the community about activities, initiatives, outreach programs, and other available opportunities	Supports neighbors and businesses working together for the good of their community	Improves the cycle control, manages costs or reduces costs of facility operations and maintains the portfolio of lot buildings and parking infrastructure
Reduce number of tax delinquent properties	Offer efficient, affordable, and responsive public services to support economic development	Focuses on proactive prevention, intervention, and education	Provides accessible, well-maintained parks, trails, and open spaces, as well as a variety of quality recreational opportunities that promote an active and healthy lifestyle	Increased transparency and accountability with the public through open data sharing	Supports and provides community events, neighborhood gatherings, and culturally enriching opportunities that connect the community	Provides for integrated management of scaled improvements - Asset Management
Improve the variety and quality of housing stock in the community	Develops and sustains a safe, convenient, and efficient public transportation system that is coordinated with adjacent transportation and resources	Builds an informed, engaged, and educated community that shares in the responsibility for its safety and well-being	Fosters a community that helps families meet the health, security, nutritional, and developmental needs of their children	Fosters training and cooperation across departments leading down to and working collaboratively to solve problems	Inform and educate citizens about activities, initiatives, outreach programs, and other available opportunities	Provides the community with participation opportunities and avenues that are accessible to all well-maintained, and promotes an active and healthy lifestyle
Enforce property maintenance codes	Attracts and retains employees to the area that will provide residents with a high quality of life	Visible and appropriate public safety presence	Increase access to healthy foods in the community	Adapts innovative approaches to better help the community and streamline processes	Build collective efficacy in and across neighborhoods leading to neighborhood coming together for the good of their community	Plans for and provides proper design and construction of new infrastructure to public projects and private development
Maintenance of existing infrastructure - sidewalks, curbs, and alleys	Manage growth through well-planned development that promotes community and values open spaces and sustainable community building	Connecting the neighbors to each other and providing a safe environment that attracts people to our homes, businesses, and public spaces	Increasing the walkability and bikeability in the community and around schools			Design future neighborhoods and enhance existing neighborhoods that serve residents day to day needs and provide a high quality of life
Maintain vacant lots		Supports improvement of the local criminal justice system				Develops and maintains well-designed, safe and sustainable multi-modal transportation network
Provide for efficient, effective removal of residential solid waste		Creates an environment where residents feel safe and secure in their homes, neighborhoods, and public spaces				Ensures compliance with all federal and state regulations related to stormwater and wastewater

On the strategic goals for the community, the departments were given this chart, so within each strategic goal, definitions were defined to assist departments with identifying how well their programs were meeting up against the strategic goals. Some examples of that would be for blight reduction, does their program assist with maintaining vacant lots, does it help reduce the number of tax delinquent properties, or for increasing safety or perception of safety. Does a program promote, alert or simply respond to emergencies for improving community health, does the program increase the walkability and bike-ability in the community around schools. As the departments read through their various programs and identified programs, they were supposed to ask themselves against each of these definitions in each of these goals how strongly aligned their programs were to these goals.

Program Scoring Guidance

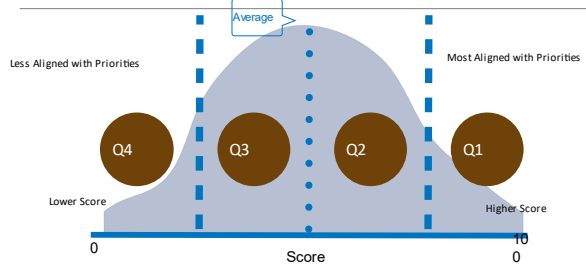
Within the context of the Goal's definitions, do you believe that the program has a high degree of influence in achieving the overall Result?

Programs are scored from 0 to 4 based on how they influence the result

0	1	2	3	4
None	Minor	Some	Strong	Essential

The way they were scored, if a program was deemed as being essential towards meeting any of these definitions or goals, it was scored a four which is the highest score, if it had no alignment at all towards the strategic goal, it was scored as a zero. These are the scores that were composited into the final distribution.

Priority based budget tool results



The final scores across the entire Unified Government, the Community Programs, and the Governance Programs are consolidated together and allocated in quartiles. So, basically, the more goals a program scores highly against, the higher the score of the program, the less—the fewer goals the program scores highly is it being essential or strongly aligned with the less aligned to that program is with the priorities of the Commission and with the priorities of the community. Basically, the way it's laid out is of all the programs across the UG, about 25% of the programs are going to be mostly aligned with priorities or the highest-scoring programs are going to be in quartile one, then the next 25% are going to be in about quartile two followed by quartile three and quartile four.

Let's talk a little bit more about what that means through some strategies, but the goal of priority-based budgeting is to maximize the investment in the community towards the programs that are most aligned with the strategic goals, the community, and make the most impact with the citizen's tax dollars.

Ms. VonAchen said I'm going to take it from here.

2022 Budget – Community Programs

There are an estimated \$264 M in PBB Community Programs (287 programs).

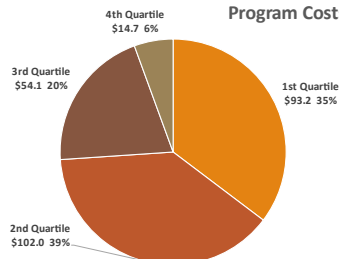
Quartile 1 & 2 high priority programs are 69% or \$195 M of total community programs.

But...

There is \$54 M, or 20%, in programs scored in Quartile 3 and \$14.7 M or 6% in the lowest quartile.

This is where opportunity lies, as well as finding efficiencies in the UG's governance programs.

~ \$264 M in Community Program Costs



We recently updated the database for priority-based budgeting, our software system, to include the 2022 Budget data. Here you can see how the Community Programs, those roughly 300 programs that are services that are provided to the public, how they scored or how they were ranked amongst the four quartiles. All these Community Programs totaled \$264M and of the \$264M, 69% were in quartile one and two which is this pie and this pie here and they total about \$195M.

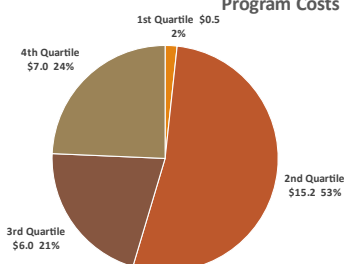
The opportunity quartiles are in quartiles three and four and those amount to about \$54M or 20% and \$15M or 6%, so that's where there are opportunities for us to evaluate whether there are chances to reallocate some of those costs to other higher priority programs. Then, of course, there's also finding efficiencies amongst the UG Governance Programs which is the next slide.

2022 Budget – Governance Programs ~ \$28 M in Governance Program Costs

There are an estimated \$28 M in PBB Governance Programs (131 programs)

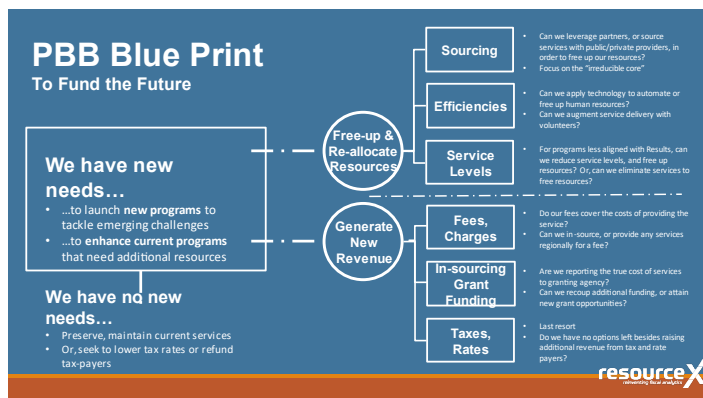
Quartile 1 & 2 high priority programs are 55% or \$15.7 M of total community programs.

But... There is \$6 M, or 21%, in programs scored in Quartile 3, or the "opportunity quartile". And \$7 M or 24% in the lowest quartile.



The Governance Programs were roughly 131 programs in total and they totaled \$28M. Of those programs, a good proportion, or 55% of them are in quartiles one and two which is here and here and then there were a number of quartiles or two—the quartiles three and four comprise the other roughly 45%, so \$6M and \$7M.

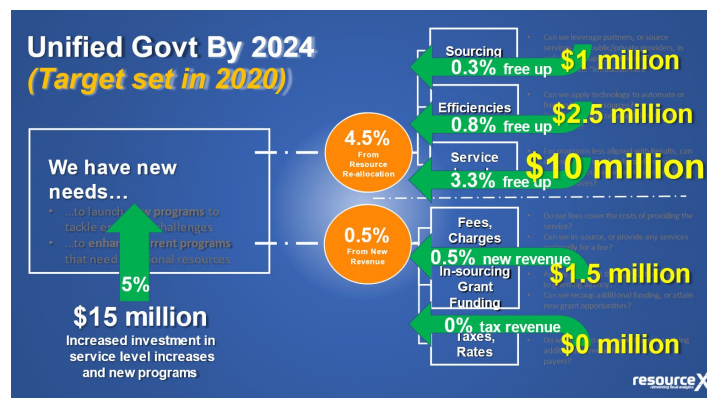
I did want to point out that in the coming months as we embark on the strategic planning process that is currently being scheduled and as we further delve into the priority-based budgeting process for this year, we're going to share with you what these programs are, specifically what programs are in the third and fourth quartile. Tonight is just kind of a refresher.



One thing that PBB likes for us to frame our view of the budget is to what they call the PBB Blueprint, how to fund the future and basically what we're trying to ask ourselves is, do we have new needs, do we want to launch new programs or enhance current programs or do we feel like we have no new needs and we just want to preserve the status quo or seek to lower tax rates or refund funds to the taxpayers. Those are the questions you would ask yourself. The next step then would be to decide if there are new needs or if we want to lower taxes, we need to free up resources in order to do that by reallocating resources. Here are a couple of options or approaches for freeing up resources. We can leverage with partners or source out services with the private sector in order to free up resources or we can focus on redundancies. We can maybe—can we apply technology to automatic or free up Human Resources. Can we augment our service delivery with volunteers and then the last one, of course, is service delivery for those programs less aligned with the results. Can we reduce service level to free up resources or can we eliminate services to free up resources?

The last part here is about fees. You know, do our fees cover the cost of providing services, can we in-source or provide services regionally for a fee, or at what percentage does the Unified Government Commission want to subsidize certain programs or charges or services that we're providing. Then there are opportunities for grants. Are we reporting the true cost of services to our granting agencies, can we recoup additional funding or attain new grant opportunities to fund our operations.

The very last resort was regarding high—increasing taxes or do we have no option left but to raise taxes or what can we do to reduce taxes in which case we would have to come back up here and find services that can be provided more efficiently or at a lower service level. So, that's how, you know, it's just kind of a chart that puts it all together, the whole process.



Back a couple of years ago we worked with the Commission on setting ourselves with some targets. What we decided was, that we don't want to—at a minimum, back a couple of years ago, we don't want to have any kind of fee increase or charges for tax increases so as a result we still need to find roughly \$15M across the Community Program in order to achieve the target of 5% of the total, so roughly \$300M in Community Programs, 5% is \$15M. That was the amount that we set for ourselves two years ago to increase our investment in various service delivery increases or new programs, for example, for improving our cash-funded street maintenance.

In order to achieve this \$15M, the first thing we were going to look at is reducing service delivery by \$10M followed by finding efficiencies in the amount of \$2.5M and potentially freeing up some resources through outsourcing at \$1M. Lastly, potentially increasing our fees by \$1.5M., you know, over the—throughout the UG-wide budget. Those three amounted to 4.5% and then the fees were about half of a percent. This is what the target was that we set back in 2020 before the pandemic and the goal was to achieve this by the year 2024. So, we're about to—the pandemic hit, so of course, a lot of things have happened since then, but this is just a reminder of what we discussed a couple of years ago.

We are looking forward to continuing this conversation once we have the strategic planning process so that we can update this target and get your feedback on how do you want to change this going forward.

PBB Insights Workshop Timeline and Participation

Over 120 UG staff members from across all departments participated in the workshops via Zoom

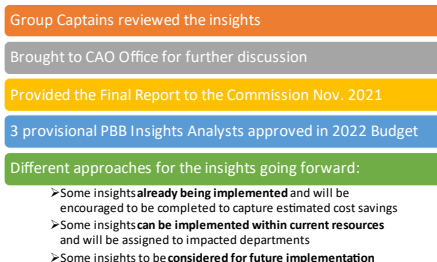


One of the other things we did last year, we held what was called priority-based budgeting insights workshops. Here's kind of an example of the timeline and participation of the insights. The purpose of the insights workshops was to work with staff down in the department level that had great ideas for how to find efficiencies and to make the Unified Government provide better services to our residents. We started out, we had about 120 UG staff members last January, all on Zoom, and it was facilitated by Eric Keck who you all met during a follow-up presentation that we gave last year. First, we started out with improving or helping to develop better communication of collaboration amongst all of the 120 UG staff members that were on those Zoom meetings. We did a survey and voted where we would like to go and what can we do now.

The next workshop, they all worked on developing action plans for various insights that were developed as part of the first workshop and they figured out what the purpose was for each insight and the particulars. You know, what is it going to take to implement it, what people would be impacted and what programs did we need to look at in order to implement the insight. Actually, on January 28th we had created the insights and shared the ideas and we organized them into themes and then we developed groups that developed these themes.

The very last workshop was a presentation by each of the workgroups to the County Administrator at the time so that all of the insights could be—well, so that the workgroups could personally explain what it is that they were hoping to do with each of the insights and how those insights would benefit the community.

Steps Following Insights Workshops



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So, that was in March and then after that, the group captains reviewed each of the insights. We brought them back before the County Administration Office for further discussion and it all culminated in a report which we distributed to the commissioners in November. Most of you have that report and we can email it back out to you all so you can see it again.

The other thing that happened was that three provisional priority-based budget insight analysts were approved as part of the 2022 Budget in order to help us implement these 50 or more insights that were identified by the 120 folks that participated in the workshops. We did figure out that amongst the insights, there were three different approaches for implementation. Some of those insights have already started to be implemented and so, basically, what we're doing now is encouraging that the implementation continues so that we can capture the estimated cost savings. One example is the implementation of our Enterprise Resource Planning, our ERP system, you know, switching from Cayenta to Workday is going to provide tremendous efficiency amongst our organization.

The second approach is how can it be implemented and whether we can implement it with current resources. Some of these insights require some money and so the ones that required start-up money were put in the future consideration bucket, so that's basically how we broke up all those insights. The PBB insight analysts that were approved as part of the budget are also within their work plan are going to be looking at how can we develop regional partnerships so that we can potentially provide more efficient centralized shared services say with other regional governments in the area.

Discussion

So, that's it. That's all we have. It was a pretty quick presentation and we're happy to answer any questions.

Mayor Garner said thank you for the overview. Are there any comments or questions from our commissioners?

Commissioner Markley said this can seem very dry so I kind of wanted to give some context to how I feel like this came about. Kathleen's like, no, it's not dry, it's wonderful and fun. Really, what brought us to this point was the Commission constantly asking how do we know what the low-hanging fruit is, how do we know which things we're required to do because some state statutes require us to do it or an ordinance requires us to do, and what things we're doing because somebody somewhere in the line thought we should do it. When we have to cut something, how can we, as a Commission, get a better idea of what we can cut and what we can't cut without really impacting the majority of our community? This program helps us to make those decisions. We can now look at these scores and we can say these programs have the greatest impact and most of our money should go towards those. These programs have less impact on our community, we should be spending less money on those programs and if we're spending more money on the programs that are showing as not being a priority, then we need to figure out how we can reallocate our funds. That was the purpose of all this information.

The other thing I wanted to say is, and what I think has been amazing, is that this process has required our departments to work with each other across—you know, we talk about silos, they got to work with each other across all those different departments and all those different programs to analyze these different portions of our Unified Government and the different programs we

provide. I think that's been a great experience for our staff and maybe staff can talk to that a little bit as well, but I feel like it has been a good experience for our staff and that they learned a lot about what each other's departments and programs do and how they can work together. I feel like some of the efficiencies we found come out of all of this data, but some of these efficiencies just come out of our employees sitting down and talking to each other and saying, well, yeah, why don't we do it this way instead. So, not only has it been a great data gathering exercise for us to be able to use the data to make good budget decisions, it's been an amazing exercise just in strategy and in working together and in finding efficiencies for our staff and I really appreciate all the staff hours that have gone into providing us both with the data and with those efficiencies that came up more organically.

Ms. VonAchen said you're absolutely right. Thank you, commissioner.

Commissioner Ramirez said thank you Kathleen and Michael for your presentation. I second everything Commissioner Markley said. I know when I came on to the Commission we were going full steam ahead on PBB. I remember having our retreat of the stop and go. I will say that was one of my favorite exercise that we did because it was amazing to see how many programs we did have that I didn't even know that we had. I loved that exercise we did. I'm happy that we as a Commission we're finally coming back to the conversation and back to PBB. I know COVID put a stop in us as a Commission continuing that conversation. We're just trying to, quote unquote, hemorrhage the impact of COVID, but I'm happy we're coming back to the conversation and moving forward. I think this is a very good program and it's something that we need.

The one question I have, because I cannot remember, and I would have to dig through a drawer of information; briefly, which insights are actually being currently implemented? I remember them being a part of the budget, but I don't remember which ones.

Ms. VonAchen said I don't remember offhand. There was like a whole list of them. I should have refreshed my memory, but for sure one of them is the ERP system. That's a big one and we anticipate that once the ERP goes live the middle of next year—oh no, the middle of this year, once that goes live, we're anticipating that we're—based on the business case analysis that we conducted, we anticipate saving \$5M a year in efficiencies, so that's a big one. When I provide you the report again of all the insights, in case you didn't save it the last time, I can point out which

ones we're currently implementing. **Commissioner Ramirez** said that would be great and if you could send over that report again, that would be amazing.

That was the only question I had. Thank you Kathleen to you and your department. Thank you Michael for everything you're doing for this program. I agree with Commissioner Markley, it's good that our departments were talking and working together. Hopefully that continues moving forward, not just in PBB, but in general.

Ms. VonAchen said I would like to add that our thought is that once we have the strategic planning session to reevaluate the current goals that the—just to have an opportunity to reevaluate the strategic goals, the seven strategic goals. Once that takes place, our thought is that we would again have one of those red light, yellow light, green light exercises and so we send you home with some homework and then you come back and you take a look at all the programs and you tell us which ones should we stop, which ones do you want to continue, so that we can get your feedback on all of the programs and you can get a better idea so that—you know, we would just refresh that exercise that you all did two years ago.

Commissioner Johnson said thank you to Kathleen and Michael for the work you've done. Of course, I've been a proponent of the PBB process since we started it and I'm looking forward to the continuation of that. I was also heartened when we were interviewing our Interim Administrator in the fact that she was very familiar with PBB and was a champion of that in some of the other areas. I'm curious and would love to know her input on it. I don't know if she's there today. I don't see her there, but I would love to see her take on where we are right now and, you know, I think there's just different nuisances depending on the set of eyes that are looking at the process and would be very interested to hear. I've already expressed that to her as well, her take on where we are right now and how she sees this process moving forward.

Ms. VonAchen said I don't know if she is on or not, but we did visit about priority-based budgeting so Cheryl is very up on it. She understands the concept and knew exactly where we are in this process, so I was thrilled about that too.

Mr. Peterson said we're definitely looking forward to continuing to make it a bigger part of our budget process each year.

Mayor Garner said thank you for the overview. At this time the Commission will go into executive session for consultation with our Legal team. Do we have a motion for executive session to discuss matters related to employer/employee negotiations?

Executive Session: 5:38 p.m.

Commissioner McKiernan made a motion, seconded by Commissioner Markley, to go into executive session until 6:45 p.m. to discuss matters relating employer-employee negotiations, regarding the status and future direction of labor negotiations 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 we reconvene in open session at 6:45 p.m. here in the 5th floor conference room.

Roll call was taken on the motion and there were eleven "Ayes," Davis, Bynum, Burroughs, Townsend, McKiernan, Ramirez, Johnson, Kane, Markley, Stites, Garner.

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; Ramirez, Commissioner Third District; Kane, Commissioner Fifth District; Markley, Commissioner Sixth District; Stites, Commissioner Seventh District; Davis, Commissioner Eighth District; and Mayor Garner presiding. **Staff Present:** Melissa Sieben and Emerick Cross, Assistant County Administrator's; Misty Brown, Chief Counsel; Susan Alig, Senior Counsel; Sheriff Soptic; Renee Ramirez, Director of Human Resources; and Shakeva Christian, Manager in Human Resources.

6:45 p.m.

Mayor Garner said we are out of executive session. We are now back in open session and this meeting is adjourned.

**MAYOR GARNER ADJOURNED
THE MEETING AT 6:46 p.m.**

Monica Sparks
Deputy Unified Government Clerk

dt

February 24, 2022

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

SPECIAL SESSION, THURSDAY, MARCH 3, 2022

The Unified Government Commission of Wyandotte County/Kansas City, Kansas, met in Special Session, Thursday, March 3, 2022, with ten members present remotely and on-site. Bynum, Commissioner At-Large First District; Burroughs, Commissioner At-Large Second District; McKiernan, Commissioner Second District; Ramirez, Commissioner Third District; Johnson, Commissioner Fourth District; Kane, Commissioner Fifth District; Markley, Commissioner Sixth District; Davis, Commissioner Seventh District; Stites, Commissioner Eighth District; and Garner, Mayor/CEO presiding. Townsend, Commissioner First District; was absent. The following officials were also in attendance: Emerick Cross and Melissa Sieben, Assistant County Administrator's; Brett Deichler, Unified Government Clerk; Misty Brown, Chief Counsel; Ashley Hand, Director of Strategic Communication; Jeff Fisher, Executive Director of Public Works; Sarah White, Public Works Project Manager; Trenton Foglesong, Lead Wastewater Engineer; and LaVert Murray, Economic Development Advisor in Mayor's Office.

MAYOR GARNER said before I call the meeting to order, I want to announce that due to COVID-19, we have individuals attending remotely as well as on-site. 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 the public that is participating knows who is speaking. This is critical given the number of remote participants in his current guidance from the Kansas Attorney General.

MAYOR GARNER called the meeting to order.

MAYOR GARNER said I would ask the Clerk to announce the meeting and call the roll.

ROLL CALL: Bynum, Burroughs, McKiernan, Ramirez, Johnson, Kane, Markley, Stites, Davis, Garner.

NOTICE OF SPECIAL SESSION of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held virtually on Thursday, March 3, 2022, at 5:00 p.m. regarding the KC Levees Project.

Due to COVID-19, the public will be able to observe or listen to the meeting live on YouTube or UGTV, or through Zoom. The public may also view the special session from the lobby of the Municipal Office Building.

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 Garner said tonight we will have a discussion regarding the KC Levees Project. I'll turn it over to the Public Works Department for an overview.



Sarah White, Public Works Project Manager, said we are so gracious that we can meet with you tonight to discuss a mega project, over half a billion dollar project, that is being built here in Wyandotte County and we wanted to tell the story of what is the history of the Kansas City's Levees, what does a mega project look like, and all of the partners that are involved in this project. I will also be having Melissa Sieben, Assistant County Administrator, to give part of this presentation as well.

March 3, 2022

KC LEVEES- HOW IT STARTED



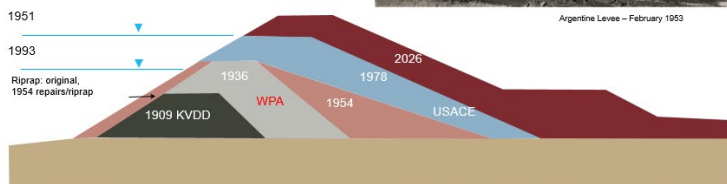
MVSC, Kansas City Public Library, Kansas City, Missouri

As you can imagine, a project of this magnitude that has been going on for many, many years, it does have a story to tell. We're thankful tonight that we have a little bit of time so that we can tell the story. We do know that some have heard this before through multiple parts, but there's also a lot of new faces and we are excited about kind of bringing everyone up to speed and sharing with you the history of the Kansas City Levees and the Kansas City Levees Project.

Kansas City Levees, how it all started. These are some pictures of flooding. As you can imagine, two major rivers surrounding Wyandotte County, there is going to be flooding and this is the case ever since the communities were founded.

LEVEE HISTORY

- Major Construction Efforts
- 1) 1906-1909 KVDD project
 - 2) 1936-1938 Works Progress Administration (WPA) raise
 - 3) 1951 USACE 5ft raise
 - 4) 1951-1955 USACE '51 Flood repairs
 - 5) 1972-1978 USACE "62 Mod" 6ft raise
 - 6) Current project 5ft raise



Argentine Levee - February 1953

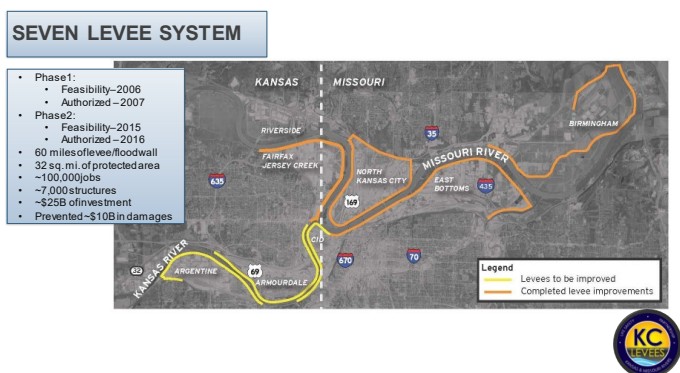


Here's a brief levee history of what has happened over the years. The levee was first built in 1906 by Kaw Valley Drainage District which is the drainage district for the majority of the levees. That was built over a four-year period and you can see that the first—how tall it was.

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In the late 1930's the WPA Program came in, raised the levees at that point and then in the 1950's the Army Corps of Engineers had a project to strengthen the levees, raise the levees, and while it was under construction the 1951 flood happened. As you can imagine, the flooding occurred and then they went in to finish the construction and make the repairs from the 1951 flood.

There was a 1962 Mod that happened in the mid 70's and then in response to the 1993 flood came about the Seven Levees Project and where we're at today.



The Seven Levee System are the—there are seven levees throughout the Kansas City metro area along the Kansas and Missouri Rivers that protects the area that's shown here. The ones in orange are the levees that were in the Phase 1 part of the project and then in the yellow is Phase 2. Phase 2, the feasibility for that started in 2015 and it was authorized in 2016. As you can imagine, the size of the project for Phase 2 was estimated at that time for over \$400M and with a cost share requirement for the local project sponsors of 35%, that is a number that promotes drainage districts or communities, 35% of that is roughly \$100M, very hard to fund that. That project was looked at as being a 20-25 year project.

I'm going to pass it over to Melissa and she is going to talk a little bit about how the next steps for getting that funded.

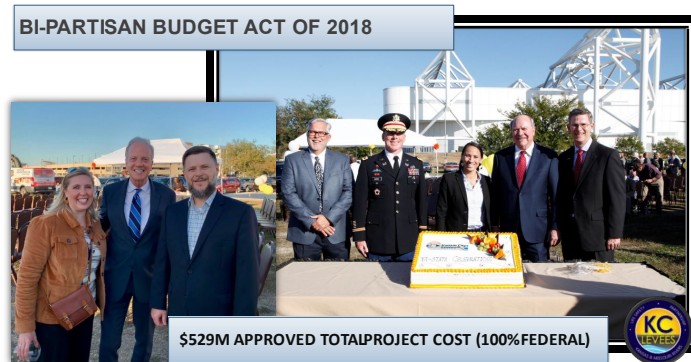
Melissa Sieben, Assistant County Administrator, said I just wanted to kind of cover where staff today kind of intersected into this project. Around 2016 when we received authorization for Phase 2 simply put us in a spot where we had to figure out how we were going to make this project go. Ideally, you know, the local partners would have been able to come up with the 35%. I started working with our partners, Kaw Valley Drainage District and Kansas City, MO as well as MOARC

which is the Missouri and Other Affiliated Rivers Coalition and KCIC. We were all trying to figure out how we could get this last section of the Seven Levee System in place. We spent quite a bit of time trying to figure out who would be responsible for how much of what, but as you can see, very little of this is actually on the Missouri side. The bulk of it is all in Wyandotte County.



What happened was a very fortunate moment in time for the Unified Government and that was that we were, as an organization, in the right places at the right time. Kansas City's Army Corps District, which is represented here tonight by Scott Mensing, had been working with our staff as well as MOARC who has been an advocate since the '51 floods for protecting this area and the other four states that it serves which is Iowa, Nebraska, Missouri and Kansas. We had a good relationship not only with MOARC, but the Unified Government with its Turkey Creek Project, which Sarah has led forever, and we were able to be out in DC talking to folks at the right time with that group and we had proven ourselves on other projects with the Corps regionally, which was a huge thing.

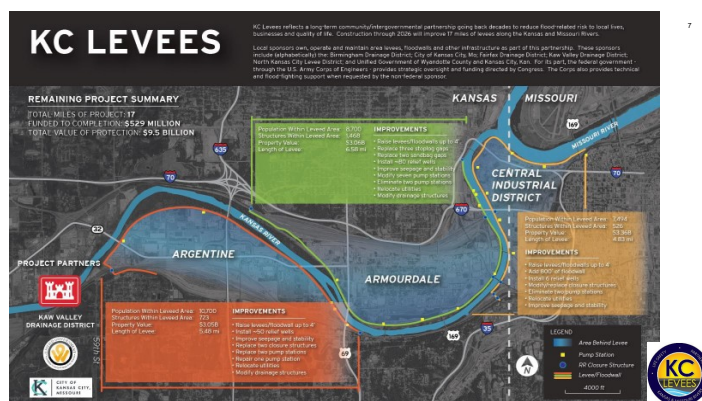
There was a funding bill in 2018 that came up. It said that the project was fully federally funded, but as we started digging into it and the Corps started digging into it here locally, we realized there were some pretty significant gaps. And the primer that I had been putting out every time we were in front of the delegation from Kansas and Missouri, in DC it was always that as a community that already has a number of challenges from historically redlined portions of a community and having significant poverty that we couldn't be expected to be on the hook for this. There had to be something to change and given that they had already said this was fully federally funded, we started looking at what was actually going on that was causing us some pain points.



We worked really closely with the folks in DC and had those relationships existing before this Act was passed in 2018, and were able to get language put into a secondary bill after it was already fully federally funded through our work with Senator Moran's office to actually have it fully federally funded.

Sarah will talk about some things tonight that are called Betterments. Those are things that we're able to do at a better cost with this project that help us on our side of the system that are not required by the Corps, but our partnerships there are making those things possible. The fact of the matter is that we would have had a \$100M cost share that we would have had to come up with plus. I mean today's prices, this project just keeps escalating. Today we set at \$529M.

I'm going to turn it back over to Sarah to round you through this.



Ms. White said the good news came out that this was fully funded. The caveat to that was that it needed to be accelerated, designed and built before 2026. That, as you can imagine, what was going to be a 20 to 25 year project was now being condensed into a seven year period. The Corps of Engineers is the project coordinator. They are the main designer and they handle all of the design and construction services, construction inspections for this project.

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This is a great slide to show what this project brings to the area. As Melissa said, normally our cost share as a project partner would be 35% of the federal project so with the current cost, that is at \$190M that we would need to come up within two years. But with it being fully federally funded, we were able to move forward on this project. What this means for our area is shown in this slide and I won't read all of it, but as you can see, the number of assets, the number of homes, businesses and the billions of dollars that are protected by this levee raise is just phenomenal and this is something that should be celebrated in our community as being brought here.

PROGRAM OVERVIEW

AT A GLANCE: ABOUT US

The Project

- \$529 Million federal investment
- 9 miles of levee improvements
- 7 miles of floodwall construction
- 1,000,000 cubic yards of dirt
- 90,000 cubic yards of concrete
- 90,000 tons of sheet piling
- 110,000 linear feet of H-piles
- 11 pump stations to be improved
- 6 pump stations to be removed
- 2 new pump stations
- 140 new relief wells
- 11 new railroad closure structures
- 16 road and rail bridges impacted

The Team

- Over 200 team members
- Design partnerships with multiple A/E firms, utilizing design-build, A/E design, and in-house design strategies
- 100 real estate transactions
- 150 utility crossings to be coordinated with local utility companies

The Community

- Over 30,000 residents in the leveed area, with over 25,000 jobs and 2,500 structures
- Non-federal partners performing numerous betterments to improve interior flooding and develop the trail system along the levee
- Over \$20 million in Small Business set-asides for the pump station improvements
- The program will provide a 200% reduction in flood risk

Economic Impact

Railroad Infrastructure

- Coordination with 3 Class I railroads: UPRR, BNSF, and Kansas City Southern. Also coordinating with Kansas City Terminal Railroad
- 2 major switching yards, with BNSF's Argentine yard the 2nd largest in the nation
- 2 transcontinental routes, each averaging 80-90 trains a day
- 345 million tons of goods pass through Kansas City by rail each year, projected to increase to 470 million tons by 2020

Commercial and Industrial Value

- \$9.5 billion in property and investments
- Nationally important warehouse, manufacturing, distribution, and transportation hub

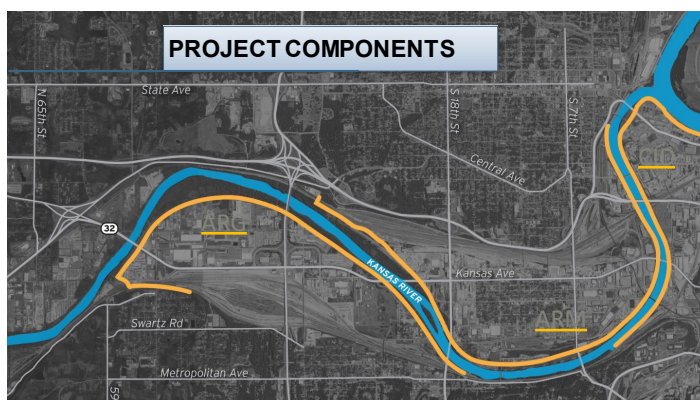
A quick program overview; this is nine miles of levee improvements, seven miles of floodwall construction, and over a million cubic yards of dirt. I don't remember the exact calculation of how many dump trucks that is, but it's a lot so there's going to be a lot of dirt moving in the next five years. At the height of design, there was over 200 people working between the Corps of Engineers, the other consultants who were HNTB, HDR, Affinis, surveyor's—the surveying group, Midland, also Terracon and then the project partners which were the Unified Government and our staff, the Kaw Valley Drainage District, and the city of Kansas City, Missouri.

You can also see just some brief numbers that talk about the number of people that live behind the levee area and then that economic impact of the levee systems.



Not only did we have, you know, making up this whole project are these project partners, we also had partners with other major players and federal agencies. This project includes construction on four different—or impacting four different railroads. Throughout this project we are working with the railroads; BNSF, UP, Kansas City Southern and Kansas City Terminal. Also, we’re working with KDOT and MODOT and then the various permits that we have to get with all of the different agencies.

Back to the project partners, one of the things that Melissa touched on was that we have a history or the Kansas City District has a history of producing really great projects and one of the reasons they say that they are able to have such successful projects is their strong partnerships with the non-federal partners. You’ll see a little bit later all the stuff that as a non-federal partner that we are required to do to help the project.



We’ll go into a little bit of the project components. As you can see here, the levee systems that we’re talking about are Argentine, Armourdale, and CID, so pretty much blasts of I-635 all the way to the confluence of the Missouri River.

LEVEE AND FLOODWALL RAISES

Argentine, Armourdale, and CID Levee Raises

Project Description:

- 17 miles of existing levees and floodwalls evaluated and modified to ~16 miles with increased reliability
- Average 5-foot raise to existing levees and floodwalls
- 9 miles of levees; 7 miles of floodwalls
- ~1,400,000+ cubic yards of earth fill
- ~50,000+ cubic yards of concrete
- 12 railroad closure structure replacements
- Addressing underseepage and stability risks
- Coordinating ~200 utility improvements/ relocations
- Installing ~130 relief wells
- Increasing flood protection ~200%

Designer: Integrated USACE and HNTB Team

Contractor: Lane Construction

Value: \$257M (including future options)



With the levee, there's three main parts to the project design. The levee and floodwall raises throughout the 17 miles of the existing levee. There needed to be approximately a 5-foot raise throughout the project. In some of the cases there wasn't enough space to actually do a levee raise because with a levee raise comes a width at the bottom that needs to expand as well. So, in those cases there was a wall—there will be a wall installed. This just kind of talks about some facts on what all goes with it and as you can see it's not just putting dirt on top of the dirt. There are different relief wells and stability berms and other impacts on that.

This project also—with the levee raise, there is also 12 railroad closure structures. As you can imagine, the railroad does not want a levee going across their tracks so there has to be closure structures so that if there is a flood, there is a way to protect that area where there are tracks. The Corps and the design team has worked diligently for the past four years in coordination with the railroads and how we are going to be able to get these closure structures installed, hopefully tested, and maintained in the future.

This project was the last project to be designed. It went out to bid last February or March and it was awarded to Lane Construction which is based out on the east coast, I believe, Connecticut and their contract was for \$257M. I would like to point out that this was a low bid selection and our qualified contractors and all of this is run by the Corps of Engineers. They do the process; however, this low bid was significantly lower than the estimated cost and the other bids, so there was some significant savings with this contractor.

ARGENTINE PUMP STATION REPLACEMENTS

Project Description:

- Structural repairs to the existing Turner Pump Station (PS).
- Full replacement of Argentine Main PS.
- Full replacement and relocation of Strong Avenue PS.
- Construction scheduled to be complete by DEC 2022.

Designer: Cole and Associates (Design/Build Contract)
Contractor: Michels Corporation
Value: \$33M



The next one is the Argentine Pump Station Replacements. There are three different things going on with them. There were some structural repairs to the Turner Pump Station. There was a full replacement of the Argentine Main Pump Station, and then there was full replacement and relocation of the Strong Avenue Pump Station.

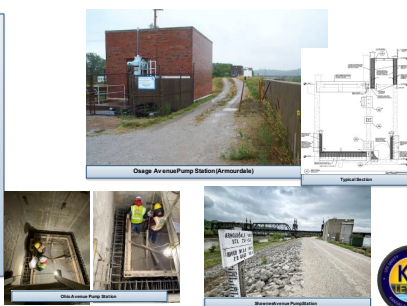
Our Unified Government project team was fully involved throughout all of design, attended design progress meetings at least monthly and sometimes they were every two weeks and so we worked very closely with the designers at both the Corps and then the consultants, they also had worked on these pump stations.

When it came to the Strong Avenue Pump Station, and we have Trenton Foglesong here with Water Pollution Control, he was the main technical lead on the pump station review and evaluation of the design. The opportunity to move the Strong Avenue Pump Station came up because it actually was on the—you have to cross the railroad tracks to get to it and that can cause a lot of issues if you have to do maintenance, repair, lots of extra costs when you need to cross the railroad tracks. We were able to relocate that and that is currently in construction right now. That was awarded to Michels and this was a design/build contract for \$33M.

ARMOURDALE / CENTRAL INDUSTRIAL DISTRICT PUMP STATION REPAIRS

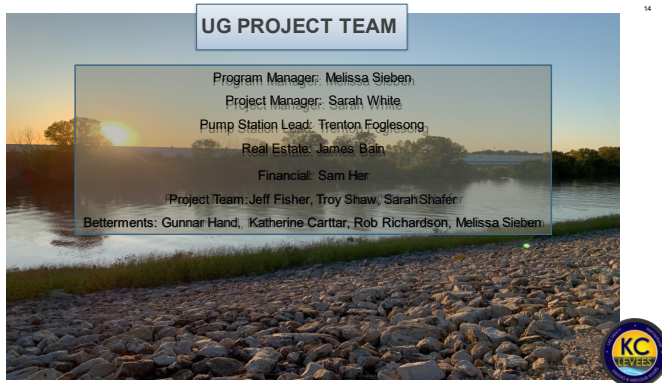
- Modify/repair 10 flood pump stations.
- Improves structural stability (floatation) and strength concerns with added weight (concrete) and steel bracing.
- 17 new pumps and motors at 6 pump stations.
- Increased pumping capacity at 4 pump stations (UG Betterment).
- Construction scheduled to be complete in DEC 2023.

Designer: Affinis/HDR with USAACE Support
Contractor: Supplied Industrial Solutions
Value: \$17M (two contracts)

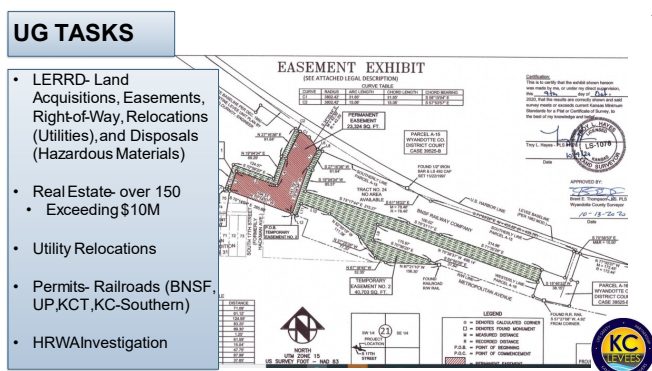


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The next set of projects was the Armourdale and CID Pump Station Repairs. There were 10 flood pump stations that were modified and repaired and there are various ones that are our UG pump stations throughout this project. This one was designed by Affinis and HDR and then the contractor for this is Supplied Industrial Solutions with a \$17M project cost on this. This one is currently in construction as well and these will be completed in December of 2023, or projected to be completed in December of 2023. I will say that these projects already are starting—we're seeing impacts of supply chain issues with the pumps and various aspects, so that's something that we are continuing to see on these.



I wanted to now kind of move into what the Unified Government was involved with on this project and wanted to give a list of our UG Project Team. Our Program Manager, Melissa Sieben; myself as Project Manager, our Pump Station Lead, Trenton Foglesong; Real Estate, James Bain; Financial Assistance was Sam Her. The rest of the project team was in our Public Works Department, Jeff Fisher, Troy Shaw, and Sarah Shafer. Then, when we get into Betterments, Gunnar Hand, Katherine Carttar, Rob Richardson, and Melissa Sieben and the rest of the project team were involved in the Betterments.



So, what does it mean to be a non-federal partner? It means that you are in charge of completing the LERRD. LERRD stands for land acquisitions, easements, right-of-way, relocations which usually those are utilities, and then disposals of hazardous materials or other materials. For the Unified Government, when it came to LERRD, we are currently, you know, did all the tasks during design and now we're continuing to do tasks throughout construction. For the real estate, there were over 150 easements that were acquired for this project. As you can imagine, over 17 miles of levees, that's a lot of properties that we touched. This was a joint effort between the Unified Government and our consultant Oregon Associates that helped with those acquisitions as well as the design team at the Corps of Engineers. I believe they met with every single property owner or at least talked to them on the phone letting them know about the project and the easements that we needed to acquire.

One of the things that I want to applaud the Corps is that they really changed some of their business practices over the years and one of the things that they really try to focus on is having the least amount of impact or negative impact on the surrounding property owners for their projects. Like I mentioned before, in some cases where there was going to be a levee or there could have been a levee raised, but it was going to maybe impact the property that it would need to be completely acquired, they chose to do a floodwall or a t-wall or some kind of combination in order to not impact that property. One thing with that, over 150 easements, there was only two total acquisitions. They were unfortunate that we had to do those but they were both because the properties—the buildings were actually in the current levee footprint so there was really no way around a design to make that work. Those have been relocated. I drive by the KC Brick Company often. They have a great new building on I-635, but it was something that as a project team and design team to be very proud of that there was only that many.

We also did all of these easement acquisitions in about a year and a half which that is a very—usually it's about a nine month, but this was throughout they were designing it and so some of the stuff was changing a lot of the stuff, you know, it took a whole team effort to meet the deadline which we were proud to say that we did.

The next thing were the utility relocations. As you can imagine, there are a lot of utilities that run adjacent to the railroad, adjacent to the river, so there are a lot of utilities that need to be relocated. These include ones that are adjacent, parallel, also ones that go either through or over, those need to be relocated. Between the Unified Government, our consultant HNTB, and the Corps of Engineers we worked with all the utilities to come up with their need for relocation, their design plan, when they need to relocate. Our Legal Department, James Bain, led the efforts of figuring out which utility relocations are compensable and what that means is the Corps looks at if the utility is there legally, is there still a use for it, then it does become a reimbursable expense to the project. We were able to run all of those for over 100 different utility relocations.

One of the things that we really see as a project success that I'll mention a little bit later, but at first BPU utilities if water and electric were—at first glance, it was assumed that they would need to be—they would not be reimbursable. That is going to be a huge cost implication to the BPU and then, you know, on to the taxpayers for these relocations so after asking the Corps to go back and really look at their documentation and their legal counsel, it did come back that, I believe, it was over 80%, maybe 90% of those utilities are reimbursable. We were able to push that through and I know BPU was very excited to hear that.

The other item that we are responsible for are all the permits. As you can imagine, like I was mentioning, we're touching a lot of different railroads, also KDOT. With the railroads, there are different pipeline agreements. They don't do real estate easements, they do agreements, so that's all included in this section.

The last one is the hazardous-based investigation and disposal if there are any CERCLA or RCRA items. This was done by our UG project team. This is something that we all have lived and breathed since 2018 and I think it shows that it's a very successful endeavor and we're excited about the construction of the project.

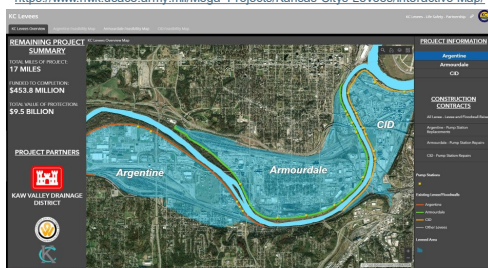


The other thing that we did is the public outreach portion back in 2019 just to let people know what this project was, how it's coming through. Since then we have quarterly stakeholder meetings that both Scott and I run and we have an invite list of business owners, property owners, congressional; lots of different people, and anyone can get on the list. We give updates on the current progress, hear any concerns people might have, which so far, no one has had any concerns, but it's a great way to showcase all of the different things going on.

KANSAS CITYS LEVEES WEBSITE

For project information, including locations of improvements and schedule, please visit our interactive map located on our website.

<https://www.nwk.usace.army.mil/Mega-Projects/Kansas-City-Levees/Interactive-Map/>



The other thing that the Corps has set up is an interactive website. We requested a map that shows where construction is happening and where it's going to happen would be a great way to share with the public, to share with our UG staff, to share with commissioners if they get called on what's going on, what's out there, and what can you expect. The other item for the community, the public outreach, is we are working with the coalition, and I forget the exact name, I apologize, for homeless—the Homeless Coalition because there are a few homeless camps along the levee. So, when during design we met with them and tried to come up with ways of how are we going to relocate, handle this during construction. Once construction starts, it is not an area where people need to be, so that is something we're working on as well.

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To kick off our construction, we had a groundbreaking ceremony. We were supposed to have it in August, but it was on the hottest day of the year, so we decided to postpone it to October. This project has had so much support from our Kansas and Missouri Congressional's, and elected officials and it was a wonderful event. It really did showcase all of the great efforts.

KC LEVEES-HOW IT'S GOING



So now, KC Levees-How It's Going. All projects are in construction. This is a few pictures from, I believe, a couple days ago out on CID, just west of the Hy-Vee in the old stockyards and they're starting here doing the abandonment of utilities and the levee raise. They started construction in November. At the end of March, possibly beginning of April, they will be starting at five different locations, so it's going to be all hands on deck, lots of different movements going on and that's really when we're going to kick off making sure everyone knows about what's going on.

PROJECT STATUS



This is just a quick update on the project status.

KC Levees – Recent Accomplishments
KANSAS CITY DISTRICT, NORTHWESTERN DIVISION

Photo 1 – Argentine Main Pump Station. Construction continues on the pump station at Strong Avenue and Argentine Main (locally along the Argentine Levee Unit). Michaels Corporation is forming and pouring walls for the new pump station and the project is on schedule to be complete in NOV. 2022.

Photo 2 – Groundbreaking Ceremony. Team members, partners, community stakeholders, business owners, lawmakers, and distinguished guests attended the KC Levees groundbreaking event on 15 OCT 2021 to celebrate the completion of design and award of the final contract.

Photo 3 – CID Levee Unit. Levee Construction has begun improvements on the \$207M (including future options) levee raise contract with site preparation, demolition, and abandonments along the CID Levee Unit. Submittals and schedules are actively being developed by the team and construction is anticipated to ramp up in March 2022.

Photo 4 – UPRR #3 Bridge (CID Levee Unit). The team continues to collaborate with BNSF and UPRR to obtain final approvals and permissions to construct multiple stoppage and sanding gap closures. Conversations are ongoing with BNSF regarding the CAM Agreement and finalization of the plans and specifications. UPRR is actively developing the initial CAM Agreement for one of three agreements needed on the project and the team continues to coordinate track and bridge impacts with UPRR. The team recently completed negotiations with Kansas City Terminal Railway which allowed the final agreement to be fully executed by all parties. The team has revolutionized railroad coordination across the enterprise.

One of the things with this project, there are many accomplishments and I wanted to highlight some of the accomplishments on a national level that the Levees Project has received. The Corps Project team from the Corps of Engineers has made it all the way up to nationals in different awards and Scott Mensing did receive an award for his work as well, so lots of things to be proud of.

Betterment Opportunities

- Leverage KC Levees construction contract
- Enhancements to system above and beyond federal project
- Partnerships with surrounding development



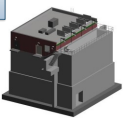
- Pump Station Upgrades
- KCK Levee Trails
- KCK Riverfront Park

March 3, 2022

One of the opportunities that we have for being a project partner is Betterment, so throughout design we can look for ways that we could possibly add on to the design project and get a great cost because we already have a contractor out there. We can include that in the bid and so during our project process we looked at different Betterment opportunities. Let me go into them.

UNIFIED GOVERNMENT PUMP STATION BETTERMENTS

- **Argentine Pump Stations (applies to 2 facilities)**
 - Increased capacity to 220% of existing capacity
 - 206,000 gpm total
 - Increased reliability
 - Completely replaced with KC Levee base project
- **Armourdale Pump Stations (applies to 5 facilities)**
 - Increased capacity to 170% of existing capacity
 - 170,000 gpm total
 - Increased reliability:
 - New Electrical / Controls
 - New Piping / Gates / Valves
- **Central Industrial District Pump Stations (applies to 1 facility)**
 - Increased capacity to 190% of existing capacity
 - 44,900 gpm total
 - Increased reliability:
 - New Electrical / Controls
 - New Piping / Gates / Valves






When the Corps evaluated the pump stations, they were looking at the structural integrity and how it would affect the levee system, the quality of the levee system. The Unified Government went in and we looked at capacity upgrades and how we could help set up these areas for future stormwater improvements by increasing the capacity. As you can see here, there are multiple—there's eight different facilities that have betterments on them.

UG PUMPING CAPACITY BETTERMENTS

Base Capacity 275,000 gpm	+	Added Capacity 210,000 gpm	=	Total Capacity 485,000 gpm
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I didn't put it on the slide, but the cost for those Betterments for the Argentine Pump Station, the capacity increased by 220% and it costs just a little over a million dollars. For Armourdale, five facilities, had an increase capacity of 170%, along with the CID and had one facility that increased by 190% and that cost came in at just a little over \$1.3M. I believe when we estimated it, it was more like \$5M, so definitely a huge cost savings on that.

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UG PUMPING CAPACITY BETTERMENTS

Base Capacity (275,000 gpm) + Added Capacity 210,000 gpm = Total Capacity 485,000 gpm

How much is this?
How much did we gain?

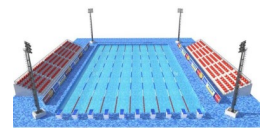


Trenton put together this great slide of what does that mean, how much is this, and how much did we gain by doing these capacity Betterments.

UG PUMPING CAPACITY BETTERMENTS

Base Capacity (275,000 gpm) + Added Capacity 210,000 gpm = Total Capacity 485,000 gpm

In Olympic Size Swimming Pools per Day (660,000 gallons)



An Olympic size swimming pool has 660 gallons in it. Oh sorry, 660,000 gallons.

UG PUMPING CAPACITY BETTERMENTS

Base Capacity (275,000 gpm) + Added Capacity 210,000 gpm = Total Capacity 485,000 gpm

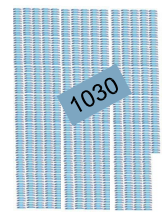
In Olympic Size Swimming Pools per Day (660,000 gallons)



+



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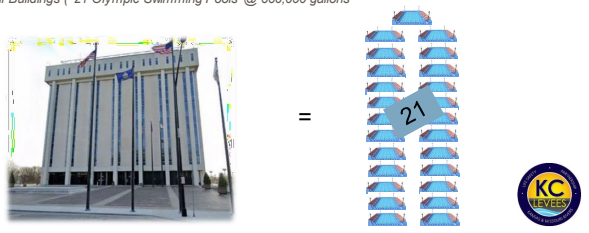


This just kind of shows what we ended up with when we added that capacity.

UG PUMPING CAPACITY BETTERMENTS

Base Capacity (275,000 gpm) + Added Capacity 210,000 gpm = Total Capacity 485,000 gpm

In UG City Hall Buildings (21 Olympic Swimming Pools @ 660,000 gallons each)

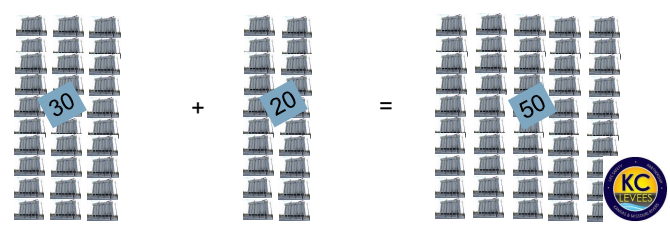


Then, if you want to say okay, how many Olympic swimming pools are in UG City Hall, so there's 21...

UG PUMPING CAPACITY BETTERMENTS

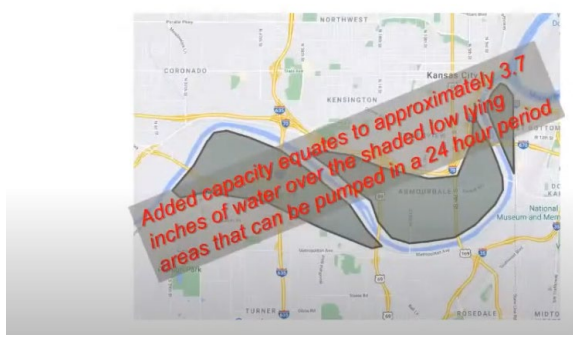
Base Capacity (275,000 gpm) + Added Capacity 210,000 gpm = Total Capacity 485,000 gpm

In UG City Hall Buildings (21 Olympic Swimming Pools @ 660,000 gallons each)

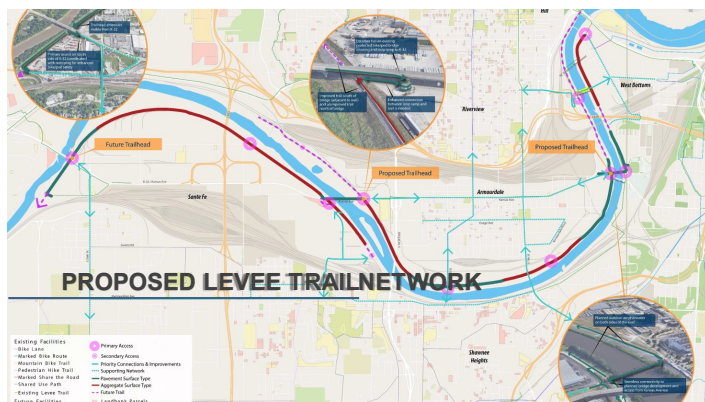


And so we have 30 UG City Halls, we added 20 and now we have 50 with the Betterments.

UG Pumping Capacity Betterments



If you look at just what it—out in the field, what it added. It equates approximately to 3.7 inches of water that can be pumped in a 24-hour period.

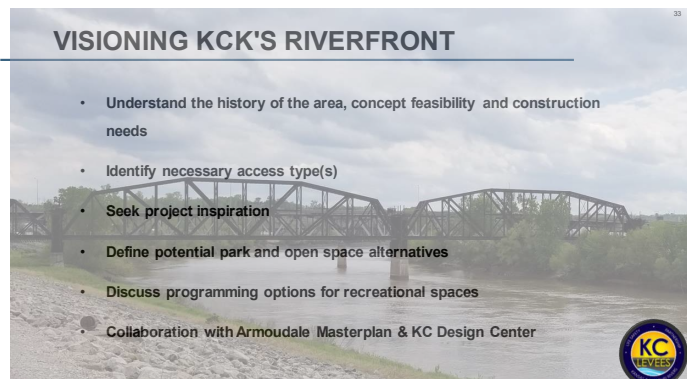


The other item, the Betterments, that we looked at was the levee trail system. Along the levees, on top of the levees and behind the levee walls, there has to be maintenance roads and oftentimes these are used as trails, biking, walking, and we were able to request an enhanced surface so that they wouldn't be just the normal maintenance rock that they use and we were able to get an enhanced surface. There are portions that will be concrete and then there's portions that will be just an enhanced aggregate. We did visioning and public outreach. This was back in 2019 on these levee trails and levee trailheads. We were able to add 15 miles of enhanced levee trails at \$2.7M and it was estimated at \$8M.



During all this time, there was a lot of momentum happening around the CID area. The Corps, while talking to property owners and stakeholders, they heard a lot of stuff about how there was some development going on and they wanted to make sure that the levees project wasn't going to restrict future development. We started meeting early on in this process with the adjacent property owners that we knew were interested in development to make sure that the design areas, the design could be modified were modified to allow for this future development to happen. There's a lot of

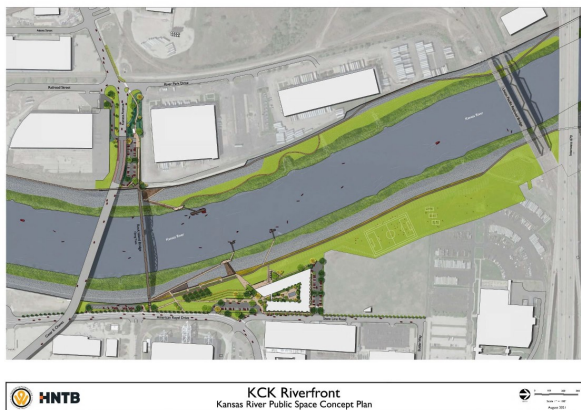
momentum around this area and I know we've come to you guys multiple times about all of these projects and different things, but as you can see here, there's just a lot of activity.



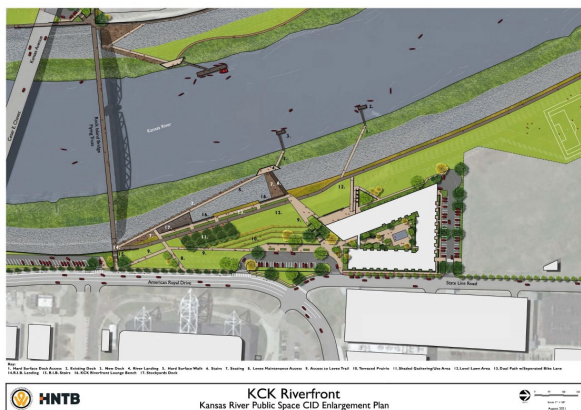
One of the things that we looked into is what is KCK's Riverfront, what is it, and what could it be. The Kansas River is definitely just an untouched asset when it comes to experience. It's there, but not a lot of people can see it and not a lot of people can get to it. We met internally and with stakeholders to talk about what the vision of the riverfront was. We went through about a year and a half of workshops and visioning exercises to really determine what would make sense here.



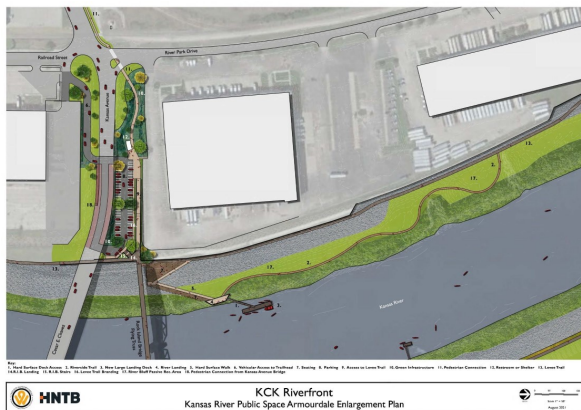
We relied on inspiration from multiple areas across the country that have really great river fronts. They were thriving and it's something that we thought, well this is something that KCK needs as well.



From that came our Riverfront Conceptual Plan. It's on both sides of the river, the southern boundary of it is the Rock Island Bridge and the northern boundary is the Union Pacific Railroad Bridge.



On the east side of the river, which is still technically in Kansas, even though sometimes it appears to a lot of people that is Missouri. The Yards II development has already started their design and we started working with them at the beginning of how could we create a park space here and really bring people up to the levee so that they could see the river and there wouldn't be a big mountain in the way. In our design we came up with a park space tying into Yards II so that they could have a second level walk out onto this park space and then looking at the Riverside amenities with a ramp down, seating, landings, areas for people to both go to the water and come by boat to this space.



On the west side, we looked at—or what we came up with was an amphitheater and that would lead down to another landing that would have a boat dock and our vision is to have a floating stage where you would have concerts, firework displays, etc. and that ties into the bridge development project that is going on with Rock Island Bridge. Part of the UG’s agreement with Rock Island Bridge is that the bridge is going to be a trail crossing, so for pedestrians and bikers to cross, this is really the only crossing in this area to get from Armourdale to CID. Part of that is getting the ramps up to the bridge and the connection into the levee system.

ALREADY COMMITTED COSTS

- Pump Station Upgrades in Argentine and Armourdale to improve stormwater management
- Sluice Gate
- KCK Levee Trails
 - enhanced surface for hike/bike
 - pedestrian gates to allow safe hike/bike

Cost: \$2,971,093.06



This is a slide that we—unfortunately it’s not in your current packet. It was one that we added just last minute because we wanted to share that we’ve already committed some costs to these betterments. I mentioned those earlier, but we are committing about—or we have committed just a little over \$2.9M.



Why this is important to talk about is, here in a little bit, I'll talk about the grants. For Phase 1 Betterments based on our budget, the estimates that came back, we weren't able to do that full vision, so we broke up the Riverfront Betterments into phases. The first phase were things that were very critical to the surrounding development or that had been in an agreement. Those include the Riverfront Park and the connection into Yards II and then the two access points to Rock Island Bridge and the connection to our trail system.

PHASE 1 KCK RIVERFRONT BETTERMENTS

Budget for Betterments	\$ 10,000,000.00
<u>Spent</u>	
PO's	\$ 1,750,000.00
Arm & CID Pump Station Upgrades	\$ 1,367,654.00
Strong Avenue Pump Stations Upgrades	\$ 1,096,252.94
Trails	\$ 2,700,000.00
Sluice Gate	\$ 115,000.00
Remaining Balance	\$ 2,971,093.06
Requested Approval	
Engineering Design	\$ 332,853.20
Trail Connection at Rock Island Bridge -East/West	\$ 1,214,052.00
Public trailhead park - East side of Kansas River	\$ 1,314,480.00
	\$ 2,861,385.20

Approved in November
2021 commission
meeting

Final Design March
2022

Request for Betterment
payments

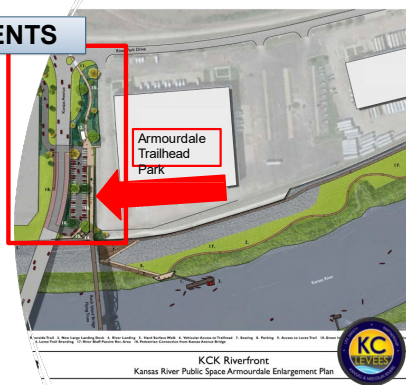


This kind of shows what that remaining cost was and what we had to work with and this was approved in the November commission meeting. Our final design is coming up here in a couple weeks. We'll be submitting it to the Corps and we'll be submitting it for bid with Lane to add in as a modification to their contract. Once we get the prices back on that, we'll be able to determine if we want to move forward with that, but one of the things we wanted to make sure to share with everyone tonight is that once we get those costs back and we think that they are good costs, then we will need to enter into an agreement with Corps to pay those, much like we've done with the other Betterments.

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FUTURE IMPROVEMENTS

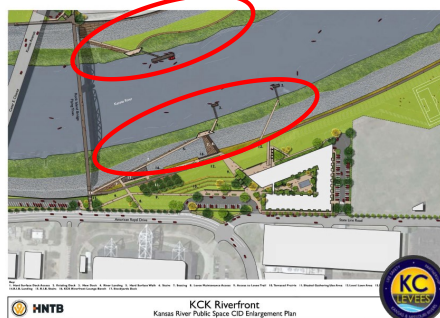
Armourdale Trailhead Park
– Estimated cost \$2,052,480



The future improvements, we have the Armourdale Trailhead.

FUTURE RIVERSIDE IMPROVEMENTS

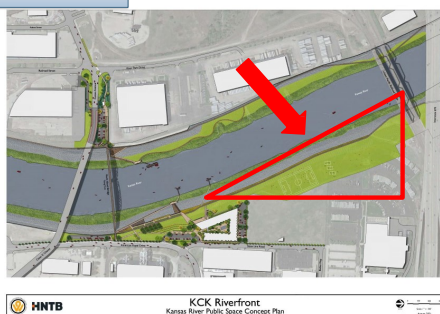
- Improvements on the riverside
 - Stramp
 - Stone seating
 - Boardwalk
 - Amphitheater
- Estimated costs
\$6,714,158



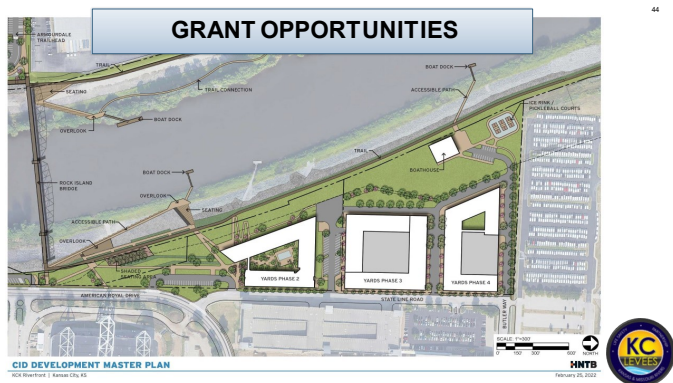
We have the future Riverside Improvements and these are the costs of those.

DONATION BY BILL HAW

Bill Haw has recently committed to donating property along the Kansas River to the Wyandotte County Parks Foundation for a public park along the east side of the Kansas River.



Then, one other thing that we really wanted to share with you guys is the remaining land that is in a permanent levee easement, it's being donated by Bill Haw to the Unified Government to use as park space or green space.



Back to what we've already spent. Why that's important is with all of the grants coming out, there are so many different grant opportunities to go after to complete these projects and most of them have a match requirement to them, but luckily, we have already met that match requirement with the betterments that we've already paid into the project, so that is why, we in the past two months, have been able to apply for a \$2M grant with the EDA, the travel tourism and outdoor recreation grant. Then, just recently, on Monday night we submitted a \$23.7M base grant for the rest of these Betterments as well as we partnered with Yards II, Rock Island Bridge, and the Kansas City Boat Club, to submit that application. That's something that we will not need to provide any more money to if we receive that grant.

The other grants that—we did receive three MARC grants that two of them will be used in this area and those are for \$800K for one and \$700K for the other and then Procter & Gamble which is located at 18th Street, they have committed to going in on a trailhead with us and they have already committed \$450K for that trailhead with the chance of even more money once we come up with the design and cost. The main thing there is that their plant is closing. They want to memorialize over 150 years of being in that location by a trailhead.



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I think we've talked about a lot of project successes tonight. You know, this is a project, lots of different entities, lots of different groups, and we've all worked together to bring to Wyandotte County and our residents a life-saving project as well as future Betterment opportunities.



So, next steps; we have the Corps and the design team has a few more railroad agreements that they are working through. BNSF and UP still have agreements. Why we mention this is part of our partnership is that we need to pay for the fees for those agreements and then we get reimbursed from the Corps. Those will be coming in in the next year and we do have an account set up for that transfer and then when we get reimbursed, the money will go back in.

The next thing are the Betterments that are going to be coming and then something to, you know, highlight is the protection level is going to be raised 200% for our community and how can we get out to share this project over the next five years of what it is bringing to Wyandotte County.

Thank you so much for your time. I will open it up to any questions that anyone has and you could probably get college credits for sitting through 45 minutes of lecture, so thank you.

Mayor Garner said we're open for questions.

Commissioner Kane said with all these grants, does that mean these projects could be prevailing wage? **Ms. White** said I think most of them. Since most of them are federal and state grants, they do have a prevailing wage piece in it. **Commissioner Kane** said the reason I bring that up is that we need to verify that as we go because sometimes they start out right and end up wrong so I think we need to follow that on a regular basis to make sure that it's prevailing wage, that they're paying

the right rate, and it's not always necessarily union work, but it's a lot of money and I hope we use as many local contractors and local union contractors as possible.

Commissioner Ramirez said thank you Sarah and your entire team who is here and who isn't here. This is certainly a mega project. It's a project that's going to have a significant change and betterment to our community especially with the riverfront, what we want to do design wise and amenity-wise, but thank you for all the hard work. I know it's taken a long time for you guys to get here.

The one question I had and you had brought it up, I believe. Either you or Melissa had brought it up about the supply chain issues. If it were to get to the point where the supply chain issues become a big issue and the projects doesn't get finished by that 2026 deadline, what happens? **Ms. White** said if it's okay, I would like to bring the Program Manager from the Corps, Scott Mensing and he could talk on that since they're the ones that handle the contract.

Scott Mensing, Army Corps of Engineers, Kansas City District, said I'm the Program Manager for the KC Levees Program. To answer your question, if we have—our contract allows for extensions due to acts of God or other things that are out of our contractors control, so supply chain is one of those items, but what we try to is to mitigate it ahead of time. We identify our long lead items up front and begin working with those suppliers immediately to understand if there will be a supply chain issue or not. If we do get into that issue, then we start looking at how we can manipulate construction schedule for it not to impact critical paths. We have had this issue already with pumps in particular and what we did is we moved items around in the schedule to keep the pump station completion dates set, but the pump stations that were impacted by the supply chain issue, we just pushed them out a little bit to allow more time for the procurement.

Commissioner Ramirez said I was just curious about that because I know we had the supply chain issues with COVID and now what's happening in Europe and all that's having a big impact on our supply chain, so I was curious to see how that affected the end goal. That was the only question I had. Again, thank you to staff and everyone and all the partners who are a part of this. This is going to make Wyandotte County better. It's going to give our citizens a place to go and to have fun and to enjoy.

Commissioner Markley said I really just wanted to underscore what an amazing project this is for the community. You know as you're hearing all of it, it's just a whole lot of information washing over you, but the reality is the price tag on this project is so large there is no chance whatsoever that we would be completing this work without the federal government having taken this on themselves. It's a huge thing and it happened because of our staff's dedication to making it happen and their willingness to put us out there and negotiate this deal. I just wanted to highlight the staff has done an amazing job. This project would not be happening were it not for our staff members efforts and our federal representatives efforts to support us in this project and in addition to all the sort of great things we saw at the end of the project in terms of development, you know this is a safety issue, it's a flooding issue, and it's protecting all of these people from their homes being flooded out. It seems like such a small chance because we don't necessarily flood every year, but when those big floods come, we're going to be so thankful that this project happened.

Again, I know it's a lot of information and sometimes I think the details sort of drown out the importance of it, but great job by staff. Thanks so much to our federal representatives and we're so glad this project is going to happen.

Commissioner Bynum said Commissioner Markley said a lot of what I really wanted to say, but I'm going to say it again. I am so proud of our staff. You know, this is \$549M. This eclipse is our annual combined city and county budgets by over \$100M just to put it in perspective and starting with just the tenacity that we showed and continuing to go back to the feds to get the full funding because, again, even 35% was not achievable by us. I'm so proud of our staff for what they've achieved with this and now you see everything that's underway. This is not something that they did and then high-fived each other and said we're done, they work on this every single day. It's an incredible project and I do also want to underscore what an amazing safety element is involved here. Mayor, that's really all I wanted to say. I'm just so incredibly proud of this undertaking and the efforts that our staff have gone through. This presentation, I thought was just excellent and we've seen bits and pieces of this over the years, but this particular presentation was nice and comprehensive and also easily understandable by a non-professional in this world. Thank you all so much.

Commissioner Davis said I echo all of those words of support and that this is incredible and I was following this throughout the campaign and even before deciding to run and so it's incredible that we're getting this done and we're getting this investment. I do have some questions. Do we have, and this is kind of along the lines of what Commissioner Kane was asking, do we have certain standards or participation benchmarks for not only union, but local business and women and minority-owned business participation for these contracts? **Ms. White** said currently we are not the contracting officer on these projects, the Corps is so I can have Scott answer that. For the projects coming up for the grants and Betterments, the UG, you know if we receive those grants, we would be doing the contracting and then we would follow all of our standards here at the UG. I'll let Scott answer about what requirements they have on their project.

Mr. Mensing said when we got into our contracting we did not establish a small business goal on purpose for this effort because the effort was so large and the companies that were deemed qualified, some self-perform and some don't, and so we left it up to them to make it the best decision for them to complete the project as efficiently as possible. Now, Lane in particular, has agreed to try to bring in as many local subcontractors as possible, so I know they have been meeting with local union reps. They have done a number of outreach efforts to try to engage with local subs. I know Kissick is doing work for them right now in the field and they are actively trying to do that work with locals, not only to keep the money here, but from a contractor's perspective, it's cheaper for them to not have to bring in a contractor from three states away.

One thing the Corps has been doing is, we have been doing public outreach with the Missouri Society Professional Engineers, the Association of General Contractors, the National Utility Contractors Association, which are all based here locally, to help spread that message of these opportunities for the workforces, especially to some of our smaller businesses and then get them in contact with Lane or Michel's or Kissick, whoever it might be, because that's usually the hardest part of this conversation is who do I talk to especially in companies as big as Lane. We're trying to promote that for them and get that information out to them. **Commissioner Davis** said awesome. I appreciate that response and, you know, throw in the Chamber and I know the Heartland, Black Chamber as well as the Spanish Chamber and if you all could include them.

The other question I had was on some of the other spaces. I know the slides that we got that you all presented just now, there were some spaces and one of them was titled Collaborative Space. Can you all just kind of give more information what the vision is for that? **Ms. Sieben** said I just also wanted to follow up. Katherine Carttar was ping me. On our economic development projects we do have the local minority and women-owned business goals in there just so you know that as we're touching things, yes, those things are coming up and I'm going to go back to Sarah on the collaborative spaces.

Ms. White said for the collaborative space, that's the area in between Yards II and the Rock Island Bridge and it is going to be a public park space and really almost like an entrance into Kansas because it's just right off State Line. As of right now we are just designing and providing the space, so we're designing the grading to be included with the Corps project in order to have it built and we will have the walkways, we'll have the ADA ramps, we'll have access up to the levee trails, and the bridge, and the Yards II. However, other than that it is kind of open for programming. That was one of the things that in the visioning workshop people really thought not having it designed for one certain thing allows for the space to be utilized by different people and by what the programming at the time, what their needs are.

Commissioner Davis said that's great and, again, this is going to be a giant project that's going to be a lot of sprawling development and a lot of parks and recreational opportunities. Thank you all for that response.

Commissioner Burroughs said a great presentation this evening. I appreciate it very much and I do want to state that, and I think Commissioner Markley stated it well, that this is really a community safety issue as well as a recreational issue. A couple of the slides I do want to question the visuals to ensure what we witnessed this evening in the presentation is what we will continue to expect as we move forward. I think there was a couple of scenes where we saw bikers on concrete paths versus gravel or a small composite material. Can we ensure that will be the case, that we will see them on concrete and, if not, what the material will be?

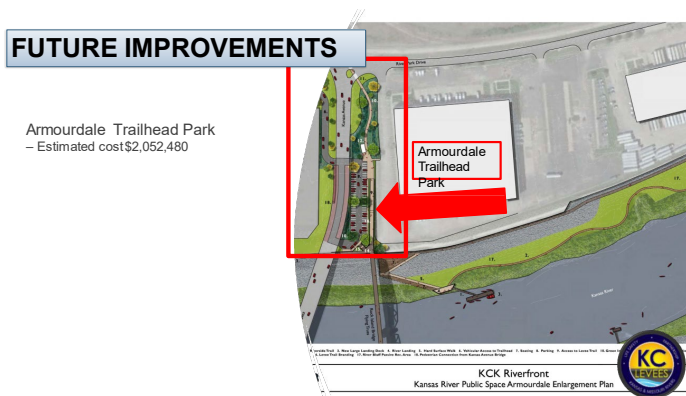
The second question I would like to ask and clearly state, I'm pleased to see the western side of the riverbank being considered into this development. I know a lot of emphasis has been put on the east side which is "the entrance into Kansas" because it does seem like it's in Missouri; however, the west side is extremely important to those of us that live in Kansas City, Kansas on

the west side. We would like to see, as I stated early on when this development came forward, quality development on our side and I know we have the two Wilhite warehouses and I want to commend them for being good business partners and keeping their facilities very clean and orderly and being good community business partners. What are the other opportunities for the west side besides just the concrete, yeah, I think you called it a common area for a stage that may lead down—or a pathway that may lead down to a floating stage. I hope it's not just going to be a barge and a levee path. I hope that there would be some kind of long-term construction that would be considered that would be conducive to what—pleasing to the eye on the west side. Those are the two questions I have and thank you for the presentation, it was very thorough.

Ms. Sieben said, Sarah, would tell you that we will have two types of surface along the levee trail. You will have a crushed aggregate which is compacted in some areas and in other areas we will have concrete. As we continue to look at our other trailheads going westward along the river, we're going to have opportunities to explore ways to improve or enhance as we go, working in coordination with Kaw Valley Drainage District because, again, at the end of the day this is actually a service access maintenance road for them to service the levees, so we have to kind of be sensitive to how we work with them.

As far as the remainder of the enhancements, the Armourdale Master Plan is what is really critical here and how we pair that work, which has been very intentional throughout. The Armourdale Master planning process has been working with Sarah White and her team along with the Army Corps on sort of what's possible and how that would integrate into the plan. I don't know that Gunnar Hand is on here tonight, but would be happy to have you come and maybe even talk about how that integrates in the future. It is intentional, the interaction and how we're thinking about that and as we move westward as well. I know there's a future Argentine Plan that's being contemplated as well and in those we will look at that integration and how it connects us throughout the community and to other parts of the metro.

Ms. White said I'll add in one thing on to what Melissa was saying. I don't know if we can go back to the slide, but on the west side there is a trailhead parking lot that is not just a parking lot. It's a pedestrian access, lots of green space.



These are things that we are adding in—that we’ve added into the EDA grant and to the BASE grant. We think we will find out by the end of the month on both of those, so we might be back with a party here in a few weeks for \$25M of project. The Armourdale Trailhead is something we hope to move forward with. We think we have the funding now with some other grants to do that and then in the future, that really ties into continued development along Kansas Avenue there and then are there opportunities up and down the riverbank, you know, it really becomes those property owners, do they see a higher and better use that they would want to develop along there.

The plan is on the river side there is kind of a shelf there and green space. You kind of see trail, to be able to provide a trail down closer to the river as well. We have a lot of visioning thoughts. Part of it was to have something on the west side there, a park maybe. We’ve been talking with Angel about maybe a splash park, lots of different things, but it does really mean having to acquire that property and at this time it was not feasible with the price tag on Wilhite’s property there.

Commissioner Burroughs said I’m assuming that the property will only increase in value, and if I remember correctly, that section of the bridge where the parking lot is at is in need of renovation, a tremendous upgrade, having visited it with the state people.

I guess my comment would be, it’s one thing to have just a parking lot. I would hope that we would give strong consideration on the west side as the corridor leading into Kansas City, Kansas from Missouri that we would consider possibly some vintage lighting that would enhance the parking lot, quite possibly a food truck area, in which they could hook up and that area could be used on Friday and Saturday nights as festivals for the Armourdale and Argentine business-owners that are down there so that we have an opportunity to share in the growth and prosperity

that is being proposed on the east side as well. This has been a point, I don't want to say a point of contention, but a point of concern for us that look at the west side as a very important part of this project and once we lose it, we've lost it. So, I just want to get an opportunity up front to state that we must not think short on what we are doing on the west side to ensure that corridor is valuable enough to our community that it warrants additional investment. **Ms. White** said that's good.

Mayor Garner asked, how much public input went into the design and this conversation. Just bring me up to speed on that. I'm a little bit behind. I know about the bridge project, but just how much public input went on that, kind of in line with Commissioner Burroughs ask as well.

Ms. White said for the Kansas City Levees, the federal project, we did have an open house, but for public input on the design of the levees and walls that the Corps was running, there's not a lot of public input. There's outreach letting people know about the projects, the interactive website will be up, you know, is up and running so we can click on it and see where construction is.

With the property owners, that was where the design team from the Corps and the UG's real estate team had a lot of discussions. There was back and forth changes in design in order to really try to accommodate all the property owners. When it comes to the Levee Trail Betterments, we did have a—I believe it was right before COVID, we had a stakeholder engagement, a visioning workshop. We had a wonderful turnout and lots of survey responses about what people wanted with a levee trail system, how they wanted to connect to all of the different trail systems throughout the metro and what they would like in trailhead, so we had great outreach there.

For the Betterments, when it comes to the riverfront development, we've had various levels of engagement with that. We've had internal visioning with the various departments. Then we moved to the stakeholders and the surrounding property owners to determine, you know, we've been coordinating with them. Actually we meet bi-weekly with the other two developments going on and then we meet on the off weeks with all of the stakeholders in the area and we've been doing that now for over a year.

We paired up with the Armourdale Master Plan. Since that was happening at the same time, we had them kind of start at the high level. We started at the UG level and came in the middle, so we included questions and public input through the survey and the Armourdale Master

Plan on what people wanted in the riverfront area. They also did some of that work with the KCDC Riverfront Project, the Kansas City Design Studio did a riverfront visioning as well and they included that outreach in there as well.

Mayor Garner said I was just curious in that it's just when we have these type of projects, especially for our staff just ensuring that it's community driven and that we engage the community on making sure that we determine what good services, resources, and entertainment venues they would best like to see in our community.

The next question, I wasn't quite clear, just a little more clarity, and I appreciate Commissioner Davis bringing that question up on women and minority, as well as Commissioner Kane on our local unions and how that was impacted. I wasn't quite clear. Was that taken in consideration or not? Can you reiterate that to me?

Ms. White said I can have Scott stand back up and talk about the KC Levees Project because they are the contracting officer for it. For our projects that we will bid out, those are still just in design, so we will be able to have any of the requirements, our normal requirements will be in place for having our goals for the project. Those are, you know, if we get the grant, those will be coming up in about six months to a year that we would be bidding out those projects. I can have Scott talk about what they did for their requirements.

Mr. Mensing said on the majority of our contracts, well, we always follow the Davis-Bacon Act and so that sets the wage rates that we go through. On your question on women-owned businesses, early on we strategized on how could we target—how and where should we target small businesses and so from the Corps, women-owned is part of our small business community. So, on the Armourdale and CID Pump Station contract, the design went small business. Fitness happened to get it and then the contract went to the small business community where the SIS is a small business. We were trying to target those smaller areas where we could when we could.

Mayor Garner said, Ms. Sieben, I think you mentioned something from Catherine Carttar. **Ms. Sieben** said yeah and Catherine is on here. When we do our economic development projects, and I'm sure Misty Brown, our Chief Legal Counsel, would chime in, but we do have WMBO goals that we try to obtain and those are on this project as are all of those that we do. I don't know what

the exact targets are. They're set individually in conjunction with Purchasing and a committee that is made up of partners in the community.

Mayor Garner said if I just had an ask, just when we think about these projects as part of the planning, is that we always take into account our women/minority, small business enterprise as well as our local unions in the planning phase. I think that would be of great value to Wyandotte County especially with the amount of cultural diversity that we have in our community and not just in a way that's planned to give them an honorable mention, but also to really involve them in this process making sure they have a seat at the table. Then, making sure that there's accountability mechanisms on the tail end to make sure that whatever we say is being set, are actually being met.

What I've learned about this project, it's an awesome project. I just want to thank staff, our federal partners, and all of our stakeholders that were involved in this. This really goes a long way in making Wyandotte County, not just a great, but a safe place to live, work, raise a family and have the type of venues that, hopefully, can bring about a resilient Wyandotte County.

Commissioner McKiernan said I appreciate what you said about being intentional and thorough about public engagement and I want to just make sure that everyone is clear, that the Planning Department and all UG staff did extensive, intentional, diverse outreach as part of the Armourdale Master Planning process going so far as to do door-to-door surveys in addition to all of the other ways that they repeatedly asked for citizen and business input into this project. So, I do want to commend our Urban Planning Department and all the UG staff who participated in that process with how thoroughly they went out into the community to get that input.

**MAYOR GARNER ADJOURNED
THE MEETING AT 6:18 p.m.**

Brett A. Deichler
Unified Government Clerk

dt

March 3, 2022



Unified Government Clerk's Office

Brett A. Deichler, PMP | CPM
Unified Government Clerk

701 North 7th Street, Suite 323
Kansas City, Kansas 66101-3070

Phone: 913-573-5260
Fax: 913-573-5299
<http://www.wycokck.org>

Memorandum

To: Cheryl Harrison-Lee
Interim County Administrator

From: Brett Deichler
UG Clerk

Date: March 24, 2022

Re: Weekly Business Material

Attached is a listing of weekly business items presented to the Unified Government of Wyandotte County/Kansas City, Kansas, for informational purposes.

In addition to the listing of the items, we have indicated the action taken by the Unified Government Clerk.

af

Attachment

Weekly Business Material for March 24, 2022

1. COMMUNICATIONS:

Brett Deichler, UG Clerk, listing bids received on March 21, 2022, for:
B32698 – Mowing Services for Mediums

Action: Received and filed. Copies previously forwarded to County Administrator,
Legislative Auditor and Public Works.

2. COMMUNICATIONS:

Pam Kahao, Accounting Manager, regarding warrant cancellations:

Warrant #	Reissue?	Date Issued	AMOUNT	FUND/ACD	Vendor Name/Number	Reason for void
902306	No	2/18/2022	\$ 200.00	790 2118	McConnell, Christopher #9628P	Wrong vendor
902609	Yes	2/25/2022	\$ 71.17	790 2118	Gott, Marilyn #9641P	Wrong mailing address
901891	Yes	2/18/2022	\$ 545.62	791 98150015571	Biswa, Madhu K #T1386	Wrong mailing address
901921	Yes	2/18/2022	\$ 1,483.99	791 98150015571	Colton, Paul A-Trudt L #T1417	Wrong mailing address
897067	Yes	2/18/2022	\$ 222.73	750 2009	Leachman, P.C., Mark A #PA232	Wrong amount Lost warrant Stale dated
903667	No	3/25/2022	\$ 195.00	160 5800015259	SCKCAA c/o Lori Reedy, Treasurer #29671	Wrong vendor

Action: Received and filed.

3. PERSONNEL ACTION COMMUNICATION, DATED MARCH 22, 2022:

Section I - Appointments

Name	Department/Division	Eff. Date	Job Title
William J.O. Kelly	Police	3/24/22	Patrolman I
Angel Silvestre	Police	3/24/22	Patrolman I

Section II – Transfers

Name	Department/Division	Eff. Date	Former Job Title	New Job Title
Michael E Dalsing	Police	3/10/22	Sr Patrolman	Sergeant
Michael S Galvan	PW/WPC	3/17/22	Sewer Maint Worker I	Plant Operator II
Cheryl L Harrison	County Admin	3/15/22	County Administrator	County Administrator
Vernon H Schuler	PW/WPC	3/17/22	Construction Worker I	Plant Operator II
Stevin B Summers	PW/WPC	3/17/22	Instrument Tech/Elec Helper	Instrument Tech

Section III – Separations

Name	Department/Division	Eff. Date	Job Title
Kimberly A Strauss-Rivera	Election	3/30/22	Manager

Action: Received and filed. Copy previously forwarded to Payroll.

4. CLAIMS FOR DAMAGES:

Tony Burks, 4066 N. 107th Ter., seeking compensation from Animal Control for veterinary bills.

Angela Elias, 1318 N. 51st St., seeking compensation for damages caused by main sewer trap.

Scott Schaunaman, 12328 Clubhouse Dr., seeking compensation for damages caused by snowplow.

Action: Received and filed. Copy previously forwarded to Legal

5. TRAVEL REQUESTS:

Jakob Blackman, KCKPD, travel to Des Moines, IA, March 14 – 15, 2022, to attend ATF Operation, paid by ATF.

John Cota, KCKFD, travel to Hays, KS, April 8 – 9, 2022, to attend Kansas EMS Association Instructor Workshop.

Crystal Henson, Legal Department, travel to Dallas, TX, May 22 – 26, 2022, to attend CCAW (Crimes Against Women), Employee Training & Travel.

Ernestine Holmes and Ashley Lause, Health Department, travel to New Orleans, LA, May 22 – 26, 2022, to attend NWA 2022 Education and Training Conference, WIC.

Claire Kebodeaux, District Attorney's Office, travel to Chicago, IL, June 26 – July 1, 2022, to attend NDAA Conference, Employee Training & Travel.

M. Jon Khalil, Legal Department, travel to Louisville, KY, April 19 – 22, 2022, to attend Wet Weather Workshop, WPC Training & Travel.

Karl Oakman, KCKPD, travel to Chicago, IL, April 2 – 9, 2022, to assist with Commander Training and Promotion.

Mike Searcy, KCKFD, travel to Tuscaloosa, AL, March 17 – 21, 2022, to attend (Canine Search Specialist) CSS Class for Certification, Employee Training & Travel.

Amber Thomas, KCKPD, travel to Plano, TX, April 17 – 20, 2022, to attend Internal Affairs Training, Employee Training & Travel.

Dave Wimberly, Human Resources, travel to Lake Ozark, MO, April 5 – 8, 2022, to attend MO/KS PRIMA Conference, General Fund.

Action: Approved by County Administrator's Office and received and filed.

6. CERTIFICATES OF LIABILITY INSURANCE:

Daniels Security Service, Inc
Semper Securus LLC DBA Signal 88 Security of Douglas, Johnson and Wyandotte Counties

Action: Referred to License.

7. BUSINESS BONDS:

Electrical Contractor's Bond:
Infinity Communications, LLC

Mechanical Contractor's Bonds:
DMC Service, Inc.
Nexus 5 Group, LLC

Mechanical/HVAC Bond:
TDR Contractors, Inc

Plumber's Bonds:
DMC Service, Inc.
Monarch Plumbing LLC

Action: Referred to License.

8. CANCELLATION NOTICES:

Electrical Contractor's Bond:
Alan Knight DBA Sparke Electric

Mechanical/HVAC Contractor's Bonds:
Advantage 1 Heating & Cooling
DMC Service, Inc.
John E Briscoe DBA Briscoe Air & Heating

Action: Referred to License.



Staff Request for Commission Action

Tracking No. 211439

Full Commission Meeting Date: 4/7

Committee: Economic Development & Finance

Date of Standing Committee Action: 4/4
(If none, please explain):

Publication Required: Yes

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Katherine Carttar	<u>Contact Phone:</u> x5176	<u>Contact Email:</u> kcarttar@wycokck.org	<u>Department/Division:</u> Economic Development
<u>Item Description:</u> Resolution of intent to issue Industrial Revenue Bonds in the amount not to exceed \$65,000,000 to finance the costs of acquiring, constructing, and equipping the Homefields Sports Building, a multi-use recreational and commercial facility, for the benefit of HFS KCK, LLC.				
<u>Action Requested:</u> To approve.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> CBA_Homefield_Revised_03222022, IRB Application - Homefield Training Facility (March 2022) (82582148v1)-c, Resolution of Intent (Homefield Building)				

A Tax Abatement Cost-Benefit Analysis of HFS KCK, LLC (Homefield) for the Unified Government of Kansas City/Wyandotte County

Completed by
Municipal Consulting, LLC
3/22/2022

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ABOUT THIS REPORT:

This report uses data that was collected from the firm involved and budget reports from each of the taxing entities where the project is to be located. This data is summarized on pages 4 and 5. In addition, various calculations were applied to the data using rates and information gathered from the current economic and financial conditions.

DEFINITIONS USED:

- **Rate of Return:** Incentives and tax abatements granted by the taxing entities are equivalent to a public investment in the firm. Comparing these investments to the various benefits received over the 10-year project period by the public entity produces an average annual rate of return for the period. Generally, a rate of return that exceeds the entity's cost of capital would be considered a favorable investment.
- **Net Present Value:** This is the amount that a future series of payments is worth today, given an assumed discount rate. The only way to accurately compare payments to be made or received in the future to the dollar value at present is with Net Present Value. Generally a positive net present value represents and acceptable investment opportunity.
- **Benefit - Cost Ratio:** Typically referred to as the "Cost-Benefit Ratio," this is the ratio of the public entity benefits received over the 10-year project life to the public costs incurred over the same period. If the ratio is above 1.0, then the benefits exceed the costs, and if it is less than 1.0, the costs exceed the benefits. Generally, a public entity would like to have a Benefit-to-Cost ratio of 1.3 or better in order to grant a tax abatement and/or other incentives. However, the governing body may take into account the other economic benefits of the project in making that decision.

DISCLAIMER:

This report is prepared using a variety of assumptions regarding discount rate, inflation rate, and other economic variables. It also uses information submitted by the firm based on its best estimates of what they expect to occur in the next decade. Future business results and economic factors are not and cannot be guaranteed. Therefore, we provide no guarantee on the future performance of the firm, or that conditions within the taxing entities will remain as they are today. The governing body should make its decision on the best information presented, while fully recognizing that future performance could be substantially different.

COMMENTS SPECIFIC TO THIS PROJECT:

The overall costs and benefits for each taxing entity are:

Taxing Entity	Benefit to Cost Ratio	Average Return on Investment
City of Kansas City	7.04	60%
Wyandotte County	3.38	24%
Kansas City USD 500	11.22	102%
KC Community College	6.17	52%
State of Kansas	2.47	15%

Each of the taxing entities has a positive benefit-to-cost ratio in excess of the desired 1.3. This report assumes that the Unified Government will approve a proposed agreement regarding STAR bond issues. A PILOT payment has been considered in this analysis but no tax abatement is requested. This report assumes that the existing sales tax rates for the city, county and state will remain the same. The proposed average salary of the new jobs is below the county average wage and we adjusted retail spending estimates accordingly.

The PILOT payment schedule used in this analysis is according to the terms of the development agreement which provides for the PILOT to be in place of any property tax payment except for the school capital outlay amount.

If you have any questions or comments, you may reach me with the contact information below.

R. Steven Robb

Digitally signed by R. Steven
Robb

Date: 2022.03.22 11:07:56 -05'00'

R. Steven Robb
Sole Owner
Municipal Consulting, LLC
Cell: 620-704-6495 E-Mail: steverobb@ckt.net
www.municipalconsulting.biz
2207 N. Free King Hwy, Pittsburg, KS 66762-8418

Column1	Column2	Column3	Column4	Column5	Column6
COST-BENEFIT ANALYSIS PROJECT SUMMARY					
PROJECT NAME:		HFS KCK, LLC (Homefield)			
DATE:		3/22/2022			
GOVERNMENTAL ENTITIES INVOLVED:					
CITY:		City of Kansas City			
COUNTY:		Wyandotte County			
SCHOOL DISTRICT:		Kansas City USD 500			
SPECIAL TAXING DISTRICT #1		KC Community College			
STATE:		State of Kansas			
INFLATION RATE:		2.20%			

This project involves the construction of a 150,000 square foot building that will be used for sports training and associated activities, plus several outdoor artificial turf fields for various sports. It will produce about 134 new jobs.

Although the number of jobs is important, the main benefits from this project will be the visitors to the area and their associated retail spending.

The assumption of the inflation rate is based on the latest 5-year moving average. Current inflation is much higher but not likely to remain so for an extended time.

HFS KCK, LLC (Homefield)

Column1	Column2	Column3	Column4	Column6	Column11
Community Data Inputs:					
	City of Kansas City	Wyandotte County	Kansas City USD 500	KC Community College	State
Mill Levy	38.482198	39.338122	60.830881	27.389913	1.500
Sales Tax	1.625%	1.000%	n/a	n/a	6.50%
Transient Guest Tax	8.00%	0.00%	n/a	n/a	n/a
Utility Revenue/HsHld	\$499.74	n/a	n/a	n/a	n/a
Franchise Fees/HsHld	\$110.38	n/a	n/a	n/a	n/a
Other Revenues/Res.	\$96.34	\$59.88	n/a	\$107.55	\$1,511.19
Marg. Cost/Res./Student	\$102.86	\$38.07	\$1,602.43	\$55.46	\$654.19
Other Revenues/Worker	\$91.73	\$57.01	n/a	\$102.40	\$1,296.05
Marginal Cost/New Worker	\$97.94	\$36.25	n/a	\$52.80	\$561.06
State Funding/Pupil	n/a	n/a	\$11,887.38	n/a	\$10,173
Federal Funding/Pupil	n/a	n/a	\$4,136.89	n/a	\$1,022
Visitor Daily Spending	\$50.00	\$50.00			\$75.00
Average Hotel Room Rate	\$110	\$110	Total Mill Levy:	167.541114	n/a
Retail Pull Factor	0.96	0.97			n/a
Percent of County Share	90.90%	100.00%			n/a
Ann. Local Per Capita Sales Tax	\$211	\$178			n/a
Ann. State Per Capita Sales Tax	\$994	\$1,011			\$1,078
Annual Per Capita Retail Sales	\$15,297	\$15,561			\$16,581
Average Household Size	2.68	2.67			2.49
Avg. Wage-All Occupations	\$51,980	\$51,980			\$48,609

HFS KCK, LLC (Homefield)

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15
Firm Data Inputs:			First Expansion- Year 1											
			Land	Building	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
Investment in Land & Building			\$375,825	\$60,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,375,825
Investment in Fixtures, etc.				\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Unified Government Incentives			\$0 State Incentives:		\$0									\$0
		Growth	Const. Per.	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5	Yr. 6	Yr. 7	Yr. 8	Yr. 9	Yr. 10	Total
Sales		0.00%		\$15,000,000	\$16,500,000	\$18,000,000	\$19,500,000	\$21,000,000	\$22,500,000	\$24,000,000	\$25,500,000	\$27,000,000	\$28,500,000	\$217,500,000
Purchases		0.00%		\$10,000,000	\$2,500,000	\$500,000	\$500,000	\$500,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$14,250,000
Net Utility Revenue-Firm		2.20%	\$54,505	\$96,897	\$99,029	\$101,207	\$103,434	\$105,710	\$108,035	\$110,412	\$112,841	\$115,324	\$117,861	\$1,125,254
Franchise Fees-Firm		2.20%	\$0	\$11,200	\$11,446	\$11,698	\$11,956	\$12,219	\$12,487	\$12,762	\$13,043	\$13,330	\$13,623	\$123,764
Net Utility Revenue-Emp.		2.20%	\$0	\$13,493	\$22,473	\$28,187	\$32,274	\$34,892	\$37,332	\$38,153	\$38,992	\$39,850	\$40,727	\$326,373
Franchise Fees-Employees		2.20%	\$0	\$2,980	\$4,964	\$6,226	\$7,129	\$7,707	\$8,246	\$8,427	\$8,613	\$8,802	\$8,996	\$72,090
PILOT- City			\$0	\$55,413	\$55,967	\$56,527	\$57,092	\$57,663	\$58,239	\$58,822	\$59,410	\$60,004	\$60,604	\$579,742
PILOT - County			\$0	\$56,645	\$57,212	\$57,784	\$58,362	\$58,946	\$59,535	\$60,130	\$60,732	\$61,339	\$61,952	\$592,637
PILOT - State			\$0	\$2,160	\$2,182	\$2,203	\$2,225	\$2,248	\$2,270	\$2,293	\$2,316	\$2,339	\$2,362	\$22,598
PILOT - School			\$0	\$87,594	\$88,470	\$89,355	\$90,248	\$91,151	\$92,062	\$92,983	\$93,913	\$94,852	\$95,801	\$916,429
PILOT - Comm. Coll.			\$0	\$39,440	\$39,835	\$40,233	\$40,636	\$41,042	\$41,452	\$41,867	\$42,286	\$42,708	\$43,135	\$412,634
New Employees				54.0	34.0	20.0	13.0	7.0	6.0	0.0	0.0	0.0	0.0	134
New to the City			50%	27.0	17.0	10.0	6.5	3.5	3.0	0.0	0.0	0.0	0.0	68
New to the County			75%	40.5	25.5	15.0	9.8	5.3	4.5	0.0	0.0	0.0	0.0	101
New to the State				22.0	14.0	8.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	55
New students in K-12			50%	27.0	17.0	10.0	6.5	3.5	3.0	0.0	0.0	0.0	0.0	68
New employee average salary				\$40,000	\$40,400	\$40,804	\$41,212	\$41,624	\$42,040	\$42,461	\$42,885	\$43,314	\$43,747	N/A
Tax Abatement-Land				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	N/A
Tax Abatement-Bldg.				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	N/A
Visitors		0.0%	0	315,000	325,000	335,000	345,000	355,000	365,000	375,000	385,000	395,000	405,000	3,600,000
				City	County	State								
Percentage of sales taxable in the				100%	100%	100%								
Percentage of purchases taxable in the				50%	50%	75%								
Assumed Inflation Rate				2.20%										

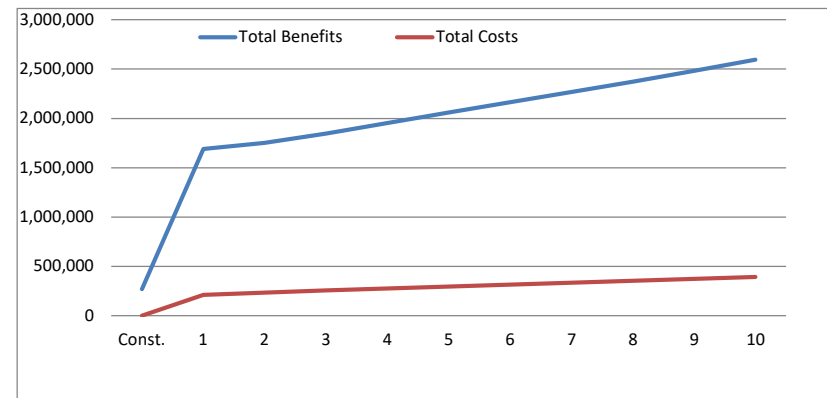
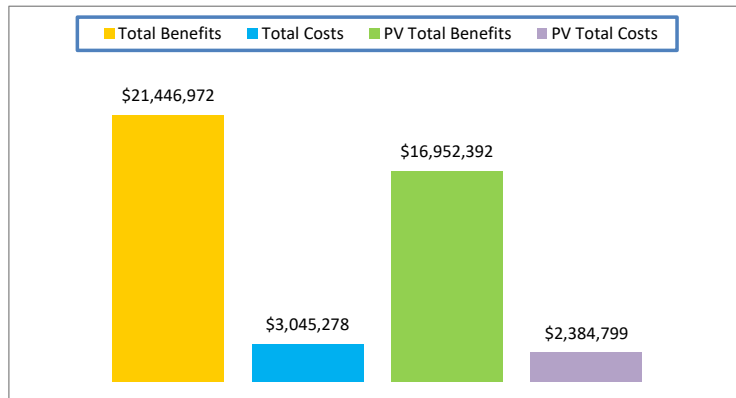
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9
COST-BENEFIT ANALYSIS PROJECT SUMMARY								
PROJECT NAME:	HFS KCK, LLC (Homefield)					Ratio of		
DATE:		3/22/2022				NPV of Net		
				Net	NPV	Benefits to	Actual	Avg.
				Present	of	NPV of	Benefit to	Annual
		Total		Value	Incentives	Incentives	Actual	Rate
	Total	Costs &	Net	of Net	& Taxes	and Taxes	Cost	of
Entity	Benefits	Incentives	Benefits	Benefits	Abated	Abated	Ratio	Return
City of Kansas City	\$21,446,972	\$3,045,278	\$18,401,694	\$14,567,593	\$0	0.00	7.04	60%
Wyandotte County	\$7,198,268	\$2,130,415	\$5,067,853	\$4,307,834	\$0	0.00	3.38	24%
Kansas City USD 500	\$11,739,119	\$1,046,512	\$10,692,607	\$8,684,752	\$0	0.00	11.22	102%
KC Community College	\$601,577	\$97,430	\$504,148	\$422,014	\$0	0.00	6.17	52%
State of Kansas	\$45,175,912	\$18,269,191	\$26,906,722	\$22,038,961	\$0	0.00	2.47	15%

SUMMARY OF COSTS AND BENEFITS FOR:
PROJECT: HFS KCK, LLC (Homefield)

City of Kansas City

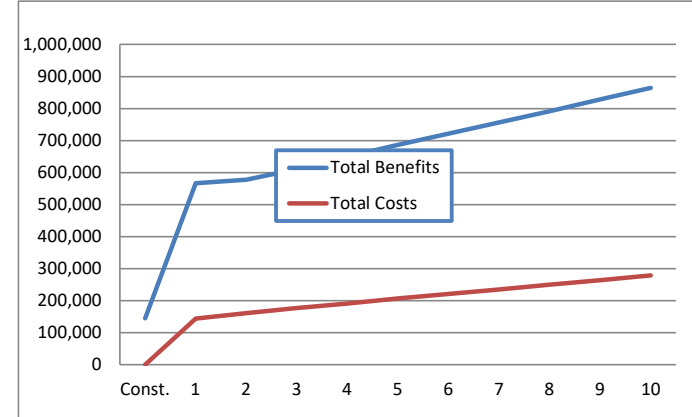
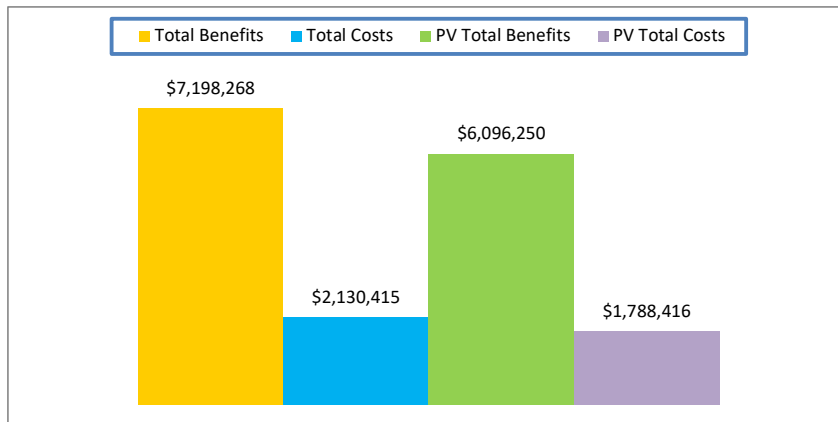
Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: **7.04**
Ratio of Present Value of Total Benefits to Present Value of Total Costs: **7.11**
Average ROI: **60.43%**
(Typical desired ratio would be 1.3 to 1)

Year	Sales and Transient Guest Taxes	New Property Taxes	Utilities and Franchise Fees	PILOT Payment	Other City Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various City Services	STAR Bond Sales & Guest Tax* Collections	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Incentives & Taxes Abated
Const.	214,922	0	54,505	0	0	269,426	269,426	0	0	0	0	0	269,426	269,426	269,426	0
1	1,502,703	0	124,571	55,413	6,998	1,689,684	1,620,783	7,471	204,331	0	211,802	203,165	1,477,882	1,747,308	1,417,617	0
2	1,544,464	0	137,911	55,967	11,654	1,749,997	1,610,186	12,443	222,289	0	234,732	215,979	1,515,265	3,262,573	1,394,208	0
3	1,627,075	0	147,318	56,527	14,618	1,845,538	1,628,850	15,607	240,351	0	255,958	225,905	1,589,580	4,852,153	1,402,945	0
4	1,725,186	0	154,793	57,092	16,738	1,953,808	1,654,091	17,870	258,520	0	276,390	233,991	1,677,418	6,529,570	1,420,100	0
5	1,822,984	0	160,528	57,663	18,095	2,059,270	1,672,285	19,320	276,799	0	296,119	240,471	1,763,151	8,292,722	1,431,814	0
6	1,919,140	0	166,100	58,239	19,360	2,162,840	1,684,771	20,670	295,192	0	315,862	246,045	1,846,978	10,139,699	1,438,726	0
7	2,018,666	0	169,754	58,822	19,786	2,267,028	1,693,920	21,125	313,701	0	334,826	250,182	1,932,202	12,071,901	1,443,738	0
8	2,120,754	0	173,489	59,410	20,222	2,373,875	1,701,426	21,590	332,331	0	353,921	253,666	2,019,954	14,091,855	1,447,760	0
9	2,225,484	0	173,489	60,004	20,666	2,479,643	1,704,763	22,065	351,085	0	373,150	256,542	2,106,493	16,198,348	1,448,221	0
10	2,332,932	0	181,206	60,604	21,121	2,595,864	1,711,891	22,550	369,967	0	392,517	258,853	2,203,346	18,401,694	1,453,038	0
Total	\$19,054,307	\$0	\$1,643,664	\$579,742	\$169,259	\$21,446,972	\$16,952,392	\$180,710	\$2,864,568	\$0	\$3,045,278	\$2,384,799	\$18,401,694	\$18,401,694	\$14,567,593	\$0



* The development agreement calls for 1% of the city's 1.625% sales tax and 7.84% of the transient guest tax on sales in the project area to be applied toward the project Star bonds.

SUMMARY OF COSTS AND BENEFITS FOR:								Wyandotte County							
PROJECT: HFS KCK, LLC (Homefield)								Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 3.38							
DATE: 3/22/2022								Ratio of Present Value of Total Benefits to Present Value of Total Costs: 3.41							
DISCOUNT RATE: 2.98%								(Typical desired ratio would be 1.3 to 1) Average ROI 23.79%							
Year	Sales Taxes	New Property Taxes	PILOT Payment	Other County Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various County Services	STAR Bond Sales Tax* Collections	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Incentives & Taxes Abated
Const.	145,500	0	0	0	145,500	145,500	0	0	0	0	0	145,500	145,500	145,500	0
1	503,764	0	56,645	6,383	566,793	550,387	4,058	140,155	0	144,214	140,039	422,580	568,080	410,347	0
2	509,789	0	57,212	10,631	577,632	544,676	6,759	154,171	0	160,930	151,748	416,702	984,782	392,927	0
3	538,755	0	57,784	13,335	609,874	558,432	8,478	168,186	0	176,664	161,763	433,210	1,417,991	396,669	0
4	575,730	0	58,362	15,268	649,360	577,376	9,707	182,202	0	191,909	170,635	457,451	1,875,442	406,741	0
5	611,042	0	58,946	16,507	686,494	592,725	10,495	196,217	0	206,712	178,477	479,782	2,355,224	414,248	0
6	644,360	0	59,535	17,661	721,556	604,965	11,228	210,233	0	221,461	185,677	500,095	2,855,319	419,288	0
7	678,203	0	60,130	18,050	756,382	615,807	11,475	224,248	0	235,724	191,914	520,659	3,375,978	423,893	0
8	712,677	0	60,732	18,447	791,855	626,026	11,728	238,264	0	249,992	197,639	541,864	3,917,842	428,387	0
9	747,805	0	61,339	18,852	827,997	635,651	11,986	252,279	0	264,265	202,876	563,731	4,481,573	432,775	0
10	783,605	0	61,952	19,267	864,825	644,705	12,250	266,295	0	278,545	207,648	586,280	5,067,853	437,057	0
Total	\$6,451,230	\$0	\$592,637	\$154,402	\$7,198,268	\$6,096,250	\$98,165	\$2,032,250	\$0	\$2,130,415	\$1,788,416	\$5,067,853	\$5,067,853	\$4,307,834	\$0



* The development agreement calls for 93.4368% of the county's 1% sales tax on sales from the project area to go toward retiring the Star bonds for the project.

SUMMARY OF COSTS AND BENEFITS FOR:

Kansas City USD 500

PROJECT: HFS KCK, LLC (Homefield)

DATE: 3/22/2022

DISCOUNT RATE: 3.53%

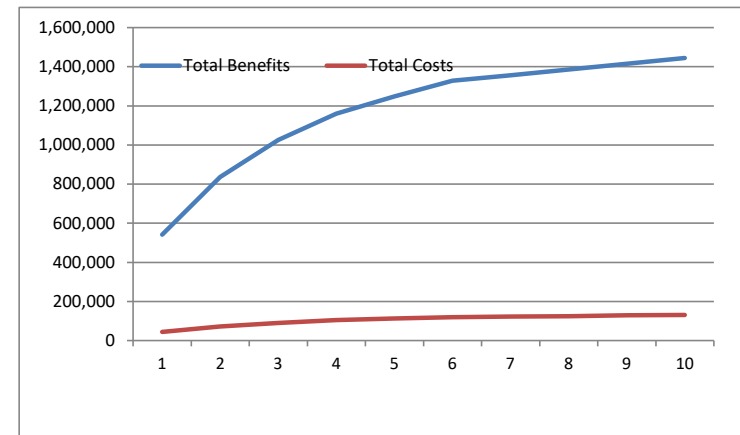
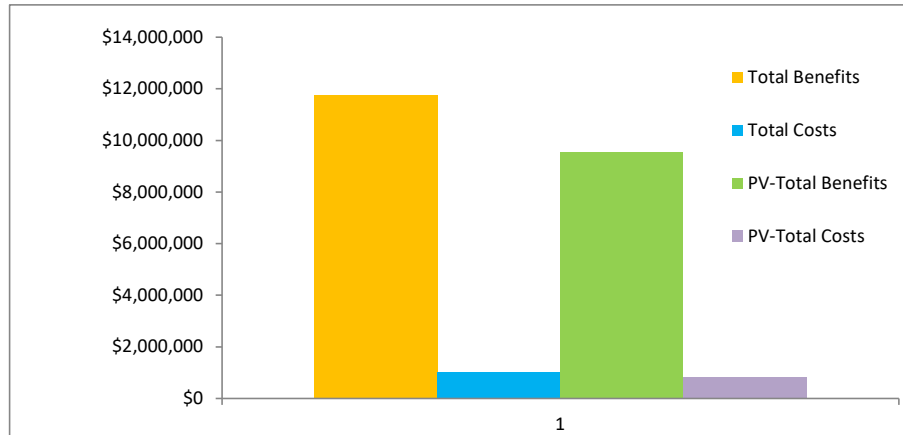
Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 11.22

Ratio of Present Value of Total Benefits to Present Value of Total Costs: 11.24

(Typical desired ratio would be 1.3 to 1)

Average ROI 102.17%

Year	New Property Taxes	PILOT Payment	District Capital Outlay Taxes	Additional State, Federal and Other Funding	Total Benefits	Net Present Value of Total Benefits	Additional Marginal Costs	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
1	0	87,594	11,523	442,174	541,291	522,827	43,266	0	43,266	41,790	498,026	498,026	481,037	0
2	0	88,470	11,777	736,432	836,679	780,572	72,058	0	72,058	67,226	764,621	1,262,647	713,347	0
3	0	89,355	12,036	923,687	1,025,077	923,715	90,380	0	90,380	81,443	934,697	2,197,343	842,272	0
4	0	90,248	12,301	1,057,638	1,160,187	1,009,803	103,487	0	103,487	90,073	1,056,700	3,254,044	919,730	0
5	0	91,151	12,571	1,143,438	1,247,160	1,048,475	111,882	0	111,882	94,058	1,135,278	4,389,321	954,416	0
6	0	92,062	12,848	1,223,372	1,328,282	1,078,582	119,704	0	119,704	97,201	1,208,578	5,597,899	981,381	0
7	0	92,983	13,130	1,250,286	1,356,399	1,063,843	122,337	0	122,337	95,951	1,234,062	6,831,961	967,892	0
8	0	93,913	13,419	1,277,792	1,385,124	1,049,315	125,029	0	125,029	94,717	1,260,096	8,092,057	954,598	0
9	0	94,852	13,714	1,305,903	1,414,470	1,034,995	127,779	0	127,779	93,498	1,286,691	9,378,747	941,496	0
10	0	95,801	14,016	1,334,633	1,444,450	1,020,879	130,590	0	130,590	92,296	1,313,860	10,692,607	928,583	0
Total	\$0	\$916,429	\$127,335	\$10,695,355	\$11,739,119	\$9,533,005	\$1,046,512	\$0	\$1,046,512	\$848,253	\$10,692,607	\$10,692,607	\$8,684,752	\$0



SUMMARY OF COSTS AND BENEFITS FOR:

KC Community College

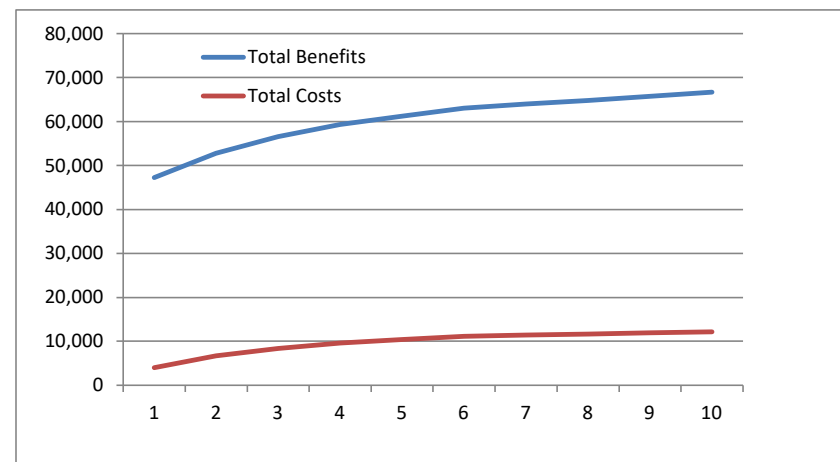
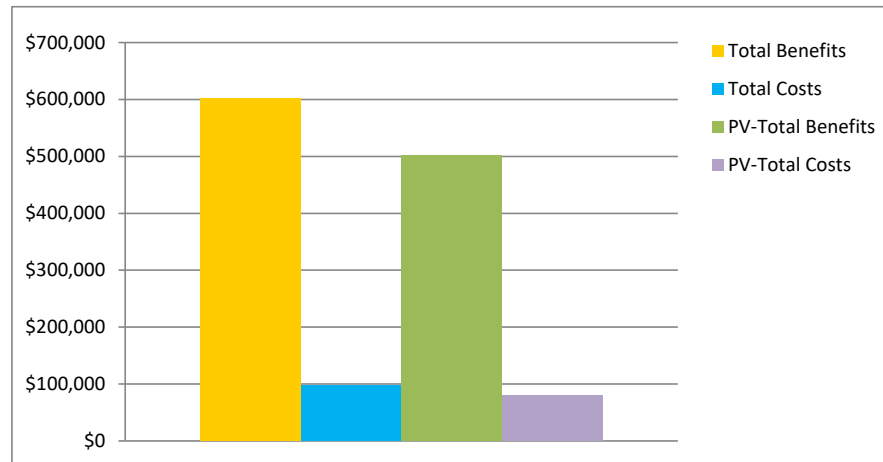
PROJECT: HFS KCK, LLC (Homefield)

DATE: 3/22/2022

DISCOUNT RATE: 3.25%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 6.17
Ratio of Present Value of Total Benefits to Present Value of Total Costs: 6.26
(Typical desired ratio would be 1.3 to 1) **Average ROI** 51.74%

Year	New District Property Taxes	PILOT Payment	Other District Revenues	Total Benefits	Net Present Value of Total Benefits	Other District Costs	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
1	0	39,440	7,811	47,252	45,765	4,028	0	4,028	3,901	43,224	43,224	41,863	0
2	0	39,835	13,010	52,845	49,570	6,709	0	6,709	6,293	46,136	89,360	43,277	0
3	0	40,233	16,318	56,551	51,377	8,414	0	8,414	7,645	48,137	137,497	43,733	0
4	0	40,636	18,684	59,320	52,196	9,635	0	9,635	8,478	49,685	187,182	43,719	0
5	0	41,042	20,200	61,242	52,191	10,416	0	10,416	8,877	50,826	238,007	43,315	0
6	0	41,452	21,612	63,064	52,053	11,144	0	11,144	9,198	51,920	289,927	42,854	0
7	0	41,867	22,087	63,954	51,126	11,390	0	11,390	9,105	52,565	342,492	42,021	0
8	0	42,286	22,573	64,859	50,217	11,640	0	11,640	9,012	53,219	395,710	41,205	0
9	0	42,708	23,070	65,778	49,326	11,896	0	11,896	8,921	53,882	449,592	40,405	0
10	0	43,135	23,577	66,713	48,452	12,158	0	12,158	8,830	54,555	504,148	39,622	0
Total	\$0	\$412,634	\$188,943	\$601,577	\$502,273	\$97,430	\$0	\$97,430	\$80,260	\$504,148	\$504,148	\$422,014	\$0



SUMMARY OF COSTS AND BENEFITS FOR:
PROJECT: HFS KCK, LLC (Homefield)

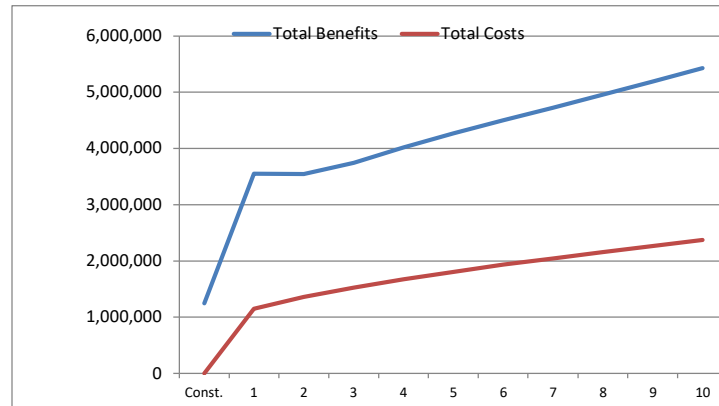
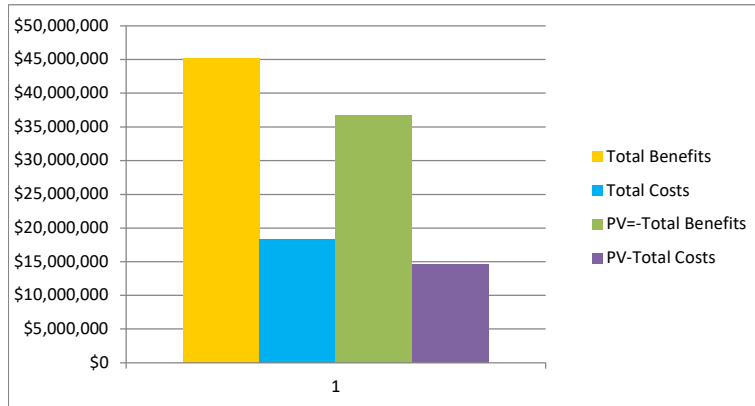
State of Kansas

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: **2.47**
Ratio of Present Value of Total Benefits to Present Value of Total Costs: **2.51**
Average ROI: **14.73%**
(Typical desired ratio would be 1.3 to 1)

DATE: 3/22/2022

DISCOUNT RATE: 3.80%

Year	Sales Taxes	New Property Taxes	Corporate and Personal Income Taxes	PILOT Payment	Other State Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various State Services	Cost of Educating New Students	Property Taxes Abated	STAR Bond Sales Tax* Collections	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Present Value of Taxes Abated and Incentives
Const.	945,750	\$0	300,000	0	0	1,245,750	1,245,750	0	\$0	\$0	\$0	0	0	1,245,750	1,245,750	1,245,750	0
1	3,418,421	\$0	45,360	2,160	85,596	3,551,536	3,421,456	36,522	133,638	\$0	975,000	1,145,160	1,103,217	2,406,376	3,652,126	2,318,239	0
2	3,323,723	\$0	74,659	2,182	143,147	3,543,711	3,288,878	61,079	223,491	\$0	1,072,500	1,357,070	1,259,481	2,186,641	5,838,767	2,029,397	0
3	3,472,194	\$0	92,543	2,203	178,806	3,745,747	3,349,058	76,294	279,165	\$0	1,170,000	1,525,459	1,363,907	2,220,288	8,059,055	1,985,150	0
4	3,707,552	\$0	104,720	2,225	203,506	4,018,003	3,460,901	86,833	317,728	\$0	1,267,500	1,672,061	1,440,228	2,345,942	10,404,996	2,020,673	0
5	3,934,147	\$0	111,885	2,248	220,717	4,268,997	3,542,415	94,177	344,599	\$0	1,365,000	1,803,776	1,496,774	2,465,221	12,870,217	2,045,642	0
6	4,140,783	\$0	118,301	2,270	238,587	4,499,940	3,597,287	101,801	372,498	\$0	1,462,500	1,936,799	1,548,293	2,563,141	15,433,358	2,048,995	0
7	4,360,273	\$0	119,485	2,293	243,835	4,725,887	3,639,540	104,041	380,693	\$0	1,560,000	2,044,734	1,574,708	2,681,153	18,114,511	2,064,832	0
8	4,583,870	\$0	120,678	2,316	249,200	4,956,064	3,677,010	106,330	389,069	\$0	1,657,500	2,152,898	1,597,281	2,803,166	20,917,677	2,079,729	0
9	4,811,709	\$0	121,886	2,339	254,682	5,190,616	3,709,979	108,669	397,628	\$0	1,755,000	2,261,297	1,616,256	2,929,319	23,846,996	2,093,723	0
10	5,043,910	\$0	123,104	2,362	260,285	5,429,661	3,738,695	111,060	406,376	\$0	1,852,500	2,369,936	1,631,864	3,059,726	26,906,722	2,106,831	0
Total	\$41,742,332	\$0	\$1,332,622	\$22,598	\$2,078,361	\$45,175,912	\$36,670,969	\$886,805	\$3,244,886	\$0	\$14,137,500	\$18,269,191	\$14,632,008	\$26,906,722	\$26,906,722	\$22,038,961	\$0



* The development agreement calls for 100% of the state's 6.5% sales tax on sales from the project area to go toward retiring the Star bonds for the project.

HFS KCK, LLC (Homefield)

Other Economic Impacts of the Project

	In the First Year	Over 10 Years
Permanent jobs created	54	134
Construction jobs created	649	0
Number of New Residents in the Community	72	180
Number of Additional Students in the Local School District	27	67
Increase in Local Personal Incomes	\$2,160,000	\$49,172,454
Increase in Local Retail Sales	\$62,654,439	\$652,428,066
Increase in the Community's Property Tax Base	\$60,000,000	\$60,000,000
Estimated Property Tax Revenue after the abatement period ends:		
	City	\$68,886
	County	\$70,418
	School	\$108,892
	Comm. Coll.	\$49,030
	State	\$2,685
	Total	\$299,911

HFS KCK, LLC (Homefield)

Overall Cost-Benefit Summary

TAXING ENTITY	DIRECT REVENUES						TOTAL DIRECT REVENUES	ALL INDIRECT REVENUES	TOTAL ALL REVENUES	DIRECT COSTS		INDIRECT COSTS	TOTAL COSTS	NET BENEFITS
	Sales Taxes	PILOT Payment	New Property Taxes	School Federal & State Funding	Corporate & Personal Income Taxes	City Utilities & Franchise Fees				STAR Bond Collections	Cost of Educating New Students	ALL INDIRECT COSTS		
City of Kansas City	19,054,307	579,742	0			1,643,664	21,277,713	169,259	21,446,972	2,864,568	0	180,710	3,045,278	18,401,694
Wyandotte County	6,451,230	592,637	0				7,043,867	154,402	7,198,268	2,032,250	0	98,165	2,130,415	5,067,853
Kansas City USD 500		916,429	127,335	10,695,355			11,739,119		11,739,119	0	1,046,512	0	1,046,512	10,692,607
KC Community College		412,634	0				412,634	188,943	601,577	0	0	97,430	97,430	504,148
State of Kansas	41,742,332	22,598	0	0	1,332,622		43,097,551	2,078,361	45,175,912	14,137,500	3,244,886	886,805	18,269,191	26,906,722
TOTALS	\$67,247,869	\$2,524,040	\$127,335	\$10,695,355	\$1,332,622	\$1,643,664	\$83,570,885	\$2,590,965	\$86,161,849	\$19,034,318	\$4,291,398	\$1,263,109	\$24,588,825	\$61,573,024



**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**



**APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS
(A non-refundable application fee of \$1,000 must accompany this application
when filed with the Unified Clerk's Office)**

The undersigned hereby agrees that the submission of this Application to the Unified Government, and the Unified Government's adoption of a Resolution indicating an intent to issue the Bonds to provide funds for the Project will not give rise to an obligation by the Unified Government to fund such Project in the amount requested or in any amount. The undersigned further understands and agrees that there is no assurance that Bonds will be issued by the Unified Government or that Bond proceeds will be sufficient to fund the Project as hereby requested.

3/16/2022

Date of Application

HFS KCK, LLC (or assigns, "Applicant")

Applicant (Firm Name or Name of Individual)

Telephone Number (816) 739-7939
Fax Number
E-mail Address rheineman@homefieldkc.com

520 W Pennway St, Suite 300, Kansas City, MO 64108

Address

Robb Heineman

Name of Responsible Officer

Authorized Representative

Title

520 W Pennway St, Suite 300, Kansas City, MO 64108

Address

Curt Petersen

Attorney for Applicant

Telephone Number (913) 234-7458
Fax Number c
E-mail Address cpetersen@polsinelli.com

900 W. 48th Place, Suite 900, Kansas City, MO 64112

Address

Applicant or its Lender

Underwriter or Purchaser of Bonds (If known)

Telephone Number
Fax Number
E-mail Address

Address

**Amount of Bonds
Requested:**

\$ 65,000,000

**Nature of
Project:**

☐
☒
☐
☐
☐

**Industrial
Commercial
Agricultural
Pollution Control
Other (please specify)**

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

I. Corporate or Business Entity Information

A. In what line or lines of business is the applicant engaged?

Applicant is a special purpose entity formed solely for the purpose of developing the Project (as described in
Section II below). Additional information can be provided upon request.

B. Is the Applicant a proprietorship, partnership, limited liability company or corporation?
LLC

C. Year and state of incorporation or formation of business entity?
2020 - KS

**If proprietorship, partnership, limited liability company or closed corporation, list the names and owners
and the approximate amounts owned by each of its principal stockholders:**

Please see Question I(A) above.

D. If applicant is subsidiary of another business entity, state name and address of parent:

Please see Question I(A) above.

E. List the name and titles of the principal officers of the applicant firm:

Robb Heineman, Authorized Representative

**F. List the name of the certified public accounting firm (or firms) which has performed audits of the
applicant firm (or its parent books and records for the past five years:**

N/A

If the applicant corporation or its parent is a publicly held corporation and regularly files annual and quarterly reports on Form 10-K and Form 10-Q, respectively, attach as a part of this application, copies of the most recent Form 10-K and Form 10-Q, the applicant's most recent report to shareholders, as well as any reports on Form 8-K filed within the past fiscal year.

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

II. The Project

A. Type of project (check one)

- ☒ New business
☐ Establishment of branch plant / business
☐ Acquisition of existing business
☐ Expansion of existing business

B. Briefly describe the nature of the proposed project, including detailed information as to the structure itself (size of building, amount of land to be purchased, etc.), and what products or services are to be manufactured or provided:

Developer will design, develop, construct and operate an at least 150,000 square-foot building as a multi-sport venue, along with food and beverage amenities, medical services, fitness and training facilities and other retail, office and entertainment spaces.

C. Will the facility engage in direct retail sales? If so, are any of the retail sales catalog or on-line sales, and if so, how much:

Yes, the Project will engage in direct retail sales.

D. What is the street address or location of the proposed project?

NEC of N. 94th Street and State Avenue, Kansas City, KS 66112

E. Legal description of the property (attach separate sheet if necessary):

Will be completed in zoning/platting process.

F. Appraised value of property to be acquired from County Appraiser:

Real Estate	\$	375,825**
Improvements	\$	0
Equipment	\$	0

**The Project site is only a portion of Parcel No. 938500. The above figure assumes the Project occupies approximately 50% of such parcel (fully 2022 County appraised value is \$938,500).

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

G. Will the applicant be in direct competition with other local firm(s)? If so, name the firm(s):

There are other youth sports complexes in the area; however, the Project is distinguishable based on its size/scope, superior design, location, quality of service, and unique amenities and offerings.

Describe the nature of the competition:

N/A

H. Does the applicant have a single or a multiple plant business or operation?

N/A

I. Does the applicant or its parent presently have facilities located in Kansas City, Kansas and / or Wyandotte County? If so, describe and provide location:

No.

J. Will the Kansas City Kansas / Wyandotte County facility be the main operation of the applicant? If not, where is the main operation located?

Yes

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

III. Nature of Improvements

A. Approximate amount requested:

Land	\$	0
Buildings	\$	65,000,000
Machinery and Equipment	\$	included above
Financing Costs	\$	included above
Other (specify)	\$	
Total	\$	65,000,000

B. What type of machinery and equipment is proposed to be financed?

TBD

C. Name, address and telephone number of contractor, architect, engineer:

Superior Bowen, 520 W Pennway St, Suite 300, Kansas City, MO 64108

D. How many persons will be employed at the project

Approx. 143

How many new jobs will be created initially?

How many new jobs will created ultimately?

E. Briefly describe the approximate numbers of persons to be employed at the project at all levels (management, office, skilled, and unskilled, for example):

The Project is expected to create approx. 143 jobs across a variety of employment levels and positions, commensurate with other comparable training facilities.

F. What dollar amount or percentage of the applicant's total projected annual sales is expected to be generated by the project?

100%

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

G. What were applicant's total assets at all locations at the end of the last fiscal year?

N/A

H. Is the prospective location properly zoned?

See below

If a zoning change is pending, cite application number and present status. If application has not been made, briefly describe what change will be needed and plans for submitting application:

Applicant is currently in the planning/zoning process.

I. Is there likelihood for expansion of the proposed facility within 3 years?

TBD

Is such expansion contemplated in this application for the resolution of intent?

No

J. What is the estimated date for operations to begin at the project?

2023

IV. The Financing

A. Will the applicant pledge any assets other than the project itself to secure the bonds? If so, what?

No

B. What other person, firm or corporation will guarantee the payment of the bonds?

N/A

SUBMIT AS AN ATTACHMENT, THE SAME FINANCIAL INFORMATION WITH RESPECT TO THE GUARANTOR AS IS REQUESTED FOR THE APPLICANT UNDER PART III ABOVE.

C. What portion of the project will be financed from funds other than bond proceeds?

N/A

What is the source of such funds?

N/A

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

- D. Has the applicant consulted a prospective purchaser or underwriter to determine whether the bonds are marketable?**

N/A. Applicant will purchase the bonds.

If so, state the name, address and principal contact of the prospective underwriter:

- E. If the bonds are to be privately placed, please attach the letter of intent or commitment letter relating to such sale:**
-

- F. Has the applicant considered conventional financing?**
-

- G. Does the applicant or its parent intend to purchase all or any part of the proposed bond issue**

Applicant will purchase the bonds.

V. Tax Abatement

Is the applicant requesting any tax abatement for the project in accordance with the Unified Government's policy? Describe estimated amount of tax abatement?

No abatement required. Fixed PILOT structure.

VI. Appraiser's Statement

Attach as a part of this application, a letter signed by the County Appraiser stating the estimated amount of ad valorem taxes payable for the land and improvements to be financed through the proceeds of the proposed bonds.

FIRM DATA SHEET
(To be completed by the Firm)

Firm and Its Employees

Name of Firm: HFS KCK, LLC

Description of the Firm's location or expansion in the community:

Developer will design, develop, construct and operate an at least 150,000 square-foot building as a multi-sport venue, along with food and beverage amenities, medical services, fitness and training facilities and other retail, office and entertainment spaces.

SIC _____

Market Value of the Firm's initial new or additional investment in:

Land	\$ _____
Building and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

Projected expansions:

Expansion 2:

Year of expansion: TBD

Additional investment in:

Land	\$ _____
Buildings and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

Expansion 3:

Year of expansion _____

Additional investment in:

Land	\$ _____
Buildings and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

Expansion 4:

Year of expansion _____

Additional investment in:

Land	\$ _____
Buildings and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

FIRM DATA SHEET
(To be completed by the Firm)

New or additional sales of the firm

Year	
1	<u>15,000,000</u>
2	<u>16,500,000</u>
3	<u>18,000,000</u>
4	<u>19,500,000</u>
5	<u>21,000,000</u>
6	<u>22,500,000</u>
7	<u>24,000,000</u>
8	<u>25,500,000</u>
9	<u>27,000,000</u>
10	<u>28,500,000</u>

Percent of sales subject to sales taxes in the:

City	<u>100%</u>	%
County	<u>100%</u>	%
State	<u>100%</u>	%

Annual net taxable income, as a percent of sales, on which state corporate income taxes will be computed:

10 %

Annual purchases of the firm:

Year	
1	<u>\$ 10,000,000</u>
2	<u>\$ 2,500,000</u>
3	<u>\$ 500,000</u>
4	<u>\$ 500,000</u>
5	<u>\$ 500,000</u>
6	<u>\$ 500,000</u>
7	<u>\$ 500,000</u>
8	<u>\$ 500,000</u>
9	<u>\$ 500,000</u>
10	<u>\$ 500,000</u>

Percent of purchases subject to sales taxes in the:

City	<u>50%</u>	%
County	<u>50%</u>	%
State	<u>75%</u>	%

FIRM DATA SHEET
(To be completed by the Firm)

Annual utilities that will be used by the firm:

Water	\$	<u>400,000</u>
Wastewater	\$	<u>(included above)</u>
Telephone	\$	<u>20,000</u>
Electricity	\$	<u>300,000</u>
Gas	\$	<u>110,000</u>
Garbage	\$	<u>100,000</u>
Cable	\$	<u>150,000 (includes Internet)</u>
Other	\$	<u>20,000</u>
<u> </u>	\$	<u> </u>
<u> </u>	\$	<u> </u>
<u> </u>	\$	<u> </u>

Year

1	\$	<u>1,100,000</u>
2	\$	<u>1,111,000</u>
3	\$	<u>1,122,110</u>
4	\$	<u>1,133,331</u>
5	\$	<u>1,144,664</u>
6	\$	<u>1,156,111</u>
7	\$	<u>1,167,672</u>
8	\$	<u>1,179,439</u>
9	\$	<u>1,191,142</u>
10	\$	<u>1,203,054</u>

Number of new employees moving to the county each year:

Year	From out-of state	Total
1	<u>22</u>	<u>54</u>
2	<u>14</u>	<u>34</u>
3	<u>8</u>	<u>20</u>
4	<u>5</u>	<u>13</u>
5	<u>3</u>	<u>7</u>
6	<u>3</u>	<u>6</u>
7	<u>0</u>	<u>0</u>
8	<u>0</u>	<u>0</u>
9	<u>0</u>	<u>0</u>
10	<u>0</u>	<u>0</u>

FIRM DATA SHEET
(To be completed by the Firm)

Average Annual Salaries of employees:

Year	
1	40,000
2	40,400
3	\$ 40,804
4	41,212
5	41,624
6	42,040
7	42,461
8	42,885
9	43,314
10	43,747

Household size of a typical new worker: 3.5

Number of school age children in the household of a typical new worker: 1.5

Construction

Initial construction or expansion:

Cost of construction at the firm's new or expanded facility: \$ 60,000,000

If construction is by an outside contractor, estimated percent profit on the cost of construction: \$ 5%

Amount of taxable construction materials purchased in:

Kansas \$ 25,000,000

The County \$ 12,500,000

The City \$ 12,500,000

Amount of taxable furniture, fixtures and equipment purchased in:

Kansas \$ 5,000,000

The County \$ 2,000,000

The City \$ 2,000,000

Total construction salaries: \$ 30,000,000

Amount paid to an average construction worker during the construction period \$ 44,000

Household size of an average construction worker: \$ 3.5

Number of construction workers: 681

FIRM DATA SHEET
(To be completed by the Firm)

Expansion 2:

Expansion construction costs:	\$	TBD
If construction is by an outside contractor, estimated percent profit on the cost of construction:	\$	
Amount of taxable construction materials purchased in:		
Kansas	\$	
The County	\$	
The City	\$	
Amount of taxable furniture, fixtures and equipment purchase in:		
Kansas	\$	
The County	\$	
The City	\$	
Total construction salaries:	\$	
Amount paid to an average construction worker during the construction period:	\$	
Number of construction workers:		

Expansion 3:

Expansion construction costs:	\$	
If construction is by an outside contractor, estimated percent profit on the cost of construction:	\$	
Amount of taxable construction materials purchased in:		
Kansas	\$	
The County	\$	
The City	\$	
Amount of taxable furniture, fixtures and equipment purchase in:		
Kansas	\$	
The County		
The City	\$	
Total construction salaries:	\$	
Amount paid to an average construction worker during the construction period:	\$	
Number of construction workers:		

FIRM DATA SHEET
(To be completed by the Firm)

Expansion 4:

Expansion construction costs:	\$	_____
If construction is by an outside contractor, estimated percent profit on the cost of construction:	\$	_____
Amount of taxable construction materials purchased in:		
Kansas	\$	_____
The County	\$	_____
The City	\$	_____
Amount of taxable furniture, fixtures and equipment purchase in:		
Kansas	\$	_____
The County	\$	_____
The City	\$	_____
Total construction salaries:	\$	_____
Amount paid to an average construction worker during the construction period:	\$	_____
Number of construction workers:		_____

Visitors

Number of out-of-town visitors expected at the firm:

Year	
1	315,000 _____
2	325,000 _____
3	335,000 _____
4	345,000 _____
5	355,000 _____
6	365,000 _____
7	375,000 _____
8	385,000 _____
9	395,000 _____
10	405,000 _____
	415,000 _____

Number of days that each visitor will stay in area:	1.5 _____
Number of nights that a typical visitor will stay in a local hotel or motel:	
In the City:	1 _____
Anywhere in the county:	1 _____

RESOLUTION NO. R-____-22

RESOLUTION DETERMINING THE INTENT OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, TO ISSUE ITS INDUSTRIAL REVENUE BONDS IN THE PRINCIPAL AMOUNT NOT TO EXCEED \$65,000,000 TO FINANCE THE COSTS OF ACQUIRING, CONSTRUCTING, IMPROVING AND EQUIPPING MULTI-USE RECREATIONAL AND COMMERCIAL FACILITIES FOR THE BENEFIT OF HFS KCK, LLC, AND ITS SUCCESSORS AND ASSIGNS (HOMEFIELD BUILDING)

WHEREAS, the Unified Government of Wyandotte County/Kansas City, Kansas (the “Unified Government”), desires to promote, stimulate and develop the general welfare and economic prosperity of the Unified Government and its inhabitants and thereby to further promote, stimulate and develop the general welfare and economic prosperity of the State of Kansas; and

WHEREAS, the Unified Government is authorized and empowered under the provisions of K.S.A. 12-1740 to 12-1749d, inclusive (the “Act”), to issue revenue bonds to pay the cost of certain facilities (as defined in the Act) for the purposes set forth in the Act and to lease such facilities to private persons, firms or corporations; and

WHEREAS, HFS KCK, LLC, a Kansas limited liability company (together with successors or assigns, the “Company”), has submitted to the Unified Government an Application for the Issuance of Industrial Revenue Bonds (the “Application”) requesting that the Unified Government finance the cost of acquiring, constructing, improving and equipping an approximately 150,000-square foot building as a multi-sport venue, including medical services, fitness and training facilities, other commercial spaces, and all related improvements more fully described in the Application and referred to as the “Homefield Building” in the Development Agreement (defined herein), located approximately to the north of State Avenue and N. 94th Street in Kansas City, Kansas (collectively, the “Project”) through the issuance of its revenue bonds in the principal amount not to exceed \$65,000,000 (collectively, the “Bonds”), and to lease the Project to the Company or its successors and assigns in accordance with the Act; and

WHEREAS, it is hereby found and determined to be advisable and in the interest and for the welfare of the Unified Government and its inhabitants that the Unified Government finance the costs of the Project by the issuance of Bonds in the principal amount not to exceed \$65,000,000, said Bonds to be payable solely out of rentals, revenues and receipts derived from the lease of the Project by the Unified Government to the Company or its successors and assigns.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, AS FOLLOWS:

Section 1. Approval of Project. The governing body of the Unified Government hereby finds and determines that the acquiring, constructing, improving and equipping of the Project will promote the general welfare and economic prosperity of the Unified Government, and the issuance of the Unified Government’s revenue bonds to pay such costs will be in furtherance of the public purposes set forth in the Act.

Section 2. Intent to Issue Bonds. The governing body of the Unified Government hereby determines and declares the intent of the Unified Government to acquire, construct, improve and equip the Project out of the proceeds of the Bonds in the principal amount of not to exceed \$65,000,000 to be issued pursuant to the Act.

Section 3. Provision for the Bonds. Subject to the conditions of this Resolution, the Unified Government hereby expresses its intent to (i) issue its Bonds in one or more series to pay the costs of acquiring, constructing, improving and equipping the Project, with such maturities, interest rates, redemption terms and other provisions as may be determined by ordinance of the Unified Government; (ii) provide for the lease (with an option to purchase) of each Project to the Company; and (iii) to effect the foregoing, adopt such resolutions and ordinances and authorize the execution and delivery of such instruments and the taking of such action as may be necessary or advisable for the authorization and issuance of each series of Bonds by the Unified Government and take or cause to be taken such other action as may be required to implement the aforesaid.

Section 4. Conditions to Issuance. The issuance of each series of Bonds and the execution and delivery of any documents related to each series of Bonds are subject to (i) obtaining any necessary governmental approvals, including passage and publication of an ordinance authorizing each series of Bonds; (ii) agreement by the Unified Government, the Company and the purchaser of each series of Bonds upon (a) mutually acceptable terms for the Bonds and for the sale and delivery thereof and (b) mutually acceptable terms and conditions of any documents related to the issuance of the Bonds and the Project; (iii) the Company's compliance with the Unified Government's policies relating to the issuance of revenue bonds and ad valorem tax abatement; and (iv) Company's payment of all of the costs of issuance related to the issuance of the Bonds.

Section 5. Sale of the Bonds. The sale of each series of Bonds shall be the responsibility of the Company; provided, however, arrangements for the sale of each series of Bonds shall be acceptable to the Unified Government.

Section 6. Limited Obligations of the Unified Government. Each series of Bonds and the interest thereon shall be special, limited obligations of the Unified Government payable solely out of the amounts derived by the Unified Government under a Lease Agreement and as provided herein and are secured by a transfer, pledge and assignment of and a grant of a security interest in the Trust Estate to the Trustee and in favor of the owners of each series of Bonds, as provided in the respective Indenture. Each series of Bonds shall not constitute a general obligation of the Unified Government, the State or of any other political subdivision thereof within the meaning of any State constitutional provision or statutory limitation and shall not constitute a pledge of the full faith and credit of the Unified Government, the State or of any other political subdivision thereof and shall not be payable in any manner by taxation, but shall be payable solely from the funds provided for as provided in the respective Indenture. The issuance of each series of Bonds shall not, directly, indirectly or contingently, obligate the Unified Government, the State or any other political subdivision thereof to levy any form of taxation therefor or to make any appropriation for their payment.

Section 7. Ad Valorem Tax Abatement. Subject to the conditions in **Section 4** and the Development Agreement, in consideration of the Company's decision to acquire, construct and equip the Project, the Unified Government hereby agrees to take all appropriate action to request the Kansas Board of Tax Appeals to approve a 100% ad valorem property tax abatement (not including special assessments and taxes that may not be abated by the Unified Government under Kansas law) for all property (including real property and building improvements) financed with the proceeds of each series of Bonds.

In consideration of the City's agreement to request such 100% abatement, the Company will agree to make payments in lieu of tax for the Project as set forth below, subject to adjustment in accordance with the Development Agreement:

⁽¹⁾ Year	⁽²⁾ PILOT
1	\$241,253
2	243,666
3	246,102
4	248,563
5	251,049
6	253,559
7	256,095
8	258,656
9	261,242
10	263,855

⁽¹⁾ PILOTs will commence the calendar year after the Bonds are issued to finance the Project and will continue for up to 10 years thereafter; provided, such potential 10-year term shall begin on the calendar year following the first date of issuance of a series of industrial revenue bonds for either the Project or Homefield Baseball (as defined and as further set forth in the Development Agreement).

⁽²⁾ Excludes the school district capital outlay mills, as provided by Kansas law.

The Project financed with the proceeds of the Bonds shall be entitled to a maximum 10-year tax abatement, with the first year of the abatement being the year beginning on the January 1 following the year such Bonds are issued by the Unified Government.

Section 8. Required Disclosure. Any disclosure document prepared in connection with the offering any series of Bonds shall contain the following disclaimer:

NONE OF THE INFORMATION IN THIS OFFICIAL STATEMENT, OTHER THAN WITH RESPECT TO INFORMATION CONCERNING THE UNIFIED GOVERNMENT CONTAINED UNDER THE CAPTIONS "THE UNIFIED GOVERNMENT" AND "LITIGATION -- THE UNIFIED GOVERNMENT" HEREIN, HAS BEEN SUPPLIED OR VERIFIED BY THE UNIFIED GOVERNMENT, AND THE UNIFIED GOVERNMENT MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION.

Section 9. Termination. This Resolution shall terminate upon the earlier of (a) five years after the effective date of the Development Agreement (which is also the last date on which Bonds may be issued pursuant to this Resolution), or (b) any date when the Company's rights hereunder are earlier terminated pursuant to that certain Assignment, Assumption and Second Amended and Restated Development Agreement, dated as of the date set forth therein between the Unified Government and the Company (the "Development Agreement").

Section 10. No Reliance on Resolution. Kansas law provides that the Unified Government may only issue the Bonds by passage of an Ordinance and compliance with other state law requirements. The Unified Government has not yet passed an Ordinance for a series of Bonds. This Resolution only evidences the intent of the current governing body to issue the Bonds for the Project. The Company should not construe the adoption of this Resolution as a promise or guarantee that the Ordinance for the Bonds will be passed or that the Project will be approved.

Section 11. Benefit of Resolution. This Resolution will inure to the benefit of the Unified Government and the Company. The Unified Government may, at the request of the Company, assign all or a portion of the Company's interest in this Resolution to another entity, and such assignee will be entitled to the benefits of the portion of this Resolution assigned and the proceedings related hereto.

Section 12. Further Action. Counsel to the Unified Government and Gilmore & Bell, P.C., Bond Counsel for the Unified Government, together with the officers and employees of the Unified Government, are hereby authorized to work with the purchaser of each series of Bonds, the Company, their respective counsel and others, to prepare for submission to and final action by the Unified Government all documents necessary to effect the authorization, issuance and sale of the Bonds and other actions contemplated hereunder.

Section 13. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the governing body of the Unified Government.

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**ADOPTED BY THE COMMISSION OF THE UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS THIS 7TH DAY OF APRIL, 2022.**

By: _____
Mayor/CEO

(Seal)

Attest:

By: _____
Unified Government Clerk



Staff Request for Commission Action

Tracking No. 211440

Full Commission Meeting Date: 4/7

Committee: Economic Development & Finance

Date of Standing Committee Action: 4/4/22
(If none, please explain):

Publication Required: Yes

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Katherine Carttar	<u>Contact Phone:</u> x5176	<u>Contact Email:</u> kcarttar@wycokck.org	<u>Department/Division:</u> Economic Development
<u>Item Description:</u> Resolution of intent to issue Industrial Revenue Bonds in the amount not to exceed \$45,000,000 to finance the costs of acquiring, constructing, and equipping the Homefield Baseball Complex for the benefit of HFS KCK, LLC.				
<u>Action Requested:</u> Approve.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> CBA_Homefield_Baseball_03222022, IRB Application - Homefield Baseball (March 2022) (82640821v1)-c, Resolution of Intent (Homefield Baseball)				

**A Tax Abatement Cost-Benefit Analysis of
HFS KCK, LLC (Homefield Baseball)
for the Unified Government of Kansas City/Wyandotte County**

Completed by
Municipal Consulting, LLC
3/22/2022

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ABOUT THIS REPORT:

This report uses data that was collected from the firm involved and budget reports from each of the taxing entities where the project is to be located. This data is summarized on pages 4 and 5. In addition, various calculations were applied to the data using rates and information gathered from the current economic and financial conditions.

DEFINITIONS USED:

- **Rate of Return:** Incentives and tax abatements granted by the taxing entities are equivalent to a public investment in the firm. Comparing these investments to the various benefits received over the 10-year project period by the public entity produces an average annual rate of return for the period. Generally, a rate of return that exceeds the entity's cost of capital would be considered a favorable investment.
- **Net Present Value:** This is the amount that a future series of payments is worth today, given an assumed discount rate. The only way to accurately compare payments to be made or received in the future to the dollar value at present is with Net Present Value. Generally a positive net present value represents and acceptable investment opportunity.
- **Benefit - Cost Ratio:** Typically referred to as the "Cost-Benefit Ratio," this is the ratio of the public entity benefits received over the 10-year project life to the public costs incurred over the same period. If the ratio is above 1.0, then the benefits exceed the costs, and if it is less than 1.0, the costs exceed the benefits. Generally, a public entity would like to have a Benefit-to-Cost ratio of 1.3 or better in order to grant a tax abatement and/or other incentives. However, the governing body may take into account the other economic benefits of the project in making that decision.

DISCLAIMER:

This report is prepared using a variety of assumptions regarding discount rate, inflation rate, and other economic variables. It also uses information submitted by the firm based on its best estimates of what they expect to occur in the next decade. Future business results and economic factors are not and cannot be guaranteed. Therefore, we provide no guarantee on the future performance of the firm, or that conditions within the taxing entities will remain as they are today. The governing body should make its decision on the best information presented, while fully recognizing that future performance could be substantially different.

COMMENTS SPECIFIC TO THIS PROJECT:

The overall costs and benefits for each taxing entity are:

Taxing Entity	Benefit to Cost Ratio	Average Return on Investment
City of Kansas City	9.97	90%
Wyandotte County	5.10	41%
Kansas City USD 500	11.19	102%
KC Community College	6.06	51%
State of Kansas	3.75	27%

Each of the taxing entities has a positive benefit-to-cost ratio in excess of the desired 1.3. This report assumes that the Unified Government will approve a proposed agreement regarding STAR bond issues. A PILOT payment has been considered in this analysis but no tax abatement is requested. This report assumes that the existing sales tax rates for the city, county and state will remain the same. The proposed average salary of the new jobs is below the county average wage and we adjusted retail spending estimates accordingly.

The PILOT payment schedule used in this analysis is according to the terms of the development agreement which provides for the PILOT to be in place of any property taxes.

If you have any questions or comments, you may reach me with the contact information below.

R. Steven Robb Digitally signed by R. Steven Robb
Date: 2022.03.22 16:19:04 -05'00'

R. Steven Robb
Sole Owner
Municipal Consulting, LLC
Cell: 620-704-6495 E-Mail: steverobb@ckt.net
2207 N. Free King Hwy, Pittsburg, KS 66762-8418

Column1	Column2	Column3	Column4	Column5	Column6
COST-BENEFIT ANALYSIS PROJECT SUMMARY					
PROJECT NAME:		HFS KCK, LLC (Homefield Baseball)			
DATE:		3/22/2022			
GOVERNMENTAL ENTITIES INVOLVED:					
CITY:		City of Kansas City			
COUNTY:		Wyandotte County			
SCHOOL DISTRICT:		Kansas City USD 500			
SPECIAL TAXING DISTRICT #1		KC Community College			
STATE:		State of Kansas			
INFLATION RATE:		2.20%			

This project is to develop and operate a youth baseball complex of at least 10 lighted fields with technology to enhance individual and team training. The project is expected to create about 125 full and part-time jobs.

The assumed inflation rate is based on the 5-year moving average rate. The current rate is considerably higher but not likely to remain at this level.

HFS KCK, LLC (Homefield Baseball)

Column1	Column2	Column3	Column4	Column6	Column11
Community Data Inputs:					
	City of Kansas City	Wyandotte County	Kansas City USD 500	KC Community College	State
Mill Levy	38.482198	39.338122	60.830881	27.389913	1.500
Sales Tax	1.625%	1.000%	n/a	n/a	6.50%
Transient Guest Tax	8.00%	0.00%	n/a	n/a	n/a
Utility Revenue/HsHld	\$499.74	n/a	n/a	n/a	n/a
Franchise Fees/HsHld	\$110.38	n/a	n/a	n/a	n/a
Other Revenues/Res.	\$96.34	\$59.88	n/a	\$107.55	\$1,511.19
Marg. Cost/Res./Student	\$102.86	\$38.07	\$1,602.43	\$55.46	\$654.19
Other Revenues/Worker	\$91.73	\$57.01	n/a	\$102.40	\$1,296.05
Marginal Cost/New Worker	\$97.94	\$36.25	n/a	\$52.80	\$561.06
State Funding/Pupil	n/a	n/a	\$11,887.38	n/a	\$10,173
Federal Funding/Pupil	n/a	n/a	\$4,136.89	n/a	\$1,022
Visitor Daily Spending	\$50.00	\$50.00			\$75.00
Average Hotel Room Rate	\$110	\$110	Total Mill Levy:	167.541114	n/a
Retail Pull Factor	0.96	0.97			n/a
Percent of County Share	90.90%	100.00%			n/a
Ann. Local Per Capita Sales Tax	\$211	\$178			n/a
Ann. State Per Capita Sales Tax	\$994	\$1,011			\$1,078
Annual Per Capita Retail Sales	\$15,297	\$15,561			\$16,581
Average Household Size	2.68	2.67			2.49
Avg. Wage-All Occupations	\$51,980	\$51,980			\$48,609

HFS KCK, LLC (Homefield Baseball)

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15
Firm Data Inputs:			First Expansion- Year 1											
			Land	Building	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
Investment in Land & Building			\$0	\$40,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000,000
Investment in Fixtures, etc.				\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Unified Government Incentives			\$0	State Incentives:	\$0									\$0
		Growth	Const. Per.	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5	Yr. 6	Yr. 7	Yr. 8	Yr. 9	Yr. 10	Total
Sales		0.00%		\$7,000,000	\$8,000,000	\$9,000,000	\$9,500,000	\$10,000,000	\$10,500,000	\$11,000,000	\$11,500,000	\$12,000,000	\$12,500,000	\$101,000,000
Purchases		0.00%		\$10,000,000	\$2,500,000	\$500,000	\$500,000	\$500,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$14,250,000
Net Utility Revenue-Firm			2.20%	\$21,196	\$78,729	\$80,461	\$82,231	\$84,040	\$85,889	\$87,779	\$89,710	\$91,683	\$93,700	\$891,180
Franchise Fees-Firm			2.20%	\$0	\$12,000	\$12,264	\$12,534	\$12,810	\$13,091	\$13,379	\$13,674	\$13,975	\$14,282	\$132,605
Net Utility Revenue-Emp.			2.20%	\$0	\$5,497	\$9,704	\$12,527	\$14,403	\$16,083	\$17,273	\$17,653	\$18,041	\$18,438	\$148,464
Franchise Fees-Employees			2.20%	\$0	\$1,214	\$2,143	\$2,767	\$3,181	\$3,552	\$3,815	\$3,899	\$3,985	\$4,073	\$32,793
PILOT- City				\$0	\$24,508	\$24,753	\$25,001	\$25,251	\$25,504	\$25,759	\$26,016	\$26,276	\$26,539	\$256,412
PILOT - County				\$0	\$25,054	\$25,304	\$25,557	\$25,813	\$26,071	\$26,332	\$26,595	\$26,861	\$27,129	\$262,115
PILOT - State				\$0	\$955	\$965	\$975	\$984	\$994	\$1,004	\$1,014	\$1,024	\$1,034	\$9,995
PILOT - School				\$0	\$38,742	\$39,129	\$39,521	\$39,916	\$40,315	\$40,718	\$41,125	\$41,536	\$41,952	\$405,324
PILOT - Comm. Coll.				\$0	\$17,444	\$17,618	\$17,795	\$17,973	\$18,152	\$18,334	\$18,517	\$18,702	\$18,889	\$182,503
New FTE Employees				22.0	16.0	10.0	6.0	5.0	3.0	0.0	0.0	0.0	0.0	62
New to the City			50%	11.0	8.0	5.0	3.0	2.5	1.5	0.0	0.0	0.0	0.0	32
New to the County			75%	16.5	12.0	7.5	4.5	3.8	2.3	0.0	0.0	0.0	0.0	47
New to the State				11.0	7.0	4.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0	27
New students in K-12			50%	11.0	8.0	5.0	3.0	2.5	1.5	0.0	0.0	0.0	0.0	32
New employee average salary				\$32,000	\$32,400	\$32,804	\$33,212	\$33,624	\$34,040	\$34,461	\$34,885	\$35,314	\$35,747	N/A
Tax Abatement-Land				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	N/A
Tax Abatement-Bldg.				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	N/A
Visitors			0.0%	0	291,000	301,000	311,000	321,000	331,000	341,000	351,000	361,000	371,000	3,360,000
				City	County	State								
Percentage of sales taxable in the				100%	100%	100%								
Percentage of purchases taxable in the				50%	50%	75%								
Assumed Inflation Rate				2.20%										

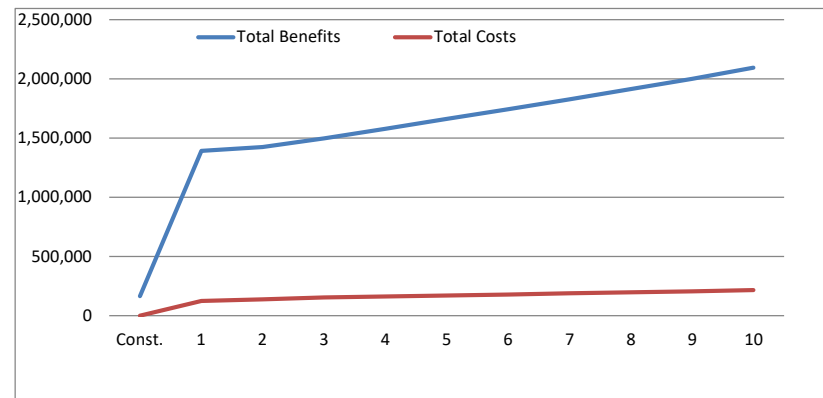
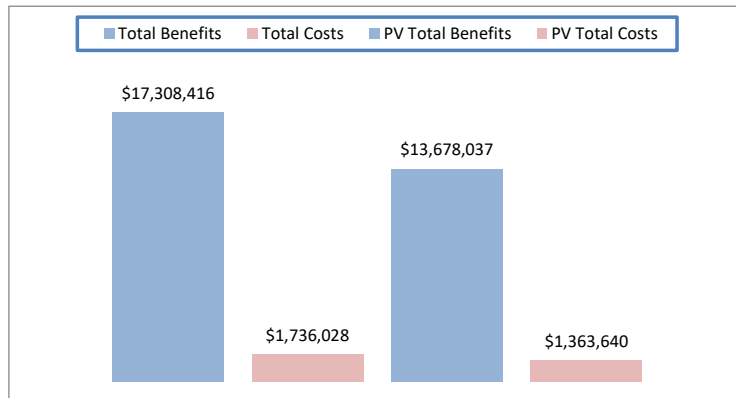
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9
COST-BENEFIT ANALYSIS PROJECT SUMMARY								
PROJECT NAME:	HFS KCK, LLC (Homefield Baseball)					Ratio of		
DATE:		3/22/2022				NPV of Net		
				Net	NPV	Benefits to	Actual	Avg.
				Present	of	NPV of	Benefit to	Annual
		Total		Value	Incentives	Incentives	Actual	Rate
	Total	Costs &	Net	of Net	& Taxes	and Taxes	Cost	of
Entity	Benefits	Incentives	Benefits	Benefits	Abated	Abated	Ratio	Return
City of Kansas City	\$17,308,416	\$1,736,028	\$15,572,388	\$12,314,397	\$0	0.00	9.97	90%
Wyandotte County	\$5,039,909	\$988,366	\$4,051,543	\$3,440,499	\$0	0.00	5.10	41%
Kansas City USD 500	\$5,326,961	\$476,049	\$4,850,912	\$3,931,505	\$0	0.00	11.19	102%
KC Community College	\$268,451	\$44,320	\$224,131	\$187,528	\$0	0.00	6.06	51%
State of Kansas	\$32,295,325	\$8,612,445	\$23,682,880	\$19,347,536	\$0	0.00	3.75	27%

SUMMARY OF COSTS AND BENEFITS FOR:
PROJECT: HFS KCK, LLC (Homefield Baseball)

City of Kansas City

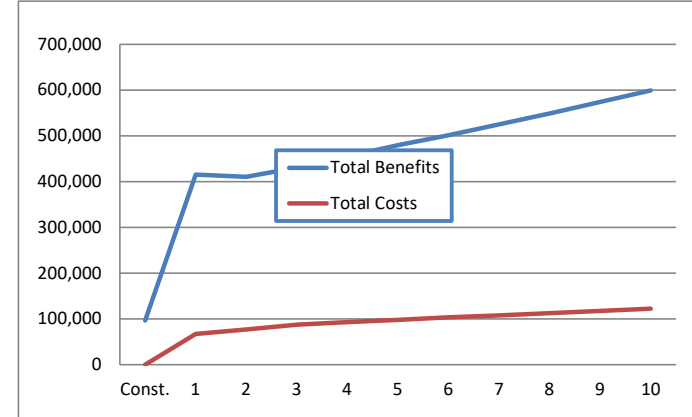
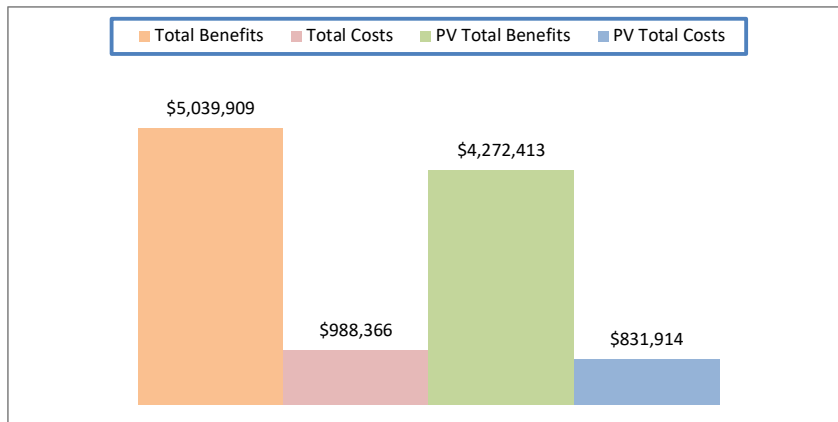
Ratio of Actual Benefits to Actual Costs Over the 10-Year Period:	9.97
Ratio of Present Value of Total Benefits to Present Value of Total Costs:	10.03
(Typical desired ratio would be 1.3 to 1)	Average ROI
	89.70%

DATE:	3/22/2022	DISCOUNT RATE:	4.25%													
Year	Sales and Transient Guest Taxes	New Property Taxes	Utilities and Franchise Fees	PILOT Payment	Other City Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various City Services	STAR Bond Sales & Guest Tax* Collections	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Incentives & Taxes Abated
Const.	143,281	0	21,196	0	0	164,477	164,477	0	0	0	0	0	164,477	164,477	164,477	0
1	1,268,615	0	97,440	24,508	2,851	1,393,414	1,336,594	3,044	120,192	0	123,235	118,210	1,270,179	1,434,656	1,218,384	0
2	1,290,667	0	104,572	24,753	5,033	1,425,025	1,311,177	5,373	133,059	0	138,432	127,372	1,286,593	2,721,250	1,183,805	0
3	1,357,525	0	110,059	25,001	6,497	1,499,083	1,323,073	6,936	146,027	0	152,964	135,004	1,346,119	4,067,369	1,188,069	0
4	1,433,353	0	114,435	25,251	7,470	1,580,508	1,338,056	7,975	154,101	0	162,076	137,214	1,418,432	5,485,801	1,200,843	0
5	1,511,160	0	118,616	25,504	8,341	1,663,621	1,350,988	8,905	162,283	0	171,188	139,018	1,492,432	6,978,233	1,211,970	0
6	1,586,968	0	122,246	25,759	8,958	1,743,930	1,358,456	9,564	170,576	0	180,140	140,322	1,563,790	8,542,023	1,218,134	0
7	1,667,751	0	124,935	26,016	9,155	1,827,857	1,365,772	9,774	178,984	0	188,759	141,040	1,639,099	10,181,122	1,224,732	0
8	1,751,046	0	127,684	26,276	9,356	1,914,363	1,372,080	9,989	187,511	0	197,500	141,554	1,716,863	11,897,984	1,230,526	0
9	1,836,930	0	127,684	26,539	9,562	2,000,716	1,375,498	10,209	196,159	0	206,368	141,879	1,794,348	13,692,332	1,233,620	0
10	1,925,481	0	133,364	26,804	9,772	2,095,421	1,381,865	10,434	204,932	0	215,366	142,027	1,880,056	15,572,388	1,239,838	0
Total	\$15,772,777	\$0	\$1,202,233	\$256,412	\$76,994	\$17,308,416	\$13,678,037	\$82,203	\$1,653,825	\$0	\$1,736,028	\$1,363,640	\$15,572,388	\$15,572,388	\$12,314,397	\$0



* The development agreement calls for 1% of the city's 1.625% sales tax and 7.84% of the transient guest tax on sales in the project area to be applied toward the project Star bonds.

SUMMARY OF COSTS AND BENEFITS FOR:								Wyandotte County							
PROJECT: HFS KCK, LLC (Homefield Baseball)								Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 5.10							
DATE: 3/22/2022								Ratio of Present Value of Total Benefits to Present Value of Total Costs: 5.14							
DISCOUNT RATE: 2.98%								(Typical desired ratio would be 1.3 to 1) Average ROI 40.99%							
Year	Sales Taxes	New Property Taxes	PILOT Payment	Other County Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various County Services	STAR Bond Sales Tax* Collections	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Incentives & Taxes Abated
Const.	97,000	0	0	0	97,000	97,000	0	0	0	0	0	97,000	97,000	97,000	0
1	388,505	0	25,054	2,601	416,159	404,113	1,653	65,406	0	67,059	65,118	349,100	446,100	338,995	0
2	380,910	0	25,304	4,591	410,805	387,367	2,919	74,749	0	77,668	73,237	333,137	779,237	314,130	0
3	399,623	0	25,557	5,927	431,107	394,744	3,768	84,093	0	87,861	80,450	343,246	1,122,483	314,293	0
4	422,715	0	25,813	6,814	455,342	404,866	4,332	88,765	0	93,097	82,777	362,245	1,484,728	322,089	0
5	446,104	0	26,071	7,609	479,784	414,250	4,837	93,437	0	98,274	84,851	381,510	1,866,237	329,399	0
6	467,227	0	26,332	8,172	501,730	420,659	5,195	98,109	0	103,304	86,612	398,426	2,264,664	334,047	0
7	490,255	0	26,595	8,351	525,201	427,591	5,310	102,780	0	108,090	88,001	417,111	2,681,775	339,590	0
8	513,902	0	26,861	8,535	549,298	434,265	5,426	107,452	0	112,879	89,240	436,419	3,118,194	345,025	0
9	538,187	0	27,129	8,723	574,039	440,688	5,546	112,124	0	117,670	90,335	456,369	3,574,563	350,353	0
10	563,129	0	27,401	8,915	599,444	446,871	5,668	116,796	0	122,464	91,294	476,980	4,051,543	355,577	0
Total	\$4,707,558	\$0	\$262,115	\$70,236	\$5,039,909	\$4,272,413	\$44,654	\$943,712	\$0	\$988,366	\$831,914	\$4,051,543	\$4,051,543	\$3,440,499	\$0



* The development agreement calls for 93.4368% of the county's 1% sales tax on sales from the project area to go toward retiring the Star bonds for the project.

SUMMARY OF COSTS AND BENEFITS FOR:

Kansas City USD 500

PROJECT: HFS KCK, LLC (Homefield Baseball)

DATE: 3/22/2022

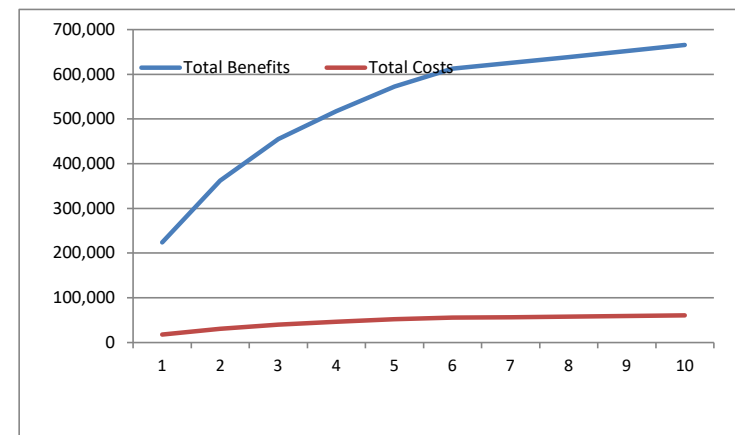
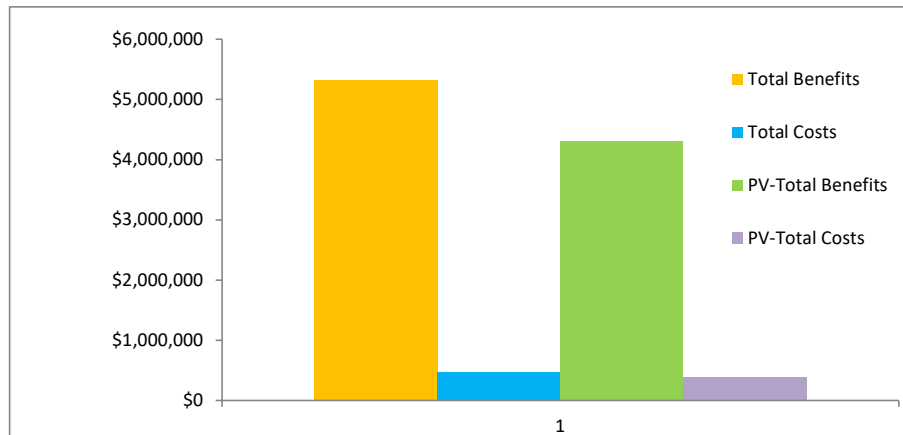
DISCOUNT RATE: 3.53%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 11.19

Ratio of Present Value of Total Benefits to Present Value of Total Costs: 11.21

(Typical desired ratio would be 1.3 to 1) **Average ROI** 101.90%

Year	New Property Taxes	PILOT Payment	District Capital Outlay Taxes	Additional State, Federal and Other Funding	Total Benefits	Net Present Value of Total Benefits	Additional Marginal Costs	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
1	0	38,742	5,105	180,145	223,992	216,351	17,627	0	17,627	17,025	206,365	206,365	199,326	0
2	0	39,129	5,218	318,005	362,352	338,053	31,116	0	31,116	29,029	331,236	537,601	309,023	0
3	0	39,521	5,333	410,527	455,380	410,351	40,169	0	40,169	36,197	415,211	952,812	374,154	0
4	0	39,916	5,450	472,004	517,369	450,308	46,184	0	46,184	40,198	471,185	1,423,997	410,110	0
5	0	40,315	5,570	527,054	572,938	481,663	51,571	0	51,571	43,355	521,367	1,945,365	438,308	0
6	0	40,718	5,692	566,038	612,448	497,316	55,385	0	55,385	44,974	557,063	2,502,427	452,342	0
7	0	41,125	5,817	578,490	625,433	490,536	56,604	0	56,604	44,395	568,829	3,071,257	446,141	0
8	0	41,536	5,945	591,217	638,699	483,853	57,849	0	57,849	43,824	580,850	3,652,107	440,029	0
9	0	41,952	6,076	604,224	652,252	477,265	59,122	0	59,122	43,260	593,130	4,245,237	434,005	0
10	0	42,371	6,210	617,517	666,098	470,771	60,422	0	60,422	42,704	605,676	4,850,912	428,067	0
Total	\$0	\$405,324	\$56,417	\$4,865,220	\$5,326,961	\$4,316,467	\$476,049	\$0	\$476,049	\$384,962	\$4,850,912	\$4,850,912	\$3,931,505	\$0



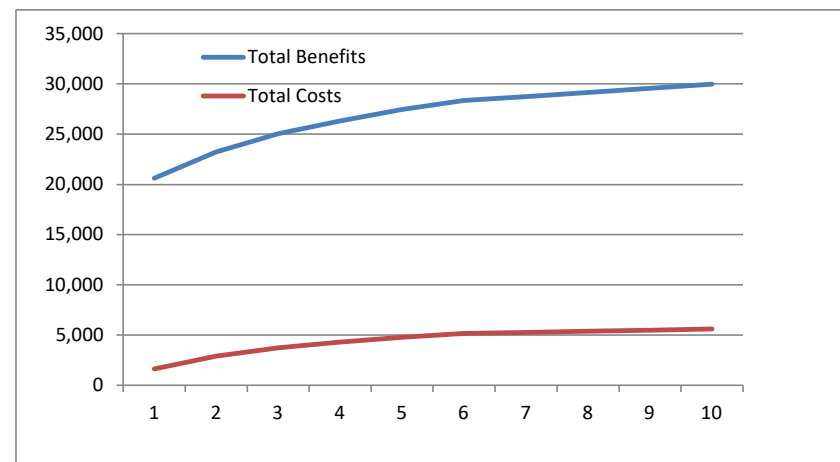
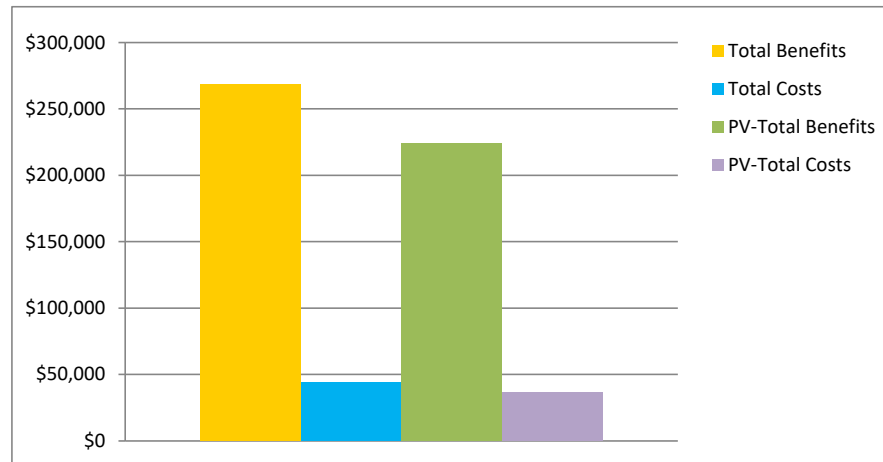
SUMMARY OF COSTS AND BENEFITS FOR: KC Community College
PROJECT: HFS KCK, LLC (Homefield Baseball)

DATE: 3/22/2022

DISCOUNT RATE: 3.25%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 6.06
Ratio of Present Value of Total Benefits to Present Value of Total Costs: 6.15
(Typical desired ratio would be 1.3 to 1) **Average ROI** 50.57%

Year	New District Property Taxes	PILOT Payment	Other District Revenues	Total Benefits	Net Present Value of Total Benefits	Other District Costs	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
1	0	17,444	3,182	20,626	19,977	1,641	0	1,641	1,589	18,985	18,985	18,388	0
2	0	17,618	5,618	23,236	21,796	2,897	0	2,897	2,717	20,339	39,325	19,079	0
3	0	17,795	7,252	25,047	22,755	3,740	0	3,740	3,398	21,307	60,632	19,358	0
4	0	17,973	8,338	26,311	23,151	4,300	0	4,300	3,783	22,011	82,643	19,368	0
5	0	18,152	9,311	27,463	23,405	4,801	0	4,801	4,092	22,662	105,305	19,313	0
6	0	18,334	10,000	28,333	23,386	5,156	0	5,156	4,256	23,177	128,482	19,130	0
7	0	18,517	10,220	28,737	22,972	5,270	0	5,270	4,213	23,467	151,949	18,760	0
8	0	18,702	10,444	29,147	22,567	5,386	0	5,386	4,170	23,761	175,710	18,397	0
9	0	18,889	10,674	29,563	22,169	5,504	0	5,504	4,127	24,059	199,769	18,042	0
10	0	19,078	10,909	29,987	21,779	5,625	0	5,625	4,086	24,362	224,131	17,693	0
Total	\$0	\$182,503	\$85,948	\$268,451	\$223,959	\$44,320	\$0	\$44,320	\$36,431	\$224,131	\$224,131	\$187,528	\$0



SUMMARY OF COSTS AND BENEFITS FOR:

PROJECT: HFS KCK, LLC (Homefield Baseball)

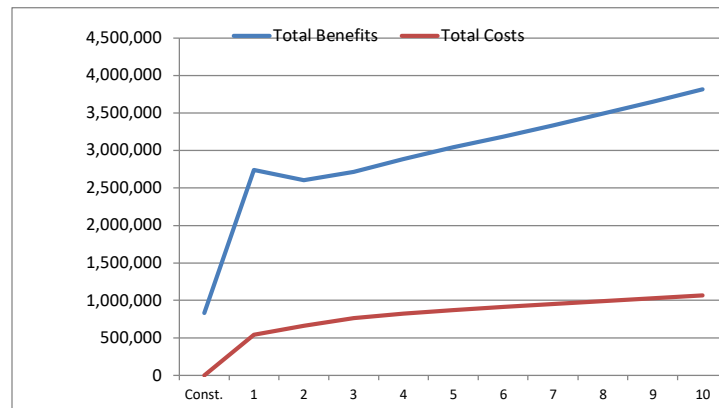
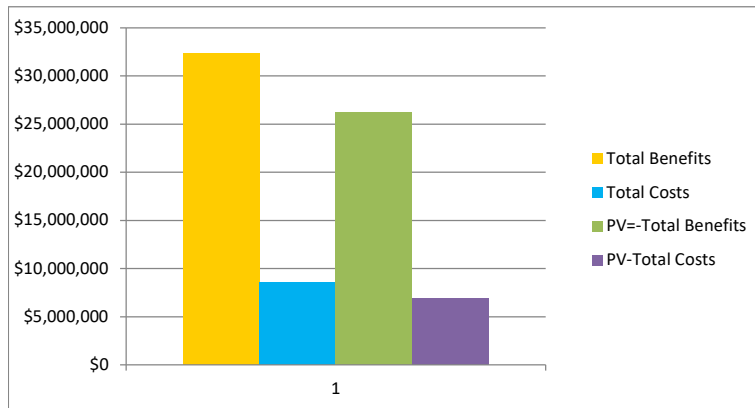
DATE: 3/22/2022

State of Kansas

DISCOUNT RATE: 3.80%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 3.75
Ratio of Present Value of Total Benefits to Present Value of Total Costs: 3.80
Average ROI 27.50%
(Typical desired ratio would be 1.3 to 1)

Year	Sales Taxes	New Property Taxes	Corporate and Personal Income Taxes	PILOT Payment	Other State Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various State Services	Cost of Educating New Students	Property Taxes Abated	STAR Bond Sales Tax* Collections	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Present Value of Taxes Abated and Incentives
Const.	630,500	\$0	200,000	0	0	830,500	830,500	0	\$0	\$0	\$0	0	0	830,500	830,500	830,500	0
1	2,681,735	\$0	14,784	955	42,798	2,740,272	2,639,906	18,261	66,819	\$0	455,000	540,080	520,299	2,200,192	3,030,692	2,119,607	0
2	2,505,971	\$0	25,855	965	71,573	2,604,365	2,417,081	30,539	111,746	\$0	520,000	662,285	614,659	1,942,080	4,972,772	1,802,422	0
3	2,592,156	\$0	33,066	975	89,403	2,715,600	2,428,007	38,147	139,583	\$0	585,000	762,730	681,954	1,952,870	6,925,642	1,746,054	0
4	2,740,375	\$0	37,662	984	103,830	2,882,852	2,483,140	44,303	162,106	\$0	617,500	823,909	709,673	2,058,943	8,984,585	1,773,468	0
5	2,890,770	\$0	41,660	994	110,358	3,043,782	2,525,732	47,088	172,300	\$0	650,000	869,388	721,418	2,174,395	11,158,980	1,804,314	0
6	3,019,667	\$0	44,320	1,004	117,124	3,182,116	2,543,808	49,975	182,863	\$0	682,500	915,338	731,728	2,266,778	13,425,758	1,812,080	0
7	3,169,125	\$0	44,868	1,014	119,701	3,334,709	2,568,154	51,075	186,886	\$0	715,000	952,960	733,902	2,381,748	15,807,506	1,834,252	0
8	3,322,603	\$0	45,420	1,024	122,334	3,491,382	2,590,331	52,198	190,997	\$0	747,500	990,695	735,018	2,500,686	18,308,193	1,855,313	0
9	3,480,227	\$0	45,979	1,034	125,026	3,652,266	2,610,448	53,347	195,199	\$0	780,000	1,028,546	735,150	2,623,720	20,931,913	1,875,297	0
10	3,642,117	\$0	46,543	1,045	127,776	3,817,481	2,628,598	54,520	199,494	\$0	812,500	1,066,514	734,368	2,750,967	23,682,880	1,894,230	0
Total	\$30,675,247	\$0	\$580,158	\$9,995	\$1,029,925	\$32,295,325	\$26,265,705	\$439,453	\$1,607,992	\$0	\$6,565,000	\$8,612,445	\$6,918,169	\$23,682,880	\$23,682,880	\$19,347,536	\$0



* The development agreement calls for 100% of the state's 6.5% sales tax on sales from the project area to go toward retiring the Star bonds for the project.

HFS KCK, LLC (Homefield Baseball)

Other Economic Impacts of the Project

	In the First Year	Over 10 Years
Permanent jobs created	22	62
Construction jobs created	433	0
Number of New Residents in the Community	29	83
Number of Additional Students in the Local School District	11	31
Increase in Local Personal Incomes	\$704,000	\$18,102,770
Increase in Local Retail Sales	\$47,572,286	\$482,606,700
Increase in the Community's Property Tax Base	\$40,000,000	\$40,000,000
Estimated Property Tax Revenue after the PILOT period ends:		
	City	\$30,520
	County	\$31,199
	School	\$48,245
	Comm. Coll.	\$21,723
	State	\$1,190
	Total	\$132,877

HFS KCK, LLC (Homefield Baseball)

Overall Cost-Benefit Summary

TAXING ENTITY	DIRECT REVENUES						TOTAL DIRECT REVENUES	ALL INDIRECT REVENUES	TOTAL ALL REVENUES	DIRECT COSTS		INDIRECT COSTS	TOTAL COSTS	NET BENEFITS
	Sales and Guest Taxes	PILOT Payment	New Property Taxes	School Federal & State Funding	Corporate & Personal Income Taxes	City Utilities & Franchise Fees				STAR Bond Collections	Cost of Educating New Students	ALL INDIRECT COSTS		
City of Kansas City	15,772,777	256,412	0			1,202,233	17,231,421	76,994	17,308,416	1,653,825	0	82,203	1,736,028	15,572,388
Wyandotte County	4,707,558	262,115	0				4,969,673	70,236	5,039,909	943,712	0	44,654	988,366	4,051,543
Kansas City USD 500		405,324	56,417	4,865,220			5,326,961		5,326,961	0	476,049	0	476,049	4,850,912
KC Community College		182,503	0				182,503	85,948	268,451	0	0	44,320	44,320	224,131
State of Kansas	30,675,247	9,995	0	0	580,158		31,265,400	1,029,925	32,295,325	6,565,000	1,607,992	439,453	8,612,445	23,682,880
TOTALS	\$51,155,582	\$1,116,349	\$56,417	\$4,865,220	\$580,158	\$1,202,233	\$58,975,959	\$1,263,103	\$60,239,062	\$9,162,536	\$2,084,041	\$610,630	\$11,857,207	\$48,381,855



**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**



**APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS
(A non-refundable application fee of \$1,000 must accompany this application
when filed with the Unified Clerk's Office)**

The undersigned hereby agrees that the submission of this Application to the Unified Government, and the Unified Government's adoption of a Resolution indicating an intent to issue the Bonds to provide funds for the Project will not give rise to an obligation by the Unified Government to fund such Project in the amount requested or in any amount. The undersigned further understands and agrees that there is no assurance that Bonds will be issued by the Unified Government or that Bond proceeds will be sufficient to fund the Project as hereby requested.

3/16/2022

Date of Application

HFS KCK, LLC (or assigns, "Applicant")

Applicant (Firm Name or Name of Individual)

Telephone Number (816) 739-7939
Fax Number
E-mail Address rheineman@homefieldkc.com

520 W Pennway St, Suite 300, Kansas City, MO 64108

Address

Robb Heineman

Name of Responsible Officer

Authorized Representative

Title

520 W Pennway St, Suite 300, Kansas City, MO 64108

Address

Curt Petersen

Attorney for Applicant

Telephone Number (913) 234-7458
Fax Number c
E-mail Address cpetersen@polsinelli.com

900 W. 48th Place, Suite 900, Kansas City, MO 64112

Address

Applicant or its Lender

Underwriter or Purchaser of Bonds (If known)

Telephone Number
Fax Number
E-mail Address

Address

**Amount of Bonds
Requested:**

\$ 45,000,000

**Nature of
Project:**

☐
☒
☐
☐
☐

**Industrial
Commercial
Agricultural
Pollution Control
Other (please specify)**

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

I. Corporate or Business Entity Information

A. In what line or lines of business is the applicant engaged?

Applicant is a special purpose entity formed solely for the purpose of developing the Project (as described in
Section II below). Additional information can be provided upon request.

B. Is the Applicant a proprietorship, partnership, limited liability company or corporation?
LLC

C. Year and state of incorporation or formation of business entity?
2020 - KS

**If proprietorship, partnership, limited liability company or closed corporation, list the names and owners
and the approximate amounts owned by each of its principal stockholders:**

Please see Question I(A) above.

D. If applicant is subsidiary of another business entity, state name and address of parent:
Please see Question I(A) above.

E. List the name and titles of the principal officers of the applicant firm:

Robb Heineman, Authorized Representative

**F. List the name of the certified public accounting firm (or firms) which has performed audits of the
applicant firm (or its parent books and records for the past five years:**

N/A

If the applicant corporation or its parent is a publicly held corporation and regularly files annual and quarterly reports on Form 10-K and Form 10-Q, respectively, attach as a part of this application, copies of the most recent Form 10-K and Form 10-Q, the applicant's most recent report to shareholders, as well as any reports on Form 8-K filed within the past fiscal year.

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

II. The Project

A. Type of project (check one)

- ☒ New business
☐ Establishment of branch plant/business
☐ Acquisition of existing business
☐ Expansion of existing business

B. Briefly describe the nature of the proposed project, including detailed information as to the structure itself (size of building, amount of land to be purchased, etc.), and what products or services are to be manufactured or provided:

Developer will design, develop, construct and operate a youth baseball complex which will include at least ten (10) lighted fields and integrate state-of-the-art technology to enhance individual and team training as well as analytics and data capture, concessions and restrooms

C. Will the facility engage in direct retail sales? If so, are any of the retail sales catalog or on-line sales, and if so, how much:

Yes, the Project will engage in direct retail sales.

D. What is the street address or location of the proposed project? NEC and NWC of N. 90th

Street and State Avenue, Kansas City, KS 66112

E. Legal description of the property (attach separate sheet if necessary):

Will be completed in zoning/platting process.

F. Appraised value of property to be acquired from County Appraiser:

Real Estate	\$	<u>431,495**</u>
Improvements	\$	<u>0</u>
Equipment	\$	<u>0</u>

**The Project site consists of Parcel No. 934523 and a portion of Parcel No. 938500. The above figure assumes the Project occupies approximately 50% of Parcel No. 938500 (fully 2022 County appraised value is \$938,500).

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

G. Will the applicant be in direct competition with other local firm(s)? If so, name the firm(s): There are other baseball complexes in the area; however, the Project is distinguishable based on its size/scope, superior design, location, quality of service, and unique amenities and offerings.

Describe the nature of the competition:

N/A

H. Does the applicant have a single or a multiple plant business or operation?

N/A

I. Does the applicant or its parent presently have facilities located in Kansas City, Kansas and / or Wyandotte County? If so, describe and provide location:

No.

J. Will the Kansas City Kansas / Wyandotte County facility be the main operation of the applicant? If not, where is the main operation located?

Yes

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

III. Nature of Improvements

A. Approximate amount requested:

Land	\$	0
Buildings	\$	45,000,000
Machinery and Equipment	\$	included above
Financing Costs	\$	included above
Other (specify)	\$	
Total	\$	45,000,000

B. What type of machinery and equipment is proposed to be financed?

TBD

C. Name, address and telephone number of contractor, architect, engineer:

Clarkson Construction, 4133 Gardner Ave, Kansas City, MO 64120

D. How many persons will be employed at the project

Approx. 125

How many new jobs will be created initially?

How many new jobs will created ultimately?

E. Briefly describe the approximate numbers of persons to be employed at the project at all levels (management, office, skilled, and unskilled, for example):

The Project is expected to create approx. 125 jobs across a variety of employment levels and positions, commensurate with other comparable training facilities.

F. What dollar amount or percentage of the applicant's total projected annual sales is expected to be generated by the project?

100%

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

What were applicant's total assets at all locations at the end of the last fiscal year?

N/A

H. Is the prospective location properly zoned?

See below

If a zoning change is pending, cite application number and present status. If application has not been made, briefly describe what change will be needed and plans for submitting application:

Applicant is currently in the planning/zoning process.

I. Is there likelihood for expansion of the proposed facility within 3 years?

TBD

Is such expansion contemplated in this application for the resolution of intent?

No

J. What is the estimated date for operations to begin at the project?

2023

IV. The Financing

A. Will the applicant pledge any assets other than the project itself to secure the bonds? If so, what?

No

B. What other person, firm or corporation will guarantee the payment of the bonds?

N/A

SUBMIT AS AN ATTACHMENT, THE SAME FINANCIAL INFORMATION WITH RESPECT TO THE GUARANTOR AS IS REQUESTED FOR THE APPLICANT UNDER PART III ABOVE.

C. What portion of the project will be financed from funds other than bond proceeds?

N/A

What is the source of such funds?

N/A

**UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS**

APPLICATION FOR ISSUANCE OF INDUSTRIAL REVENUE BONDS

- D. Has the applicant consulted a prospective purchaser or underwriter to determine whether the bonds are marketable?**

N/A. Applicant will purchase the bonds.

If so, state the name, address and principal contact of the prospective underwriter:

- E. If the bonds are to be privately placed, please attach the letter of intent or commitment letter relating to such sale:**
-

- F. Has the applicant considered conventional financing?**
-

- G. Does the applicant or its parent intend to purchase all or any part of the proposed bond issue**

Applicant will purchase the bonds.

V. Tax Abatement

Is the applicant requesting any tax abatement for the project in accordance with the Unified Government's policy? Describe estimated amount of tax abatement?

No abatement required. Fixed PILOT structure.

VI. Appraiser's Statement

Attach as a part of this application, a letter signed by the County Appraiser stating the estimated amount of ad valorem taxes payable for the land and improvements to be financed through the proceeds of the proposed bonds.

FIRM DATA SHEET
(To be completed by the Firm)

Firm and Its Employees

Name of Firm: HFS KCK, LLC

Description of the Firm's location or expansion in the community:

Developer will design, develop, construct and operate a youth baseball complex which will include at least ten (10) lighted fields and integrate state-of-the-art technology to enhance individual and team training as well as analytics and data capture, concessions and restrooms

SIC _____

Market Value of the Firm's initial new or additional investment in:

Land	\$ _____
Building and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

Projected expansions:

Expansion 2:

Year of expansion: TBD

Additional investment in:

Land	\$ _____
Buildings and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

Expansion 3:

Year of expansion _____

Additional investment in:

Land	\$ _____
Buildings and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

Expansion 4:

Year of expansion _____

Additional investment in:

Land	\$ _____
Buildings and improvements	\$ _____
Furniture, fixtures and equipment	\$ _____

FIRM DATA SHEET
(To be completed by the Firm)

New or additional sales of the firm

Year	
1	<u>7,000,000</u>
2	<u>8,000,000</u>
3	<u>9,000,000</u>
4	<u>9,500,000</u>
5	<u>10,000,000</u>
6	<u>10,500,000</u>
7	<u>11,000,000</u>
8	<u>11,500,000</u>
9	<u>12,000,000</u>
10	<u>12,500,000</u>

Percent of sales subject to sales taxes in the:

City	<u>100%</u>	%
County	<u>100%</u>	%
State	<u>100%</u>	%

Annual net taxable income, as a percent of sales, on which state corporate income taxes will be computed:

10 %

Annual purchases of the firm:

Year	
1	<u>\$ 10,000,000</u>
2	<u>\$ 2,500,000</u>
3	<u>\$ 500,000</u>
4	<u>\$ 500,000</u>
5	<u>\$ 500,000</u>
6	<u>\$ 500,000</u>
7	<u>\$ 500,000</u>
8	<u>\$ 500,000</u>
9	<u>\$ 500,000</u>
10	<u>\$ 500,000</u>

Percent of purchases subject to sales taxes in the:

City	<u>50%</u>	%
County	<u>50%</u>	%
State	<u>75%</u>	%

FIRM DATA SHEET
(To be completed by the Firm)

Annual utilities that will be used by the firm:

Water	\$	<u>250,000</u>
Wastewater	\$	<u>(included above)</u>
Telephone	\$	<u>20,000</u>
Electricity	\$	<u>300,000</u>
Gas	\$	<u>110,000</u>
Garbage	\$	<u>100,000</u>
Cable	\$	<u>150,000 (includes Internet)</u>
Other	\$	<u>20,000</u>
<u> </u>	\$	<u> </u>
<u> </u>	\$	<u> </u>
<u> </u>	\$	<u> </u>

Year

1	\$	<u>850,000</u>
2	\$	<u>860,000</u>
3	\$	<u>870,000</u>
4	\$	<u>880,000</u>
5	\$	<u>890,000</u>
6	\$	<u>900,000</u>
7	\$	<u>910,000</u>
8	\$	<u>920,000</u>
9	\$	<u>930,000</u>
10	\$	<u>940,000</u>

Number of new employees moving to the county each year:

Year	From out-of state	Total
1	<u>11</u>	<u>22</u>
2	<u>7</u>	<u>16</u>
3	<u>4</u>	<u>10</u>
4	<u>3</u>	<u>6</u>
5	<u>1</u>	<u>5</u>
6	<u>1</u>	<u>3</u>
7	<u>0</u>	<u>0</u>
8	<u>0</u>	<u>0</u>
9	<u>0</u>	<u>0</u>
10	<u>0</u>	<u>0</u>

FIRM DATA SHEET
(To be completed by the Firm)

Average Annual Salaries of employees:

Year	
1	32,000
2	32,400
3	32,804
4	33,212
5	33,624
6	34,040
7	34,461
8	34,885
9	35,314
10	35,747

Household size of a typical new worker: 3.5

Number of school age children in the household of a typical new worker: 1.5

Construction

Initial construction or expansion:

Cost of construction at the firm's new or expanded facility: \$ 40,000,000

If construction is by an outside contractor, estimated percent profit on the cost of construction: \$ 5%

Amount of taxable construction materials purchased in:

Kansas \$ 12,500,000

The County \$ 7,000,000

The City \$ 7,000,000

Amount of taxable furniture, fixtures and equipment purchased in:

Kansas \$ 3,000,000

The County \$ 1,000,000

The City \$ 1,000,000

Total construction salaries: \$ 25,000,000

Amount paid to an average construction worker during the construction period \$ 41,000

Household size of an average construction worker: \$ 3.5

Number of construction workers: 609

FIRM DATA SHEET
(To be completed by the Firm)

Expansion 2:

Expansion construction costs:	\$	TBD
If construction is by an outside contractor, estimated percent profit on the cost of construction:	\$	
Amount of taxable construction materials purchased in:		
Kansas	\$	
The County	\$	
The City	\$	
Amount of taxable furniture, fixtures and equipment purchase in:		
Kansas	\$	
The County	\$	
The City	\$	
Total construction salaries:	\$	
Amount paid to an average construction worker during the construction period:	\$	
Number of construction workers:		

Expansion 3:

Expansion construction costs:	\$	
If construction is by an outside contractor, estimated percent profit on the cost of construction:	\$	
Amount of taxable construction materials purchased in:		
Kansas	\$	
The County	\$	
The City	\$	
Amount of taxable furniture, fixtures and equipment purchase in:		
Kansas	\$	
The County		
The City	\$	
Total construction salaries:	\$	
Amount paid to an average construction worker during the construction period:	\$	
Number of construction workers:		

FIRM DATA SHEET
(To be completed by the Firm)

Expansion 4:

Expansion construction costs:	\$	
If construction is by an outside contractor, estimated percent profit on the cost of construction:	\$	
Amount of taxable construction materials purchased in:		
Kansas	\$	
The County	\$	
The City	\$	
Amount of taxable furniture, fixtures and equipment purchase in:		
Kansas	\$	
The County	\$	
The City	\$	
Total construction salaries:	\$	
Amount paid to an average construction worker during the construction period:	\$	
Number of construction workers:		

Visitors

Number of out-of –town visitors expected at the firm:

Year	
1	291,000 _____
2	301,000 _____
3	311,000 _____
4	321,000 _____
5	331,000 _____
6	341,000 _____
7	351,000 _____
8	361,000 _____
9	371,000 _____
10	381,000 _____
	391,000 _____

Number of days that each visitor will stay in area:	1.5 _____
Number of nights that a typical visitor will stay in a local hotel or motel:	
In the City:	1 _____
Anywhere in the county:	1 _____

RESOLUTION NO. R-____-22

RESOLUTION DETERMINING THE INTENT OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, TO ISSUE ITS INDUSTRIAL REVENUE BONDS IN THE PRINCIPAL AMOUNT NOT TO EXCEED \$45,000,000 TO FINANCE THE COSTS OF ACQUIRING, CONSTRUCTING, IMPROVING AND EQUIPPING A MULTI-SPORT ATHLETIC COMPLEX FOR THE BENEFIT OF HFS KCK, LLC, AND ITS SUCCESSORS AND ASSIGNS (HOMEFIELD BASEBALL)

WHEREAS, the Unified Government of Wyandotte County/Kansas City, Kansas (the “Unified Government”), desires to promote, stimulate and develop the general welfare and economic prosperity of the Unified Government and its inhabitants and thereby to further promote, stimulate and develop the general welfare and economic prosperity of the State of Kansas; and

WHEREAS, the Unified Government is authorized and empowered under the provisions of K.S.A. 12-1740 to 12-1749d, inclusive (the “Act”), to issue revenue bonds to pay the cost of certain facilities (as defined in the Act) for the purposes set forth in the Act and to lease such facilities to private persons, firms or corporations; and

WHEREAS, HFS KCK, LLC, a Kansas limited liability company (together with successors or assigns, the “Company”), has submitted to the Unified Government an Application for the Issuance of Industrial Revenue Bonds (the “Application”) requesting that the Unified Government finance the cost of acquiring, constructing, improving and equipping a multi-sport athletic complex, including baseball and other outdoor facilities and all related improvements more fully described in the Application and referred to as “Homefield Baseball” in the Development Agreement (defined herein), located approximately north of State Avenue and N. 94th Street in Kansas City, Kansas (collectively, the “Project”) through the issuance of its revenue bonds in the principal amount not to exceed \$45,000,000 (collectively, the “Bonds”), and to lease the Project to the Company or its successors and assigns in accordance with the Act; and

WHEREAS, it is hereby found and determined to be advisable and in the interest and for the welfare of the Unified Government and its inhabitants that the Unified Government finance the costs of the Project by the issuance of Bonds in the principal amount not to exceed \$45,000,000, said Bonds to be payable solely out of rentals, revenues and receipts derived from the lease of the Project by the Unified Government to the Company or its successors and assigns.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, AS FOLLOWS:

Section 1. Approval of Project. The governing body of the Unified Government hereby finds and determines that the acquiring, constructing, improving and equipping of the Project will promote the general welfare and economic prosperity of the Unified Government, and the issuance of the Unified Government’s revenue bonds to pay such costs will be in furtherance of the public purposes set forth in the Act.

Section 2. Intent to Issue Bonds. The governing body of the Unified Government hereby determines and declares the intent of the Unified Government to acquire, construct, improve and equip the Project out of the proceeds of the Bonds in the principal amount of not to exceed \$45,000,000 to be issued pursuant to the Act.

Section 3. Provision for the Bonds. Subject to the conditions of this Resolution, the Unified Government hereby expresses its intent to (i) issue its Bonds in one or more series to pay the costs of acquiring, constructing, improving and equipping the Project, with such maturities, interest rates, redemption terms and other provisions as may be determined by ordinance of the Unified Government; (ii) provide for the lease (with an option to purchase) of each Project to the Company; and (iii) to effect the foregoing, adopt such resolutions and ordinances and authorize the execution and delivery of such instruments and the taking of such action as may be necessary or advisable for the authorization and issuance of each series of Bonds by the Unified Government and take or cause to be taken such other action as may be required to implement the aforesaid.

Section 4. Conditions to Issuance. The issuance of each series of Bonds and the execution and delivery of any documents related to each series of Bonds are subject to (i) obtaining any necessary governmental approvals, including passage and publication of an ordinance authorizing each series of Bonds; (ii) agreement by the Unified Government, the Company and the purchaser of each series of Bonds upon (a) mutually acceptable terms for the Bonds and for the sale and delivery thereof and (b) mutually acceptable terms and conditions of any documents related to the issuance of the Bonds and the Project; (iii) the Company's compliance with the Unified Government's policies relating to the issuance of revenue bonds and ad valorem tax abatement; and (iv) Company's payment of all of the costs of issuance related to the issuance of the Bonds.

Section 5. Sale of the Bonds. The sale of each series of Bonds shall be the responsibility of the Company; provided, however, arrangements for the sale of each series of Bonds shall be acceptable to the Unified Government.

Section 6. Limited Obligations of the Unified Government. Each series of Bonds and the interest thereon shall be special, limited obligations of the Unified Government payable solely out of the amounts derived by the Unified Government under a Lease Agreement and as provided herein and are secured by a transfer, pledge and assignment of and a grant of a security interest in the Trust Estate to the Trustee and in favor of the owners of each series of Bonds, as provided in the respective Indenture. Each series of Bonds shall not constitute a general obligation of the Unified Government, the State or of any other political subdivision thereof within the meaning of any State constitutional provision or statutory limitation and shall not constitute a pledge of the full faith and credit of the Unified Government, the State or of any other political subdivision thereof and shall not be payable in any manner by taxation, but shall be payable solely from the funds provided for as provided in the respective Indenture. The issuance of each series of Bonds shall not, directly, indirectly or contingently, obligate the Unified Government, the State or any other political subdivision thereof to levy any form of taxation therefor or to make any appropriation for their payment.

Section 7. Ad Valorem Tax Abatement. Subject to the conditions in **Section 4** and the Development Agreement, in consideration of the Company's decision to acquire, construct and equip the Project, the Unified Government hereby agrees to take all appropriate action to request the Kansas Board of Tax Appeals to approve a 100% ad valorem property tax abatement (not including special assessments and taxes that may not be abated by the Unified Government under Kansas law) for all property (including real property and building improvements) financed with the proceeds of each series of Bonds.

In consideration of the City's agreement to request such 100% abatement, the Company will agree to make payments in lieu of tax for the Project as set forth below, subject to adjustment in accordance with the Development Agreement:

⁽¹⁾ Year	⁽²⁾ PILOT
1	\$106,703
2	107,770
3	108,848
4	109,936
5	111,036
6	112,146
7	113,267
8	114,400
9	115,544
10	116,699

⁽¹⁾ PILOTs will commence the calendar year after the Bonds are issued to finance the Project and will continue for up to 10 years thereafter; provided, such potential 10-year term shall begin on the calendar year following the first date of issuance of a series of industrial revenue bonds for either the Project or the Homefield Building (as defined and as further set forth in the Development Agreement).

⁽²⁾ Excludes the school district capital outlay mills, as provided by Kansas law.

The Project financed with the proceeds of the Bonds shall be entitled to a maximum 10-year tax abatement, with the first year of the abatement being the year beginning on the January 1 following the year such Bonds are issued by the Unified Government.

Section 8. Required Disclosure. Any disclosure document prepared in connection with the offering any series of Bonds shall contain the following disclaimer:

NONE OF THE INFORMATION IN THIS OFFICIAL STATEMENT, OTHER THAN WITH RESPECT TO INFORMATION CONCERNING THE UNIFIED GOVERNMENT CONTAINED UNDER THE CAPTIONS “THE UNIFIED GOVERNMENT” AND “LITIGATION -- THE UNIFIED GOVERNMENT” HEREIN, HAS BEEN SUPPLIED OR VERIFIED BY THE UNIFIED GOVERNMENT, AND THE UNIFIED GOVERNMENT MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION.

Section 9. Termination. This Resolution shall terminate upon the earlier of (a) five years after the effective date of the Development Agreement (which is also the last date on which Bonds may be issued pursuant to this Resolution), or (b) any date when the Company’s rights hereunder are earlier terminated pursuant to that certain Assignment, Assumption and Second Amended and Restated Development Agreement, dated as of the date set forth therein between the Unified Government and the Company (the “Development Agreement”).

Section 10. No Reliance on Resolution. Kansas law provides that the Unified Government may only issue the Bonds by passage of an Ordinance and compliance with other state law requirements. The Unified Government has not yet passed an Ordinance for a series of Bonds. This Resolution only evidences the intent of the current governing body to issue the Bonds for the Project. The Company should not construe the adoption of this Resolution as a promise or guarantee that the Ordinance for the Bonds will be passed or that the Project will be approved.

Section 11. Benefit of Resolution. This Resolution will inure to the benefit of the Unified Government and the Company. The Unified Government may, at the request of the Company, assign all or a portion of the Company’s interest in this Resolution to another entity, and such assignee will be entitled to the

benefits of the portion of this Resolution assigned and the proceedings related hereto.

Section 12. Further Action. Counsel to the Unified Government and Gilmore & Bell, P.C., Bond Counsel for the Unified Government, together with the officers and employees of the Unified Government, are hereby authorized to work with the purchaser of each series of Bonds, the Company, their respective counsel and others, to prepare for submission to and final action by the Unified Government all documents necessary to effect the authorization, issuance and sale of the Bonds and other actions contemplated hereunder.

Section 13. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the governing body of the Unified Government.

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**ADOPTED BY THE COMMISSION OF THE UNIFIED GOVERNMENT OF
WYANDOTTE COUNTY/KANSAS CITY, KANSAS THIS 7TH DAY OF APRIL, 2022.**

By: _____
Mayor/CEO

(Seal)

Attest:

By: _____
Unified Government Clerk



Staff Request for Commission Action

Tracking No. 211437

Full Commission Meeting Date: 4/7/22

Committee: Economic Development & Finance

Date of Standing Committee Action: 4/4/22
(If none, please explain):

Publication Required: No

<u>Date:</u> 04/04/2022	<u>Contact Name:</u> Katherine Carttar	<u>Contact Phone:</u> x5176	<u>Contact Email:</u> kcarttar@wycokck.org	<u>Department/Division:</u> Economic Development
<u>Item Description:</u> An ordinance authorizing the issuance of sales tax special obligation revenue bonds series 2022 not to exceed \$160,000,000 for the purpose of providing funds to finance eligible costs relating to the Homefield Development in Village East Project Areas 2B, 3 and 5. <u>Link to view documents:</u> https://xfer.wycokck.org/public/folder/Dmq0xwnYzUmg7lgUqLq9zA/Homefield%20Bond%20Issue				
<u>Action Requested:</u> Approve.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Indenture, Tax Compliance Agreement, Tax Distribution Agreement, UG STAR District Revenue Study Report v20220321, Bond Ordinance, Issuer_s CDA - Homefield 2022 (3-15-22), POS Wyandotte County Homefield (ED&F), Purchase Contract - Homefield 2022, UG - Homefield STAR Bonds PowerPoint-4.4.22-v2				



Staff Request for Commission Action

Tracking No. 211502

Full Commission Meeting Date: 4/7/22

Committee: Full Commission

Date of Standing Committee Action:
(If none, please explain):

Publication Required: No

<u>Date:</u> 04/01/2022	<u>Contact Name:</u> Jeff Fisher	<u>Contact Phone:</u> x5415	<u>Contact Email:</u> jfisher@wycokck.org	<u>Department/Division:</u> Public Works
<u>Item Description:</u> The Public Works Department and its consultants (Black & Veatch, Burns & McDonnell) will be making presentation to summarize the Stormwater Enterprise Fund proposals of recent past and highlight key components, like financial health, funding strategies and rate structure options.				
<u>Action Requested:</u> For information only.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u>				