

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.

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KC LEVEES- HOW IT STARTED



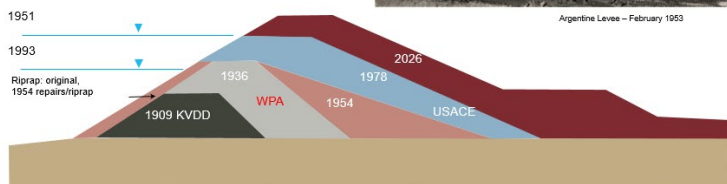
MVSC, Kansas City Public Library, Kansas City, Missouri

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

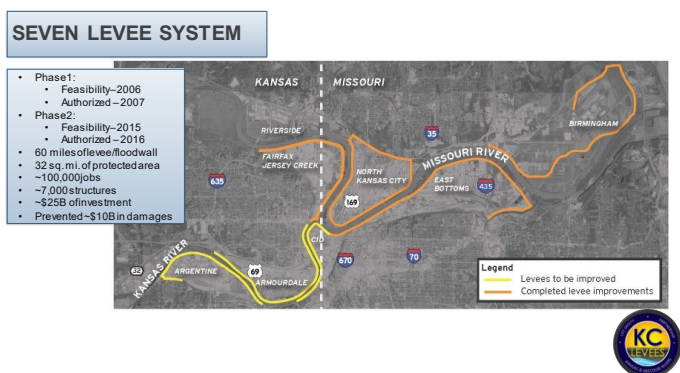


Here's a brief levee history of what has happened over the years. The levee was first built in 1906 by Kaw Valley Drainage District which is the drainage district for the majority of the levees. That was built over a four-year period and you can see that the first—how tall it was.

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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.

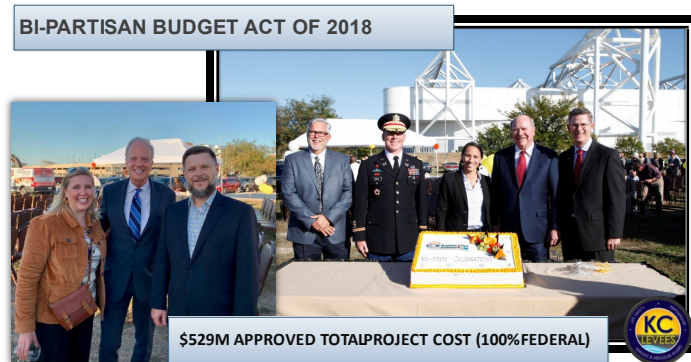
Melissa Sieben, Assistant County Administrator, said I just wanted to kind of cover where staff today kind of intersected into this project. Around 2016 when we received authorization for Phase 2 simply put us in a spot where we had to figure out how we were going to make this project go. Ideally, you 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.

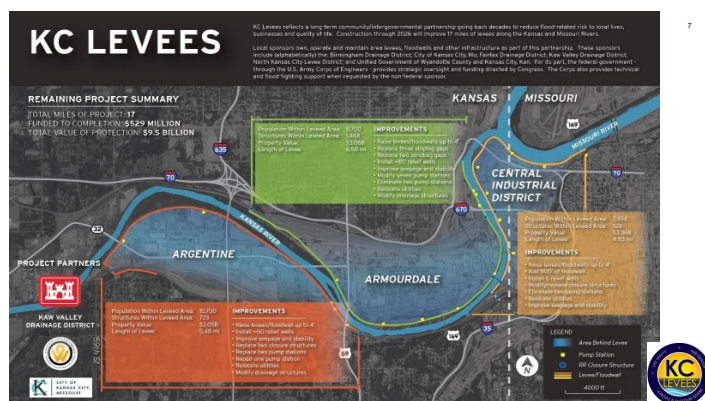
There was a funding bill in 2018 that came up. It said that the project was fully federally funded, but as we started digging into it and the Corps started digging into it here locally, we realized there were some pretty significant gaps. And the primer that I had been putting out every time we were 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

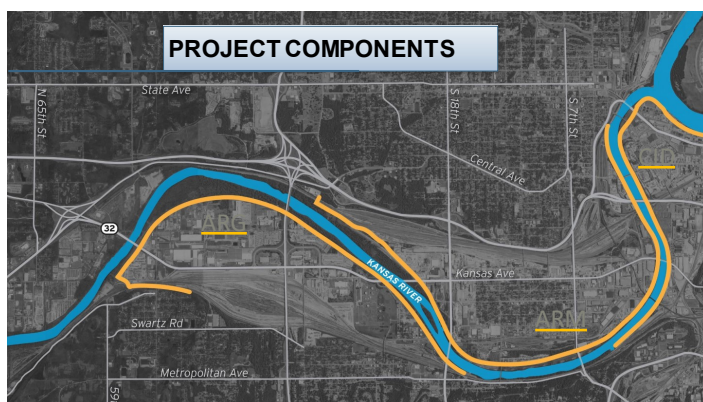
A quick program overview; this is nine miles of levee improvements, seven miles of floodwall construction, and over a million cubic yards of dirt. I don't remember the exact calculation of how many dump trucks that is, but it's a lot so there's going to be a lot of dirt moving in the next five years. 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

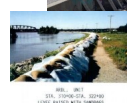
Project Description:

- 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

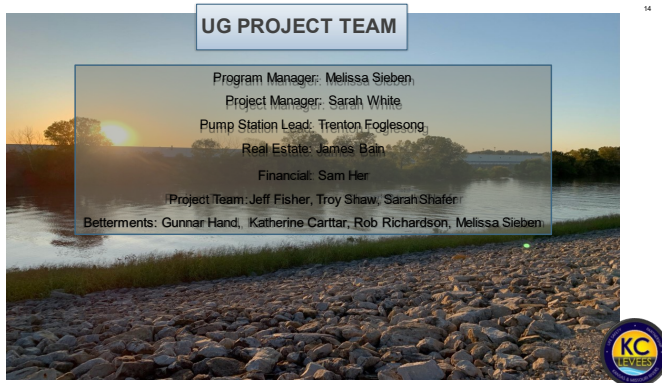
- Modify/repair 10 flood pump stations.
- Improves structural stability (floatation) and strength concerns with added weight (concrete) and steel bracing.
- 17 new pumps and motors at 6 pump stations.
- Increased pumping capacity at 4 pump stations (UG Betterment).
- Construction scheduled to be complete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

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

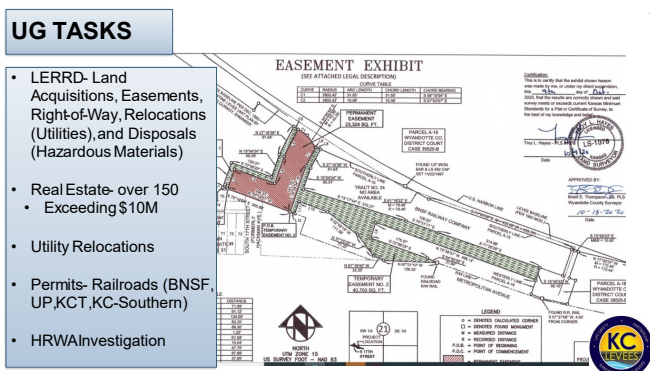


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The next set of projects was the Armourdale and CID Pump Station Repairs. There were 10 flood pump stations that were modified and repaired and there are various ones that are our UG pump stations throughout this project. This one was designed by Affinis 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.

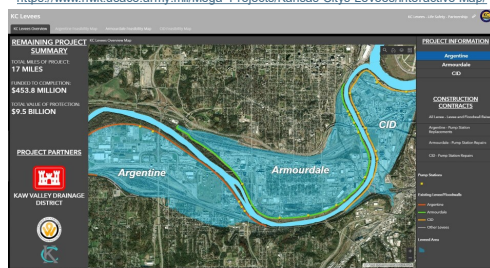


The other thing that we did is the public outreach portion back in 2019 just to let people know what this project was, how it's coming through. Since then we have quarterly stakeholder meetings that both Scott and I run and we have an invite list of business owners, property owners, congressional; lots 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 CITY 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



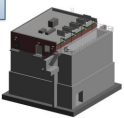
- Pump Station Upgrades
- KCK Levee Trails
- KCK Riverfront Park

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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?

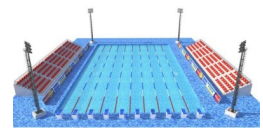


Trenton put together this great slide of what does that mean, how much is this, and how much did we gain by doing these capacity Betterments.

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

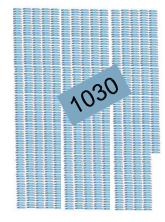
In Olympic Size Swimming Pools per Day (660,000 gallons)



+



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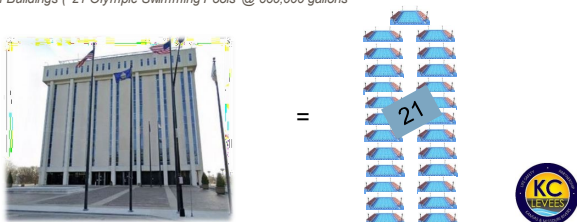


This just kind of shows what we ended up with when we added that capacity.

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)

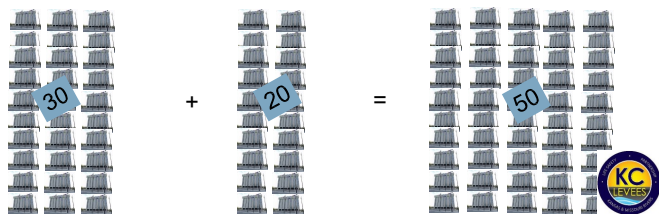


Then, if you want to say okay, how many Olympic swimming pools are in UG City Hall, so there's 21...

UG PUMPING CAPACITY BETTERMENTS

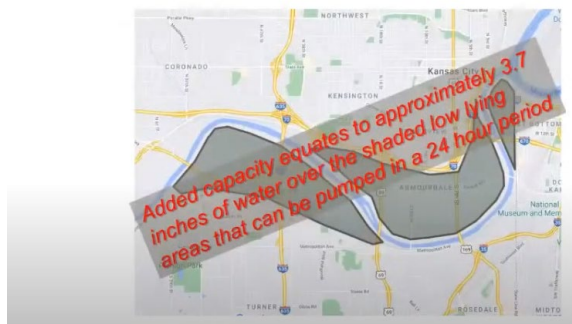
Base Capacity (275,000 gpm) + Added Capacity 210,000 gpm = Total Capacity 485,000 gpm

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

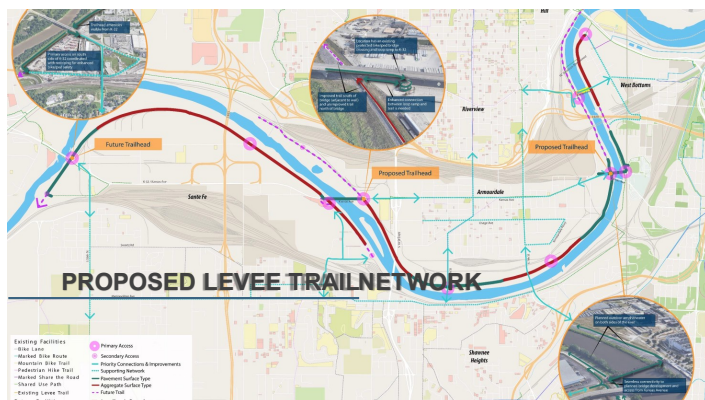


And so we have 30 UG City Halls, we added 20 and now we have 50 with the Betterments.

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.

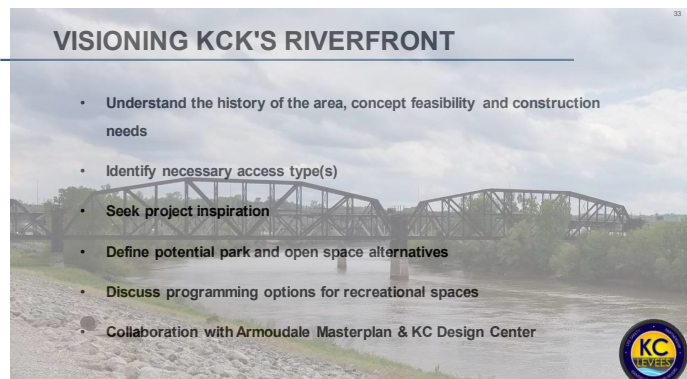


The other item, the Betterments, that we looked at was the levee trail system. Along the levees, on top of the levees and behind the levee walls, there has to be maintenance roads and oftentimes these are used as trails, biking, walking, and we were able to request an enhanced surface so that they wouldn't 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

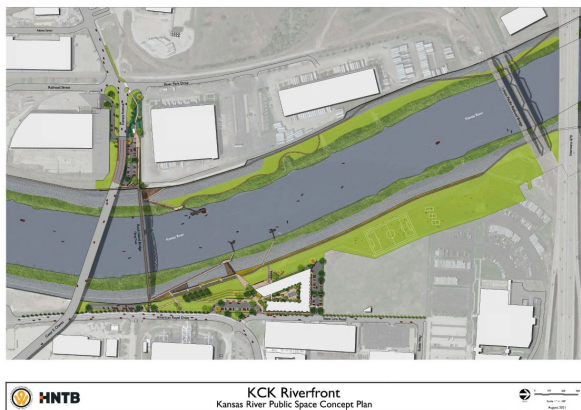
momentum around this area and I know we've come to you guys multiple times about all of these projects and different things, but as you can see here, there's just a lot of activity.



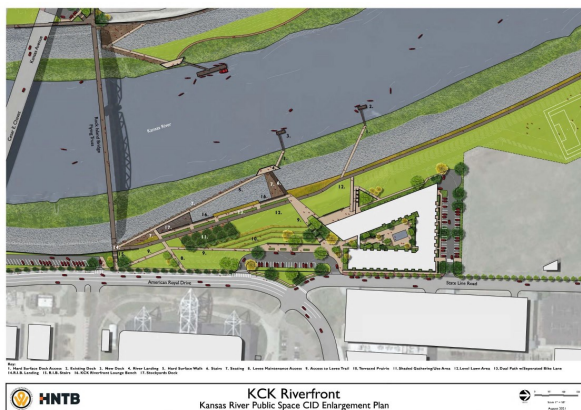
One of the things that we looked into is what is KCK's Riverfront, what is it, and what could it be. The Kansas River is definitely just an untouched asset when it comes to experience. It's there, but not a lot of people can see it and not a lot of people can get to it. We met internally and with stakeholders 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.



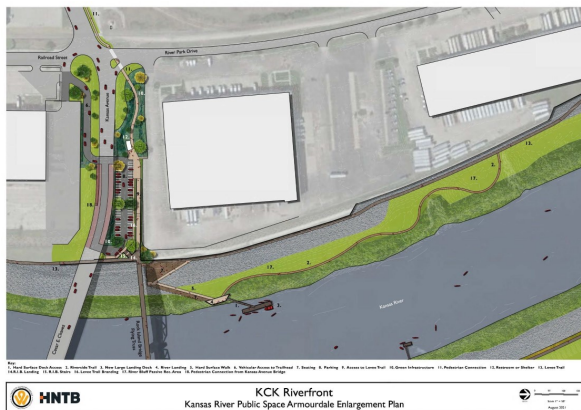
We relied on inspiration from multiple areas across the country that have really great river fronts. They were thriving and it's something that we thought, well this is something that KCK needs as well.



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

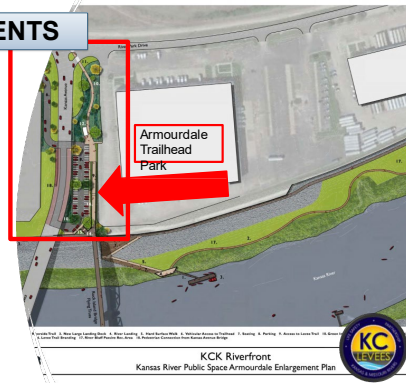


This kind of shows what that remaining cost was and what we had to work with and this was approved in the November commission meeting. Our final design is coming up here in a couple weeks. We'll be submitting it to the Corps and we'll be submitting it for bid with Lane to add in as a modification to 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

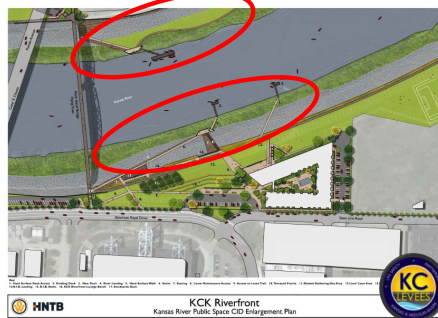
Armourdale Trailhead Park
– Estimated cost \$2,052,480



The future improvements, we have the Armourdale Trailhead.

FUTURE RIVERSIDE IMPROVEMENTS

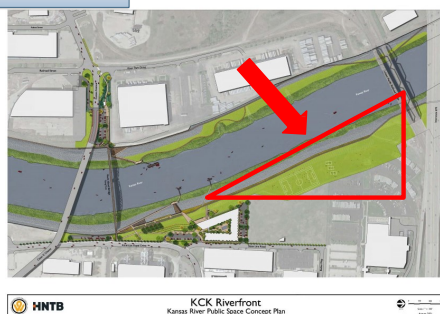
- Improvements on the riverside
 - Stramp
 - Stone seating
 - Boardwalk
 - Amphitheater
- Estimated costs
\$6,714,158



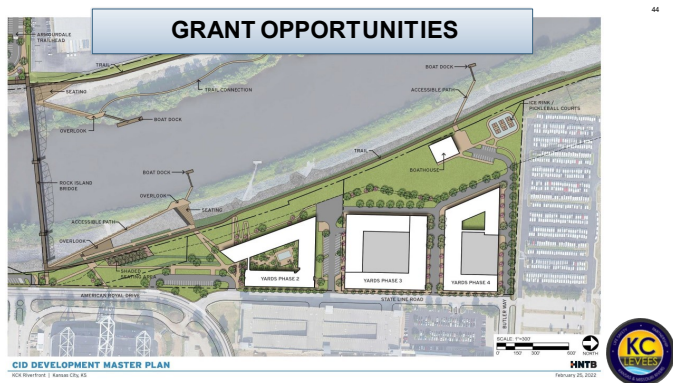
We have the future Riverside Improvements and these are the costs of those.

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.

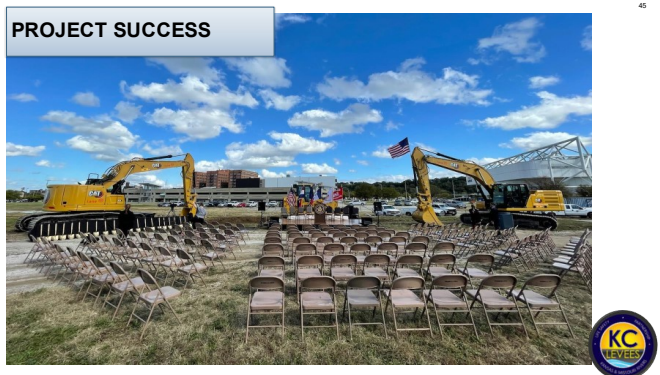


Then, one other thing that we really wanted to share with you guys is the remaining land that is in a permanent levee easement, it's being donated by Bill Haw to the Unified Government to use as park space or green space.



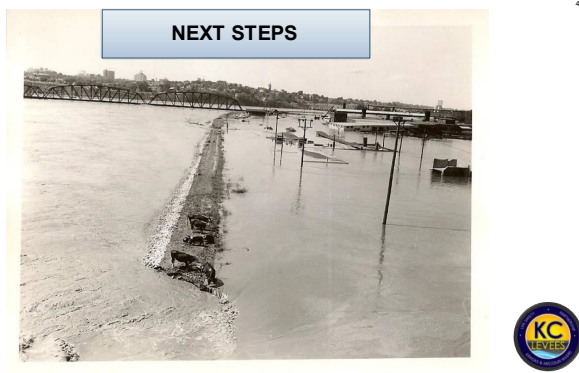
Back to what we've already spent. Why that's important is with all of the grants coming out, there are so many different grant opportunities to go after to complete these projects and most of them have a match requirement to them, but luckily, we have already met that match requirement with the betterments 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.



March 3, 2022

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 pinging 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?

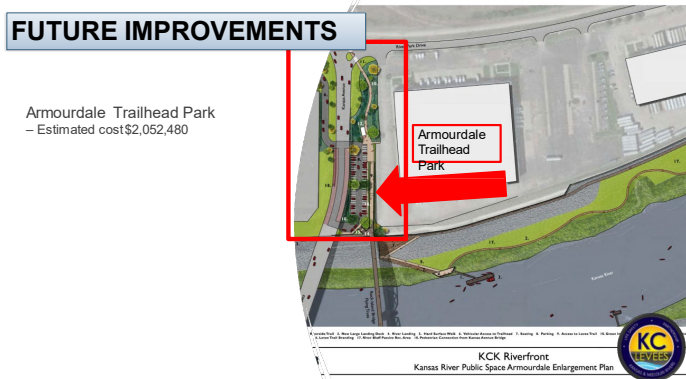
The second question I would like to ask and clearly state, I'm pleased to see the western side of the riverbank being considered into this development. I know a lot of emphasis has been put on the east side which is "the entrance into Kansas" because it does seem like it's in Missouri; however, the west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

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March 3, 2022