

1. Please list and fully explain your top four priorities if elected.

- To help build the 21st century transportation system we need and can afford – I will continue to work with our cities through the Transportation Cooperation Council to build the intra-county consensus needed to plan and fund expanded transit and major investments in our road infrastructure. Addressing transit includes reaching a consensus on regional transit. As the state develops the long range transportation plan it seems clear that increased local matches will be needed and that additional institutional cooperation will be necessary to make sure our community is able to take full advantage of the plan.
- To upgrade and expand library facilities – I will work with the library board and the commission to craft a bond question for the voters to probably consider in 2010 for the following library projects: Leawood expansion completion, Shawnee branch expansion, western Shawnee/Lenexa Monticello new branch, upgrade Central Resource Branch, relocation of the Lenexa (Lackman) branch to the Lenexa City Center. These projects will likely total \$50-60 million dollars.
- Hold the line on general property taxes – I will not support a general property tax increase (I do not consider funding for bonds approved by the voters for library or parks a general property tax increase) unless an unincorporated service area mill levy is created and countywide general property taxes are first reduced.
- Help improve the performance of the Board of Commissioners – I will work for process changes to focus and deepen the consideration of important public policy issues so that we can work more productively with the cities and state to return more value to the taxpayers.

2. What have been your most significant accomplishments as an elected official, civic leader or business leader? Please be specific.

County Commissioner

- Transportation Future Focused Task Force / Transportation Cooperation Council (TCC) – In 2005 each commissioner was assigned a future focused task force, mine was transportation. Our citizen task force produced a written report that was presented to the County Commission in April 2006. The report analyzed transportation in Johnson County and proposed a number of recommendations to meet the current and future demands in the community. Among the recommendations was the creation of ongoing institutional cooperation and coordination on transportation issues among Johnson County cities and the county through the Transportation Cooperation Council (TCC). After developing the definition of the TCC with the cities we held our first meeting in May of 2008. The TCC will be the place where consensus around the future transit in Johnson County is reached, it is critical that the cities and county partner to make public transit relevant in the community. The TCC will also be the forum where consensus is built around major road investments. The TCC holds the promise of helping the community define its transportation system future to be more coordinated and efficient which equals better value for the taxpayer. I have been told by a number of my colleagues that the Transportation Task Force has been the most successful of the task forces.
- Created rules of order – working with staff I coauthored the rules of order and meeting organization which codified the organization of county commission meetings. There were no adopted written rules prior to this action.

- Spearheaded the County Commission's action to move forward on the jail expansion project in 2005. After receiving a consultants report warning that action needed to be taken on expanding jail capacity to meet current and future demands. I stepped out and argued that the commission needed to act on the report by moving forward on the jail expansion, accompanying this decision was a property tax increase to responsibly pay for the capital costs of the project. This August voters approved the sales tax to cover the operating costs of the expanded jail.
- Sound Financial Management – As promised in 2004 I worked to reduce the bloated general fund reserve. As of the 2009 budget the reserve has been reduced to 20% from 34%. Putting the reserve to work for the people was accomplished with the jail expansion project and by providing stable leadership which supported the budget planning of staff. As anticipated the startup staffing costs were covered using reserves, this allowed the reserves to be used to ease into the full cost of the jail expansion until the voters could consider the sales tax renewal. Subsequent to the sale tax passage I was pleased that we could reduce the mill levy by 0.1 mills and that this reduction could be funded using reserves.
- Presented to voters the opportunity to authorize a sales tax that provided emergency funding to our public schools 2006-08.

City Councilmember (1997 – 2004)

- Shawnee Parkland Acquisition Plan – I sponsored the policy which guides Shawnee in its parkland acquisition such that city parks are located within 1/3 mile of every home. The plan also considers public school grounds as parks. The purpose of this plan is to locate public open spaces within walking distance of homes to encourage walking and biking to parks.
- Shawnee Bike Lane and Recreational Trail Plan – I sponsored the policy which developed a plan to link public schools and parks (city and county) together using in a network of on street bike lanes and off street trails. This plan was intended to position Shawnee as a great place to live because of the walking and biking opportunities. Shawnee has received national recognition for its progressive bike/ped plan and for actually executing on the plan.
- Downtown Shawnee Revitalization Program – following on the heels of a disastrous project to revitalize the eastern Shawnee Mission Parkway corridor, I worked with Councilmember Tim Roche and Neal Sawyer to rebuild public trust and create a vision for not just the SM PKWY corridor but also downtown Shawnee. Tim and I were able to convince not just the council but also citizens to hire a national consultant to develop a realistic vision of downtown Shawnee through community input. In addition to the downtown plan we also created a tax incentive district with 90% abatements for both residential and commercial redevelopment projects. Today, downtown Shawnee and the eastern SM PKWY corridor have been significantly and noticeably improved because of the downtown plan and incentive program we sponsored.
- Excise Tax on Development – Shawnee adopted an excise tax on new development to pay for major road improvements necessitated by development; I sponsored and championed the ordinance in my first term on the council. The excise tax has saved Shawnee taxpayers millions of dollars in the costs of development driven road improvements. The excise tax has also helped the development community by providing a rational system of apportioning the costs.
- Road improvements to major ditch section roads in my Ward – Rosehill from Johnson Dr to 55th, 55th from Rosehill to Quivira and 51st from Pflumm to Black Swan. I was able to

convince a council majority to add these roads to the capital plan and build them despite the recognized difficulty of upgrading old streets in existing neighborhoods.

Civic Leader

- Revitalization of Old Shawnee Days (1998-2003) – I worked as a member of the volunteer committee that revitalized the withering Shawnee Days festival. Our involvement occurred after the Chamber of Commerce and the citizen volunteers who started the festival decided to discontinue their work to make the festival happen. Today the event is a huge three day festival with thousands of attendees that support a multitude of local charities and civic groups.
- Creation of the Kansas City Rowing Club (1992-1996) – two years after graduating from KU I worked as a member of a small group to form the Kansas City Rowing Club to teach, practice and promote recreational and competitive rowing in the Kansas City Metropolitan area. Having participated in competitive college rowing as a member of the KU Crew I wanted to share the sport of rowing with the youth and adults of the Kansas City community. My involvement in the club spanned every position from fundraising, manual labor and all four elected executive positions in the club. I also co-chaired the regatta committee for the first three Head of the Kaw Regatta's. Co-incidentally, Commissioner Dave Lindstrom's daughter was a member of the KCRC and subsequently earned a rowing focused college scholarship.

3. Do you support or oppose the Education and Research Triangle sales-tax increase on the November ballot? Please explain why.

I support the triangle question because the projects are well thought out, education spending is a good investment in economic development and there is 100% efficiency in the collection and expenditure of the funds within Johnson County.

Initially, I did not support the sales tax authority being requested from the legislature by the triangle group because the county was also seeking dedicated sales tax authority. I believed the triangle group should team with the county to get up to 1% dedicated authority consistent with county and Kansas Association of Counties legislative programs. Within expanded county sales tax authority the triangle projects could be supported. Once the legislation was passed I reconsidered my opposition and decided to vote in favor of placing the question on the ballot. I have been pleased with the fact that unlike the soccer complex issue the commission has held three public hearings on the triangle question and sales tax. Philosophically, the state should support higher education projects such as the triangle; however, I do not sense the legislature is willing to support expanding higher education offerings when they will not even address the facilities maintenance backlog. Additionally, because Johnson County provides a tremendous percentage of revenue to the state a statewide funded plan for higher education involving increased taxes would likely result in Johnson County providing more revenue than would be retained for projects in the county. Having the local control to raise and spend the tax assures county taxpayers that 100% of the revenue raised will be spent in Johnson County.

4. How would you evaluate the job being done by County Manager Michael Press and his staff? Especially, please discuss the job the county staff has done in trying to balance the county budget.

Mike and county staff have done a very good job operating the county. Staff really stepped up and balanced the budget in a very tight revenue year by holding positions open and deferring a number of projects. The sheriff was especially helpful with his plan to close down the Olathe jail for a major overhaul when the jail expansion opened with sufficient capacity, this strategy bought additional time on the ultimate operating costs by delaying staffing costs.

5. Do you favor keeping the mill levy rate steady in the next few years, or increasing it to cover county services?

I favor keeping the mill levy steady, unless voters approve an increase through a bond election for parks or libraries.

Before any general mill levy increase occurs a new mill levy on unincorporated land must be created to support the costs of public works services in unincorporated Johnson County. I presently have a proposal to reduce the countywide mill levy by .6 mills through the creation of the unincorporated service area mill levy. The 95% of county residents who live in our cities would see a property tax cut with the unincorporated area mill levy.

6. Please explain your views on future annexations by cities of property now served by the county. If you have specific examples of whether the County Commission made the proper or improper decisions on recent annexations, please provide that information as well.

Ultimately all of Johnson County will be incorporated into existing or potentially new cities and I have no problem with that occurring. I do not see incorporation as a threat to rural lifestyles because common sense city regulations will follow development patterns and not destroy rural character.

Johnson County is unique to other counties in Kansas because we are a component of a major metropolitan area and we have six cities that will in the future expand into unincorporated Johnson County, this reality is recognized by the county through the annexation agreements that exist between cities. Unlike most of the counties in the state, Johnson County is clearly a temporary administrator of territory.

Today almost 60% of Johnson County lies within our cities. As the unincorporated area shrinks the county's budget allocation for this area will also shrink, as occurred in the 2009 budget where \$400,000 was eliminated from public works as a result of the annexation.

My proposal to enact a distinct mill levy to pay for approximately 40% of the \$12 million in costs associated with administering codes and planning and public works in unincorporated Johnson County would more fairly allocate the costs for local services and make annexation a more competitive and fair tax arrangement.

The County Commission has a set of factors it must consider when deciding on annexation requests. I do not believe that the requirements and laws covering annexations should be changed. I have advocated for a change to the state law requiring a unanimous vote by the commission to create a new city because this requirement is nearly impossible to meet.

I supported the recent annexation by Overland Park that was originally proposed to move 15 square miles into the city. I would have supported granting more territory to Overland Park than was ultimately agreed to in the final decision.

The annexation deliberations should have occurred in open session instead of in executive session. I voted against the motions to convene the executive sessions but participated in them because it was my duty to participate in the decision. Conducting the deliberations in closed session did not serve the public interest because the public could not see the process and the considerations involved in the decision.