

**AGENDA UPDATE
PUBLIC WORKS & SAFETY STANDING COMMITTEE
MONDAY, DECEMBER 16, 2013**

III. COMMITTEE AGENDA

NEW ITEMS

ITEM NO. 1 – 130427....COMMUNICATION: BUS ROUTE 101

Synopsis: Communication seeking approval for a 2014 budget revision to increase bus size on State Avenue CONNEX Route #101, submitted by Emerick Cross, Director of Transit.

ITEM NO. 2 – 130425....PROPOSED MARC POLICY ON TRANSIT FUNDING

Synopsis: Communication seeking direction and input regarding UG's position on MARC's proposed policy on Transit Funding, submitted by Bill Heatherman, County Engineer, and Emerick Cross, Director of Transit.

IV. OUTCOMES

Outcomes moved from III to IV.

V. ADJOURN

Adjourn moved from IV to V.



Staff Request for Commission Action

Tracking No. 130427

- Revised
 On Going

Type: Standard

Committee: Public Works and Safety Committee

Date of Standing Committee Action: 12/16/2013

(If none, please explain):

Proposed for the following Full Commission Meeting Date:

Confirmed Date: 1/9/2014

1/9/2014

Changes Recommended By Standing Committee (New Action Form required with signatures)

Date:	Contact Name:	Contact Phone:	Contact Email:	Ref:	Department / Division:
12/16/2013	Emerick Cross	573-6784	ecross@wycokck.org		Transit

Item Description:

It is our intent to do a budget revision for 2014 to increase bus size on the State Avenue CONNEX Route #101. The increase in bus size that is needed on this route is due to overcrowding and safety reasons. Transit ridership on this route has dramatically increased over the past year.

Budget Impact: To increase to larger KCATA buses will cost about \$47,000.00 for 2014. UG Transit is currently using CMAQ funds to offset this cost through January 2015. UG Transit is currently working with the KCATA to verify with the Federal Transportation Administration to see if CMAQ funding could be applied beyond 2015 with the new MAP 21 transportation program rule changes. If the CMAQ funds are not approved for this use after January of 2015, the annual cost would increase to \$233,856.00.

Action Requested:

Request approval

Publication Required

Budget Impact: (if applicable)

Amount: \$ 47,000

Source: UG General funds

- Included In Budget
 Other (explain) Will be requesting a budget revision for \$47,000

File Attachment	File Attachment	File Attachment	File Attachment
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Staff Request for Commission Action

Tracking No. 130425

- Revised
 On Going

Type: Standard

Committee: Public Works and Safety Committee

Date of Standing Committee Action: 12/16/2013

(If none, please explain):

Proposed for the following Full Commission Meeting Date:

Confirmed Date: 1/9/2014

1/9/2014

Changes Recommended By Standing Committee (New Action Form required with signatures)

Date:	Contact Name:	Contact Phone:	Contact Email:	Ref:	Department / Division:
12/16/2013	BHeatherman/ECross	573-5400	dbarnett@wycokck.org		Public Works/Transit

Item Description:

Proposed MARC Policy on Transit Funding

The Mid-America Regional Council (MARC) is considering a new programming statement to strengthen the emphasis on Transit in federal funding allocations. The attached documents explain the policy in more detail. It would direct the committees that make funding recommendations to target no less than 15% of the eligible funds to applications involving transit – or to justify to the Total Transportation Policy Committee (TTPC) when the target isn't met. The TTPC is the policy-making and oversight committee at MARC for transportation policy. Staff is requesting Committee feedback on this proposal, and is open to receiving a Committee position formally. U.G. representatives to MARC committees will have opportunity to provide input over the next month. A final vote by MARC TTPC is coming at the end of January 2014.

Budget Impact – Would increase the actual investment made in transit projects at the metro-level, but with some decrease in street funding.

Action Requested:

Staff is seeking direction and input regarding U.G position on this MARC policy change.

Publication Required

Budget Impact: (if applicable)

Amount: \$

Source:

- Included In Budget
 Other (explain)

	File Attachment	File Attachment	File Attachment
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Heatherman, Bill

Subject: FW: Special Meeting - Kansas STP Priorities Committee January 9

From: tanderson@marc.org [<mailto:tanderson@marc.org>]

Sent: Wednesday, December 11, 2013 1:20 PM

To: Heatherman, Bill

Subject: Special Meeting - Kansas STP Priorities Committee January 9

Please save the date for a special meeting of the Kansas STP Priorities Committee to be held at Noon on Thursday, January 9, 2014 and end around 1:30 p.m. The meeting will be held in the Broadway Room at the MARC Offices located at 600 Broadway in Kansas City, Missouri. Lunch will be provided at 11:45 a.m. for committee members and an agenda and other materials will be distributed in advance of the meeting.

As you know, MARC has been working with all of our transportation committees to develop a programming policy document to guide staff and committee work for the upcoming call for projects for federal transportation funds in 2014. MARC's TTPC, Air Quality Forum, planning and programming committees have all reviewed this document at meetings scheduled in November and December.

At their December 3 meeting, the new Regional Transit Coordinating Council (RTCC), co-chaired by KCATA Board Chair Robbie Makinen and Mayor Laura McConwell, Mayor of Mission, Kansas and composed of elected officials and staff from the local communities that fund transit services, KCATA and other transit providers, and MARC voted to recommend some changes to the proposed policy statement and to recommend some actions for their own role in the programming process. In recognition of the region's longstanding goal of increasing and improving transit services, the RTCC has recommended that TTPC consider establishing a non-binding target of at least 15% for all suballocated funds to be programmed with the pending call for projects for transit projects as a means to encourage more robust, coordinated transit submissions on the front-end of the process and increase overall investment in transit through project evaluation and programming.

These recommendations will be discussed when the TTPC meets on December 17, but we plan to provide an opportunity for other programming committees to review and consider them before seeking final action from TTPC and the MARC Board of Directors in January. Please review the agenda report and back-up materials for Item 4 on the TTPC Agenda for more information about this proposal:

<http://www.marc.org/Transportation/Committees/agendas/TTPC/TTPC-2013-12-agenda-DRAFT.aspx>

If you have comments or questions about this matter, please contact Mell Henderson, Ron Achelpohl or Tom Gerend at 816-474-4240.

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region's Clean Air Action Plan as updated in 2011, other regional transportation goals and objectives and meet all other programming requirements will be given priority for funding.

- c. *Regional Growth and Land Use*: In 2010, MARC created the bi-state *Planning Sustainable Places* (PSP) program using STP funds from Kansas and Missouri. In 2011, MARC used these funds along with other funding through the Department of Housing and Urban Development *Creating Sustainable Places* (CSP) project to create competitive challenge grants for 18 projects to complete integrated transportation and land use plans for development and redevelopment of regional activity centers identified by local governments. In 2012, the program was renewed with a second round of STP funding.

In any programming cycle until the update to TO2040 is adopted, eligible transportation projects developed through the CSP and/or PSP that advance regional transportation goals and objectives and meet all other programming requirements will be given priority for funding.

- d. **[Potential addition per Regional Transit Coordinating Council recommendation, contingent on L RTPSC approval: Public Transportation:** To promote increased regional investment in public transportation facilities and services, MARC has established a non-binding target of at least 15% of total suballocated funding for eligible, high-priority public transportation projects for any programming cycle until the update to TO2040 is adopted.

Programming committees that do not meet their share of this target shall provide justification to TTPC with their funding recommendations. In particular, justification must be provided for high-scoring transit projects that are "passed-over" for other lower scoring projects. Members of the Regional Transit Coordinating Council (RTCC) shall consult with their jurisdictions' appointed programming committee representatives and assess RTCC submissions in the context of local priorities.]

- e. *Missouri and Kansas River Bridges*: All projects spanning the Kansas or Missouri rivers selected for federal funding by MARC must comply with the regional policy on bicycle and pedestrian accommodations on Missouri and Kansas River bridges, adopted April 25, 2006, as amended.
- f. *Other Policies*: All projects selected for federal funding by MARC must comply with other established regional transportation policies, including:
- Congestion Management Process Policy, adopted May 24, 2011, as amended.
 - Regional Complete Streets Policy, adopted March 27, 2012, as amended.
 - MARC Transportation Program Local Match Policy and Strategy, adopted April of 2012, as amended.



Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, December 16, 2013
5:00 PM

Location:

Municipal Office Building
701 N 7th Street
Kansas City, Kansas 66101
6th Floor Training Room

<u>Name</u>	<u>Absent</u>
Commissioner Mike Kane, Chair	<input type="checkbox"/>
Commissioner Hal Walker	<input type="checkbox"/>
Commissioner Tarence Maddox	<input type="checkbox"/>
Commissioner Angela Markley	<input type="checkbox"/>
Commissioner Jane Philbrook	<input type="checkbox"/>
Jeff Bryant - BPU	<input type="checkbox"/>

I. **Call to Order / Roll Call**

II. **Approval of standing committee minutes from November 18, 2013.**

III. **Outcomes**

Item No. 1 - INFRASTRUCTURE AND ENVIRONMENT GOALS

Synopsis:

- a. Infrastructure. Presentation on the upcoming application round for federal transportation funding administered by the Mid-America Regional Council, by Bill Heatherman, County Engineer. Staff estimates the UG is in a good position to be awarded \$4-6M which would require local design and matching funds.
- b. Environment. Review of the UG's 2013 Stormwater Management Program and the intent for 2014.
- c. Public Safety. No discussion

Tracking #: 130417 and 130418

IV. **Adjourn**

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, November 18, 2013**

The meeting of the Public Works and Safety Standing Committee was held on Monday, November 18, 2013, at 5:00 p.m., in the 6th Floor Human Resources Training Room of the Municipal Office Building. The following members were present: Commissioner Kane, Chairman; Commissioners Philbrook, Markley, Maddox (5:02), and BPU Board Member Jeff Bryant.

Chairman Kane called the meeting to order. Roll call was taken and all members were present as shown above.

Approval of standing committee minutes for October 14, 2013. **On motion of Commissioner Philbrook, seconded by BPU Board Member Bryant, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 130390... Ordinance establishing the framework and implementing a Fats, Oil, and Grease (FOG) Control Program, Submitted by Misty Brown. On October 14, 2013, a presentation was made to the Public Works Standing Committee providing current and future information as it relates to this program.

Misty Brown, Senior Attorney, said this is the FOG ordinance. We had a presentation on October 14th setting up the framework and this ordinance basically does that. I am happy to go into it and describe what we do if you would like.

Action: Commissioner Philbrook made a motion, seconded by Commissioner Markley, to approve.

Roll call was taken on the motion and there were five “Ayes,” Bryant, Philbrook, Markley, Maddox, Kane.

Item No. 2 – 130388... **Communication requesting approval of the review and recommendations of the Solid Waste Planning Committee, submitted by Mike Tobin, Public Works. The Kansas Department of Health and Environment (KDHE) requires that the Solid Waste Plan be reviewed on an annual basis by the committee and approved by the Board of County Commissioners.**

Action: **BPU Board Member Bryant made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken on the motion and there were five “Ayes,” Gonzales, Philbrook, Markley, Maddox, Kane.

Item No. 3 – 130386... **Communication requesting approval of the Fairfax Industrial Association’s recommendation to use 2014 Fairfax Improvement Funds of \$100,000 for curb and sidewalk replacements and repair along Sunshine Road, from the western end near Levee Road to the eastern end at Fairfax Tfwy., submitted by Bill Heatherman, County Engineer.**

Tim Nick, Public Works, said I am here for Mike Tobin and I, like you said it is required annually that we review our Solid Waste Plan and submit an approval to the KDHE. We met earlier this year. At this time there are no major to the plan, however, a couple of updates at this time as you all are aware of. One is our yard waste ban which was to go into effect earlier this year, it’s still not in place. They are still working on some items there. We have implemented a couple of changes that are helping with the yard waste plan.

One is a recycling center now down on Park Drive. Now we allow for yard waste to be dropped off there. We started that in September. It started off kind of slow but it is starting to pick up now, now that we got a little more advertisement out; people understand it is down there

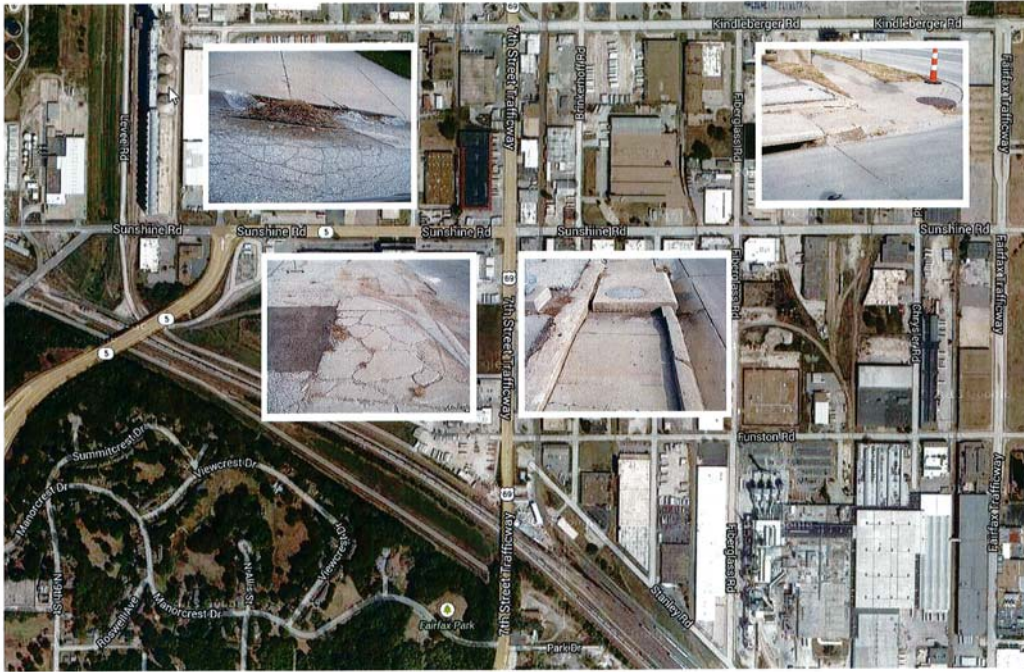
now and they can go to that. The Deffenbaugh Landfill opened up on September 3rd for Wyandotte County residents to drop their yard waste off there. As of today they have had 79 loads dropped off there which is pretty good for where the location is.

We are still working on a few small things as far as some yard waste sweeps, where our crews will go through—we haven't got those set up yet. We will go through and be able to pick things at the curbside there. The only final thing is January 1st is the closing of our recycling center. The numbers are down due to curbside but we will continue to take yard waste there. We are still working on what schedule we are going to have there but it will be a smaller schedule. We will still be open for yard waste there.

Chairman Kane asked how are do we notify the public on what we are doing? **Mr. Nick** said well we've had pretty much everything out. Mike Taylor and Edwin have gotten a lot of communication out. MaryJane Johnson had got a lot of stuff out but Edwin and Mike have done a good job of getting that out to the public, both on the landfill and the recycling center being open.

Bill Heatherman, County Engineer, said tonight we have with us Chuck Schlittler with the Fairfax Industrial Association, Mark Nobrega with Central Solutions, a business in the Fairfax District and Joe Vaught is in the audience. The action step tonight, the CMIP contained a recommendation of \$100,000 beginning in 2014 for capital improvements in the Fairfax District. The details of which were to be coordinated with of the business owners in Fairfax Industrial. What we have on the board tonight is the recommendation from Fairfax in consultation with staff of where to begin with capital improvements and what it shows would be sidewalk and curb repair along Sunshine Road from east to Levee Road to Fairfax. What I'll do is show you on the map where that's at.

2014 Improvements-Sunshine Road



We have a graphic handout showing basically Sunshine Road, Levee Road here is on the west end. K-5 comes up, Sunshine is K-5 Hwy up to 7th Street and then from 7th Street on east to Fairfax Tfwy. is local street only. On that handout you can see some pictures that represent the variety of sidewalk and curb conditions we have through there. It is settlement, broken, disappeared in some sections and this is a pretty important east/west connector for any form of walkability as well as general overall street condition and with that I would let Chuck and Mark say a few words if they would like.

Chuck Schlittler, Fairfax Industrial Association, said about four weeks ago engineers, Wayne Moody and Bill Heatherman and I drove through Fairfax and looked at some sites that would be considered for repair. This is really a culmination of about two years worth of work with the KCK Chamber, Fairfax businesses, Fairfax Industrial Association, the UG and others, trying to identify priorities. In talking with Bill and others our first two priorities of lighting and railroad crossings were pretty well targeted and being taken care of and our third priority was sidewalks and curbs then rose to the top. This connects, as Bill said; major thoroughfares, 7th Street,

November 18, 2013

Highway 5 coming off and emptying into Fairfax runs down to Fairfax Tfwy. It is a pretty important thoroughfare, a lot of traffic, about 12,000 vehicles a week I believe, according to KDOT. That's our recommendation and I will turn it to you or Mark. Do you have—**BPU Board Member Bryant** asked is this a bus route? **Mr. Schlittler** said there is some routage on the very west end. My guess is yes. **Chairman Kane** said there is a bus that drops some employees off at the General Motors Plant and a couple of other places. **Commissioner Markley** asked does the sidewalk on our Sidewalk & Trail Master Plan where does it rate. **Mr. Heatherman** said this is shown as existing sidewalk so it is part of the connector. On the Sidewalk & Trail Master Plan it ranges anywhere from poor to good depending on the specific segment.

Chairman Kane said you guys made a comment about the railroad tracks which I think is great, but I don't think we should waste a lot of our money for the railroads since that is the number one user that they have around which is the cars they get from General Motors. I know that they fixed some it and I know we fixed some it, but I think they should be the ones that have to fix it instead of us. They already know how I feel about that. **Mr. Schlittler** said I understand Mr. Chairman.

Commissioner Philbrook asked where is that location. I am sorry. Where the railroads you are talking about. **Chairman Kane** said on Kindleberger Rd. right there at 500 Kindleberger Rd. just west of it, the railroad tracks actually popped up and were puncturing tires and I met with the president of the railroad on pure accident and I had pictures in my phone while we were eating lunch and his lunch was pretty well ruined by the end of the day but they did fix it. I know we should be responsible for some of it but they make a boatload of money off of it so they should be more responsible for that than we are. **Mr. Heatherman** said so noted Mr. Chairman. Part of our discussion that I had with Chuck is that we have had an intent in Public Works to budget a certain amount of money on a consistent basis on railroad improvements and we have separately met with the UP Railroad about getting a game plan to finish the last six crossings in Fairfax. Certainly if in the past it has been generally understood if the city would do a 50/50 cost share with the railroad if they find their money. If the railroad contributes more than that, we can get to them faster but in any event—my conversation with Chuck, if we want to use the special

allocation for Fairfax as kind of a onetime impact for two railroad crossings, that is certainly legitimate but it may not provide the same sense of overall reinvestment that the curb and sidewalk would have.

BPU Board Member Bryant said you said there is about 12,000 vehicles per week in this area. How much foot traffic is actually in this stretch right now? **Mr. Schlittler** said that I do not know. We have not taken a headcount. I am there limited hours. We could try to take a survey—Mark. **Mark Nobrega** said I would probably agree with Chuck. I believe there would be a lot more foot traffic if the conditions were right. As it is now, you've got half a dozen people from our offices that walk in the street every day. Obviously they would like to have a better place to walk, that's the first step overall. We'd love to have some kind of a walking path in the area. That's a whole different program I know, but currently I look out my window and see them every day and not just during lunch hour, throughout the day, even with cold weather.

Mr. Heatherman said I'll make one final note. This \$100,000 would not be enough to do a complete replacement. What we are looking at is spot repair, major reinvestment, and condition assessment. It wouldn't be a complete rip out from one end to the other. It'll be targeted to what the budget can support.

Commissioner Philbrook said now I do have a question. You rate these different areas and different needs of repair and you say good, medium, bad, starting where you're going you know when you talk about replacing. You're talking about of course the worst part but are you talking about stuff that is just adequate or—do you understand where I am going with this? **Commissioner Markley** said how bad does it have to be to get replaced. **Mr. Heatherman** said if it is looking like it's on the path of deterioration where another five years or ten years out you are going to say well let's come back and get that panel, we would generally prefer to get it in context with one project. Having said that, with \$100,000 we will probably just be starting at the worst of the list and going down as far as we can get and then decide if there is really enough left to consider coming back to it at another time. **Commissioner Philbrook** said thank you.

BPU Board Member Bryant asked was this the worst area in Fairfax? I mean exactly how did you come to prioritize this one above the other areas? I know that there are some rough stretches down on the other end also down by the Levee area. **Mr. Schlittler** said there is at least existing sidewalk along Sunshine, most of the distance between west of Five Entry clear down to Fairfax Tfwy. so that again, as Bill mentioned, some spot repair, some of it is nonexistent anymore. Our thought was with development on the north end with NorthPoint, BPU substation in the middle, IRG on the south end and we additionally have seven current Fairfax businesses already in place either expanding or going to expand. This will be the most visible means that will, in real honesty, be good PR for both the Unified Government and for FIA and for the businesses. It will really demonstrate, because of the traffic along there that reinvestment is taking place. **BPU Board Member Bryant** said I like that. It was a very honest answer. I like that. **Mr. Schlittler** said yes sir. That's what we are in for.

Action: **Commissioner Philbrook made a motion, seconded by Commissioner Markley, to approve.** Roll call was taken on the motion and there were five "Ayes," Bryant, Philbrook, Markley, Maddox, Kane.

Outcomes

Doug Bach, Assistant County Administrator, said you asked about Fairfax Bridge again. **Chairman Kane** said yes. **Mr. Bach** said Bill is going to give a report on that. **Chairman Kane** said you tell them. I don't want to mess it up. Now what's going to happen on the Fairfax Bridge? **Mr. Heatherman** said on the Fairfax Bridge MODOT recently completed their environmental assessment that decides what they plan to replace. The conclusion they came to is that both existing bridges will be taken down and replaced with a single new four lane bridge that also has a bike pedestrian separated pathway on one side. The construction of that, if I recall correctly, will be primarily in 2016 but they are doing it that under a design build type approach. They will be selecting the design build team in the spring and early summer of next year and that team will have about a year to do the designs and then 2016 will be the construction timeframe.

We have emphasized the importance of traffic control and the importance of being very mindful of the connection. MODOT and KDOT assure us that they are well aware of that.

Having said that, they have not published any exact parameters that will or won't govern how they do the closures or how exactly that happens. Fortunately I-635 is not too far away so the detouring that they would have to do during certain phases is not as difficult as it might be on other locations.

It's a major investment, tremendous amount of reinvestment that they are planning to do and a very aggressive schedule for a bridge replacement of that magnitude. I can answer any other questions that I know.

Chairman Kane said we have absolutely no input, correct, or very little input. **Mr. Heatherman** said we had input. We both had input as participants in the formal group that was convened, both ourselves and the city of Riverside. As well, they did two separate rounds of public meeting. Now having said that, it is MODOT and KDOT that lead the project so they make the final decisions. **Chairman Kane** said I just want everybody to be aware of what is going to happen. That's going to disrupt the Fairfax folks for at least a year and I'm sure the improvements will be fantastic but I have never seen them pull something off like this, granted we do have I-635 if you choose to. Thanks for the information.

BPU Board Member Bryant asked what's the exact location. **Mr. Heatherman** said they have left it to either on a current alignment or a slightly skewed upstream option and they will leave that last part of the decision to the design build contractor.

Adjourn

Chairman Kane adjourned the meeting at 5:17 p.m.

tp



Staff Request for Commission Action

Tracking No. 130417

- Revised
 On Going

Type: Standard

Committee: Public Works and Safety Committee

Date of Standing Committee Action: 12/16/2013

(If none, please explain):

Proposed for the following Full Commission Meeting Date:

Confirmed Date: 1/9/2014

1/9/2014

Changes Recommended By Standing Committee (New Action Form required with signatures)

Date:	Contact Name:	Contact Phone:	Contact Email:	Ref:	Department / Division:
12/10/2013	Bill Heatherman	573-5416	bheatherman@wycokck....		Public Works

Item Description:

Staff will present information on the upcoming application round for federal transportation funding. Funds are administered through a competitive process administered by the Mid-America Regional Council. The next call for projects will be coming in January 2014, with applications due by March. Staff will explain some background on the process and discuss the types of projects that the U.G. will be pursuing. Specific project locations have not been designated yet. Staff estimates that the U.G. is in a good position to be awarded several project grants, totaling up to \$4-6 million in federal dollars cumulatively, which would then require local design and matching funds of a similar amount to complete. The projects would be spread out over several years, the largest shares being available for 2017 and 2018 construction.

Action Requested:

This presentation is for information and comment. Approval is not required.

Publication Required

Budget Impact: (if applicable)

Amount: \$

Source: Some funds are already set aside in CMIP for local match

Included In Budget Federal grant funding will align with the CMIP plan.

Other (explain)

File Attachment	File Attachment	File Attachment	File Attachment
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Staff Request for Commission Action

Tracking No. 130418

- Revised
 On Going

Type: Standard

Committee: Public Works and Safety Committee

Date of Standing Committee Action: 12/16/2013

(If none, please explain):

Proposed for the following Full Commission Meeting Date:

Confirmed Date: 1/9/2014

1/9/2014

Changes Recommended By Standing Committee (New Action Form required with signatures)

Date:	Contact Name:	Contact Phone:	Contact Email:	Ref:	Department / Division:
12/10/2013	Brent Thompson & Bill ...	573-5416	bheatherman@wycokck...		Public Works

Item Description:

Public Works will present information on the Unified Government's Stormwater Management Program. This program involves multiple activities to protect rivers, streams and lakes from pollution and degradation caused by urban stormwater. It is a mandated program from EPA and subject to our current EPA Partial Consent Decree. Progress of certain activities in 2013 will be highlighted, along with information on several new programs to be initiated in 2014.

Action Requested:

This presentation is for information and comment. Approval is not required.

Publication Required

Budget Impact: (if applicable)

Amount: \$

Source:

- Included In Budget Information only. Stormwater has dedicated funding source.
 Other (explain)

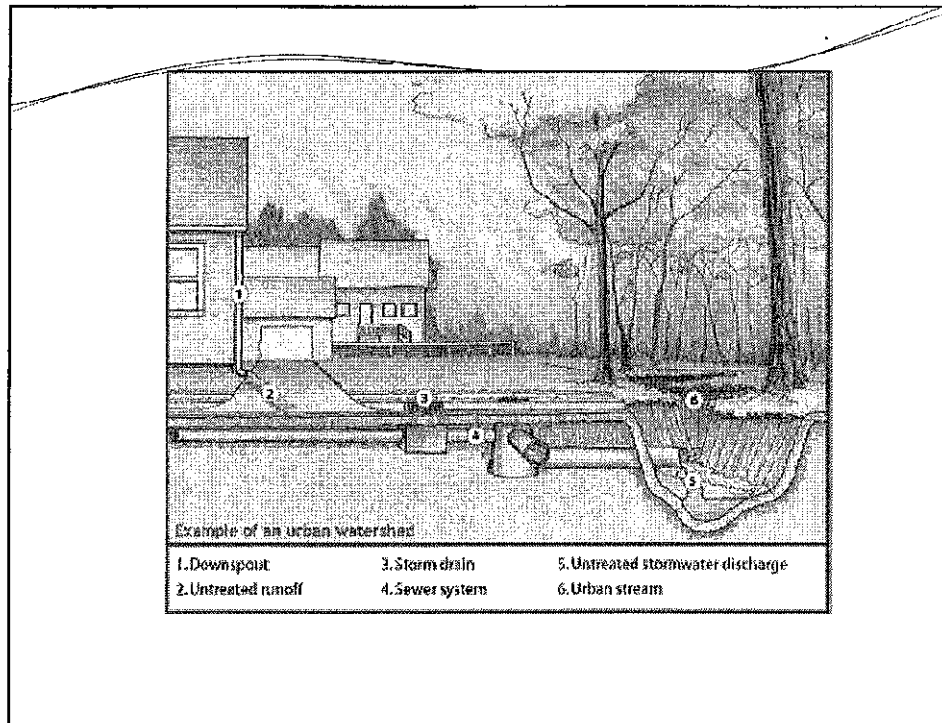
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UG Stormwater Management Program

Highlights of Upcoming Issues
& 2013 Progress

To the Public Works & Safety Standing Committee,
Dec 2013

Brent Thompson, RLS – Stormwater Manager/
County Surveyor
Bill Heatherman, P.E. – County Engineer

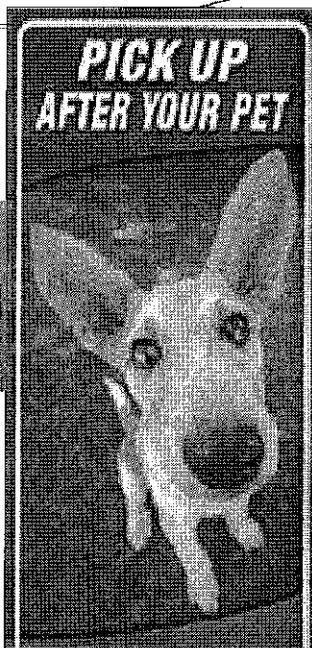


Pollutants of Concern

- Sediment
- Yard Waste- Leaves and Grass Clippings
- Oil and Gas
- Sanitary Sewer Cross Connections/Leaking Septic
- Lawn Chemicals-Fertilizers and Pesticides
- Pet Waste
- Litter and Trash
- Industrial & Business Wastes/Chemicals

Education for Residents

We do Presentations & Events
Partnering with Others

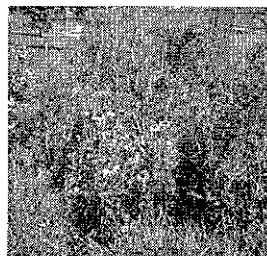
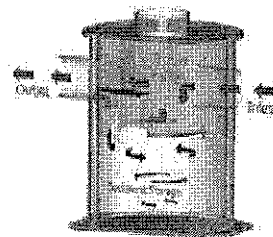


Erosion Control



- Erosion & Sediment Controls
 - Increased Outreach
 - Training
 - Inspections
 - Integration with Building Safety

Treatment Measures on New Construction



New Items in 2014

- **Industrial Program**
 - Required by EPA to monitor 20 or so of our largest industries. Requires onsite visits/inspections
 - Outreach meetings planned in January
 - Ordinance to be proposed in Spring 2014
 - Will Mirror Existing EPA/State Regulations
- **Enhanced Outreach and Inspections on Reports of Dumping**

New Items in 2014

- **Stormwater Inspector Hired end of 2013 – Increased Field Presence and Follow-ups**
- **Inspections of Stormwater Outfalls Continuing**
- **Private Owners Inspection Program – for owners of New-Development Stormwater Measures**
 - Engineering Inspections Every 2 years
 - Required to Ensure Good Operations
 - Education and Start-up Support Planned