

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES**

Monday, November 28, 2016

The meeting of the Public Works and Safety Standing Committee was held on Monday, November 28, 2016, at 5:02 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Johnson, Kane, Markley, Philbrook and BPU Board Member, Tom Groneman. The following officials were also in attendance: Doug Bach, County Administrator; Gordon Criswell, Joe Connor and Melissa Mundt, Assistant County Administrators; Wilba Miller, Director of Community Development; Mike Tobin, Director of Public Works Department; Matt May, Emergency Management Director; Jeff Fisher, Executive Director of Public Works; Don Jones, Director of Buildings and Logistics; Brent Thompson, County Surveyor/Public Works; Trenton Foglesong, Director of Water Pollution Control; Brandon Grover, Engineering Manager; Ryan Haga, Assistant Counsel; Mike Offman, Emergency Management; Jenny Meyers, Senior Attorney; and Brian Rausch, Sergeant-At-Arms.

Chairman Bynum said tonight we do welcome in place of BPU Board member Jeff Bryant ,who is unable to attend, BPU Board Member Tom Groneman. Welcome and thank you for taking the time to participate with us.

Chairman Bynum said on tonight's agenda we had a blue sheet distributed and it added two new items on the Committee Agenda. You'll see that Item #8 is additional funding for the new South Patrol Police Station and Item #9 is a resolution authorizing the Public Works Director to furnish documentation to KDOT, which I think might be KDHE, I'm not sure.

Next we have minutes from September 19, 2016. **On motion of Commissioner Philbrook, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Committee Agenda

Item No. 1 – 16879... PROPOSED REVISIONS: COUNTY EMERGENCY OPERATIONS PLAN - ESF 12

Synopsis: Request approval of proposed revisions to Section 12 - Energy and Utilities of Wyandotte County's Emergency Operations Plan (CEOP), submitted by Matt May, Emergency Management Director.

Matt May, Emergency Management Director, said what you have before you is one of the continuing pieces of the Emergency Operations Plan. This is ESF for Emergency Support Function #12 is Utilities and Energy. As you can see in the red line copy that you have before you, we made some of the standard changes that we're making throughout the document. Then we have some specific changes that were supplied to us by it looks like 14 attendees in our workshop meeting that ranged from Kansas Gas, of course Emergency Management Office, KCP&L, Water One, Atmos Energy, Water Pollution Control, and BPU three representatives there. I think that's it. We had a good cross section of membership there. We've cleaned some things up. We got some additional feedback since then. All that, for the most part, is contained in what you have other than some non-sustenance changes. We'd ask for approval.

Chairman Bynum said I just had a quick question. I was trying to scroll to all the documents that you gave us. You had lists and lists. Here we go, electricians for generator hookup, electrical contractors, etcetera. Everything appears to be in strikethrough. I was just curious. **Mr. May** said there are two sections to the plan, its current state that we are managing down to one section with the approval of the state. That big chunk that you see, that's strikethrough is actually duplicated. It's just sorted in two different ways. We are now doing them all in one set. That will reduce the bulk; the physical bulk of the plan. All we're really doing is breaking them.

If you're familiar with the four phases of Emergency Management, which is now five phases of Emergency Management, that's how they were broken. Now we're just simply indicating that as part of the process. They are sorted by agency in the packet. The big bulk of that strikethrough was duplication. We're trying to get rid of it. **Chairman Bynum** said I was figuring it was something like that but I just thought I'd ask.

I know this is a part of your—I don't know how often I should—**Mr. May** said every five years we have to do a major rewrite like this. We're going to look at it every year. We're going to bring these groups together annually; but every five years, we have to do what I call a deep dive. We have to really dig into the verbiage/language, make sure that names of the organizations have changed and will continue to change. We try to keep that as accurate as we can so those kinds of changes will be made as we go forward, but always at least once every five years we have to bring them back a fully revised plan, meets new planning standards, etc.

Chairman Bynum said I appreciate the work. I know it's a lot of work and it's all intended to keep us safe so we really appreciate it. **Commissioner Philbrook** said I'm so happy that you're doing it and I'm not because it would take five years for me to do two pages at this rate. **Mr. May** said Mike's done a great bulk of work putting this together. It's really been his thing.

Mike Baughman, Emergency Management, said addressing your thing about the electricians; that was a requirement back in the 2012 plan. It's not mandatory that we put it in the new 2016 plan. The idea being that we'll submit that information but not include it in the document. It was just pages and pages that was insisted upon in 2012 but is not currently a requirement.

Mr. May said it's an easier requirement for one of the smaller counties that might have only five electricians in the entire county. For us, obviously, it's a bulk of information and they recognize that they don't need to know who all the five electricians are.

Commissioner Philbrook said in other words, the list of the electricians were the electricians that were allowed to be called to work. **Mr. May** said it was just, you know what, I'm not sure why. **Commissioner Philbrook** said that's why I'm asking. **Mr. Baughman** said the issue, as requires by the state, was they wanted a list of all the electricians in the county. We simply back then though it was ridiculous. We went through our Business Licensing Department and pulled up all the licensed electricians and we submitted it to them and they said okay. This time when we did the same, we asked do you really want this included. They said well, it would be nice but you don't have to.

Commissioner Philbrook said at any rate it's still—I did not read this document. I admit to it, I did not. I'm planning on you guys taking care of us in that it means that somewhere in there it says that it has to be a licensed electrician with certain credentials, etcetera. **Mr. Baughman**

said they wanted to make sure we had people on call that we could call to do the work for hooking up emergency generators and dealing with anything: someone has a meter down or something like that. It probably more applies, as Matt said, to a smaller community, a smaller county, less population than it does us. We have literally hundreds.

Action: **Commissioner Philbrook made a motion, seconded by Commissioner Johnson, to approve.** Roll call was taken and there were six “Ayes,” Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 2 – 16883...ORDINANCE: AMEND CHAPTER 35, TRAFFIC CODE

Synopsis: An ordinance amending Chapter 35, Traffic Code, submitted by Jenny Myers, Senior Attorney.

Meaghan Shultz Assistant Counsel, said item #2 revisions are just to bring us into compliance with changing Kansas State law. Item #3 is a request. Our current diversion ordinance lists a specific amount to be charged. We would request that we allow the County Administrator to come up with some sort of scheduling fee much like there is with the animal ordinances. No. 4 is amending the misdemeanor side of our ordinances to keep in line with Kansas State, changing state statutes and case law.

Chairman Bynum said 2, 3, and 4 but do we need to take them separately. I’m sure we do.

Action: **Commissioner Markley made a motion, seconded by Commissioner Johnson, to approve.** Roll call was taken and there were six “Ayes,” Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 3 – 16885...ORDINANCE: AMEND CHAPTER 23, MUNICIPAL COURT CODE

Synopsis: An ordinance amending Chapter 23, Municipal Court Code, submitted by Jenny Myers, Senior Attorney. This amendment will allow for the county administrator to assess an appropriate diversion fee when necessary.

Action: Commissioner Markley made a motion, seconded by Commissioner Johnson, to approve. Roll call was taken and there were six “Ayes,” Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 4 – 16886...ORDINANCE: AMEND CHAPTER 22, OFFENSES, AND CHAPTER 4, ALCOHOLIC BEVERAGES

Synopsis: An ordinance amending Chapter 22, Miscellaneous Provisions and Offenses, and Chapter 4, Alcoholic Beverages, submitted by Jenny Myers, Senior Attorney.

Action: Commissioner Markley made a motion, seconded by Commissioner Johnson, to approve. Roll call was taken and there were six “Ayes,” Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 5 – 16827... RESOLUTION: ADOPTING A BUILDING NAMING POLICY

Synopsis: A resolution adopting a policy regarding the naming of Unified Government-owned buildings and parks, submitted by Ryan Haga, Assistant Counsel.

Ryan Haga, Assistant Counsel, said this resolution was actually drafted by my colleague Susan Alig who isn't here today because she's out on maternity leave; however, I know that after she drafted, she submitted it to the Administrator's Office for comments which they gave and was incorporated into the document. On November 9th the policy was presented to the Parks Board who reviewed it and voted to accept the policy.

Commissioner Markley said I was just going to make a general comment for the audience. If anybody really rich would like to sponsor any of our parks, we'd be happy to take your money and to run it through this new policy for practice.

Commissioner Johnson said just a question that I have. I have right now a potential property that's looking at being renamed. If those processes have already started prior to the implementation of this policy, how would those things be handled? Would they be grandfathered? How would they be handled? **Mr. Haga** said frankly, it's my understanding we don't have a

current policy for naming a building so I'm not sure what process it may be going through. My understanding is that before this, we have nothing. I don't know if anyone else has, administration has any information regarding that. It's been my understanding that this is a completely new policy that's not surpassing or replacing anything. I would assume that going forward this would be the policy that would be applied to the renaming of any building.

Commissioner Philbrook asked, Harold, has it already come before us in anyway. **Commissioner Johnson** said it has not. The formal application has not been made. I know there has been some discussion with staff on this particular property so I'm just curious how that might be handled. Since the conversation, there's been no formal application, to my knowledge, as of this point.

Joe Connor, Assistant County Administrator, said I'll try to remember the exact conversation, but I think part of what your request was, Commissioner, and what precipitated this policy being developed in the first place is because we didn't have one. **Commissioner Johnson** said oh, really. **Mr. Connor** said to answer your question, I would probably have to get back with you on whether this is going to apply for what your request was.

Action: **Commissioner Markley made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken and there were six "Ayes," Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 6 – 16878...PRESENTATION: MAJOR INFRASTRUCTURE PROJECTS

Synopsis: A presentation summarizing the major infrastructure projects that will begin or continue construction in 2018 - 2021, submitted by Mike Tobin, Director of Public Works. This is the second of the two-part series of presentations to discuss the Public Works CMIP projects. The first presentation was given in October 2016 for projects slated for construction in 2017.

Mike Tobin, Director of Public Works, said if I might. We're here tonight to present the out years of the CMIP for you this evening and this is a plan that you've already approved. Projects are part of the budget that you adopted last August. However, tonight it's a little bit different in

that these aren't concrete like when we were here last month to present the 2017 projects. These projects have a little more float in them and maybe funding questions, maybe even design questions. What we would really like to get tonight is your input as we move forward with these projects and get from you a clearer understanding so staff can proceed to develop the rest of the CMIP in the out years. This is 2018 through 2021. I'm going to be quiet here now because these guys have done all the work and they're going to present the hard stuff to you.

One last disclaimer. As I said, some of this has more play in it than others, some of the projects, but Trenton's stuff, as you know, we've presented to you many times on the IOCP and his stuff is more concrete.

2018 and Beyond Capitol Maintenance Improvement Projects

Public Works and Safety Standing Committee Meeting on November 28, 2016

Priority and Structure in the CMIP

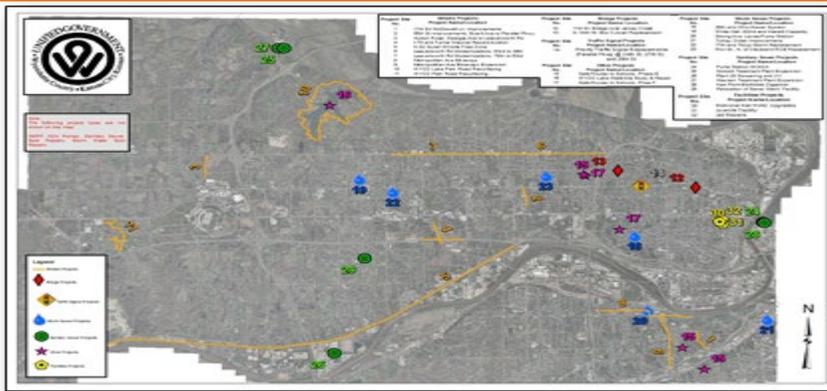
- ☞ Maintenance activities, including major rehabs
- ☞ Legal mandates (ADA, and EPA)
- ☞ Grants, Economic Development, or Special Assessment Funds
- ☞ Citizen and Community Involvement



Brent Thompson, County Surveyor/Public Works, said first we're going to start off with talking about the priority and structure of the CMIP and how we kind of get into it. As you can see, the

CMIP is made up of different things. It basically comes down to what is maintenance, what may be legally mandated, ADA driven or EPA driven, MS4 or the IOCP in Trenton's case, grants from MARC, Economic Development, which a good example of Amazon, or special assessment funds. Last, but not least, our citizen and community involvement.

2018-2021 CMIP Projects Map



Right here you'll see a map Brandon put together that's basically from 2018 to 2021 of our future projects. These are just basically the capital projects of the CMIP. If we were to put in the maintenance portions whether it was spot repairs for sanitary or storm or the overlay programs, it would be quite messy. There is a lot more that we do than just a few of those dots there but this is basically what comes out of the capital.

State/Federal Aid Funded Transportation Projects

∞ MARC Projects:

- Leavenworth Road Improvements, 63rd St to 38th St. (2017-2019)
- Leavenworth Road Improvements, (78th St. to 63th St. (2019-2021)
- Metropolitan Ave. Bikeways (2019)
- Safe Routes to Schools, Phase F (W.A. White/West Middle and Francis Willard) (2019)

∞ State Aid Projects:

- Hutton Road Reconstruction (2018)
- Safe Routes to Schools, Phase E (T.A. Edison, W.A. White, Noble Prentis) (2018)

∞ Potential Federal/State Aid Project

- I-70 and Turner Diagonal Interchange Reconstruction (2018-2019)

As I said, we're talking about grants. We have the State and Federal Aid Funds that are mainly a large part of how we get some of our main road projects done: our Merriam Lane Phase One and Two. Our Leavenworth Road Phase One and Two are in the process now. Phase One being designed, going to bid late 2017 and construction in early 2018. Phase Two will be following suite right after that. We'll be starting design. We've already allocated funds to start the surveying and to get stuff going on that project. We'll talk a little more about that as well. I'll hit some of these other projects as we go through.

Leavenworth Road, Phase I & II (38th St. to 78th St.)

∞ Project to include:

- Addition of sidewalks on both sides of the street
- "Sharrow" bikeways
- Wider shoulders
- Lighting Upgrades
- Traffic Signal Upgrades

∞ Estimated Project Cost

∞ Phase I (38th St. to 63rd St.) (2017-2018):

- ∞ \$14.3 Million
 - \$6.9 Million in federal aid
 - Up to additional \$8 Million for utility relocation

∞ Phase II (63rd St. to 78th St.) (2018-2020):

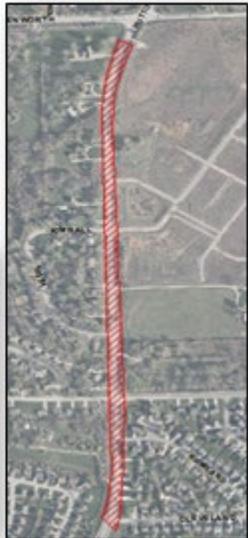
- ∞ \$16.4 Million
 - \$7.3 Million in federal aid
 - Estimated utility relocation cost to be similar to Phase I



Again, Leavenworth Road Phase One and Two, basically from 38th Street to 78th Street, we are going to have what we consider a super two. We're going to have a 32 foot back to back, sidewalks on either side. It's about five miles of reconstruction or overlay program whatever it takes to get walks and everything in here. There's going to be several walls. We've had a good collaboration between utilities and ourselves of getting things lined up. I think by the time this is said and done, it's going to be a very nice corridor that people will be proud of especially those who've lived on Leavenworth Road as long as they have.

You can see on the estimated project cost, you're getting about \$7M in Federal Aid on both projects and then the rest of it is basically local funds through our bonds.

Hutton Road Improvements, Leavenworth Rd. to Georgia Ave.

<p>20 Project to include:</p> <ul style="list-style-type: none"> ○ Storm Sewer Installation ○ Sidewalks and ADA Accommodations ○ Full Depth and Width Asphalt Street Resurfacing 	<p>20 Estimated Project cost:</p> <p>\$4,000,000.</p> <ul style="list-style-type: none"> ○ \$1,800,000 is state fund exchange. ○ Estimated utility relocation cost up to \$1.0 Million 	<p><small>Right: Aerial view showing project location.</small></p> 
<p><small>Below: Street View of current road condition and features.</small></p> 		

Hutton Road, basically, will be our second phase of this project. It will run from Georgia, roughly, or Cleveland, all the way to Leavenworth Road just stopping short of Leavenworth Road. If you've driven down this road, you know that it has ditches on both sides. We're going to get rid of those ditches and put curb, gutter and storm in there. We're going to have sidewalks on one side; there will be a trail on the other side. Those people who have those ditches in their front yard are going to have a nice, elongated front yard.

Commissioner Bynum said so Hutton or 110th, from Parallel to Georgia is recently repaved. Does it have curb and gutter? **Mr. Thompson** said no. Basically, the first phase went from Parallel down to Cleveland a little ways, and then from there down to Georgia; it's not. We're going to tie in the Cleveland area. **Commissioner Bynum** said I got it. **Mr. Thompson** said that will all be redone all the way up to Leavenworth Road stopping short of Leavenworth Road now.

Commissioner Kane asked why are they going to stop short of Leavenworth Rd. **Mr. Thompson** said that intersection is kind of tricky. **Commissioner Philbrook** said that's putting it mildly. **Mr. Thompson** said to the east, we have a large hill that we would have to contend with and that right there itself, that intersection is going to take a little bit of funding and design in its own right.

Commissioner Bynum asked would it be a goal to engineer it and have it ready for completion to Leavenworth Rd.

Commissioner Kane said I just don't want a roundabout. **Mr. Thompson** said I knew that's where he was going. We don't want a roundabout either.

Metropolitan Ave./Strong Ave. Bikeways

- Westward expansion of existing bikeway system to reach communities between 42nd St. and 12th St.
 - Allow for future connection of North/South route to Merriam Ln.
- Awarded as part of the 2019-2020 MARC Projects
- Estimated Cost of \$350,000
 - \$134,000 in federal aid



This Metropolitan Avenue and Strong Avenue bikeways, this is part of the MARC funding as well. This project will tie into the 12th Street bike lanes that are going north now and will go west and traverse through that red line all the way over to 42nd Street. At the current moment, we've received \$134K in funding from MARC so we may phase this back. I did find out at the last

meeting I was at that there's a possibility that we could receive \$250K more that we would be able to add to this to get that going down there. We'll know more in the spring when that happens. Right now, we're just going to phase it as we go.



Turner Diagonal and I-70 interchange improvements, even though this project doesn't have a funding structure to it, it's one that we know is out there and it's one that we have to identify with and come up with a game on what we're going to do and how we're going to address it and be ready for it when it happens. We have 640 some acres of developable ground in there and we know when it comes time that we're going to have to hit it pretty quickly. We are looking at this diversion diamond configuration here which would allow for pedestrian movement all the way from State Avenue south, across I-70 down into the Amazon area in which in the future would allow what we would hope to get down to K-32 eventually as well.

Locally Funded Transportation Projects

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| <ul style="list-style-type: none"> ∞ Corridor Maintenance Projects: <ul style="list-style-type: none"> ○ Parallel Parkway Resurfacing, 82nd St. to 89th St. (2018) ○ 57th St. Resurfacing, Kaw Dr. to State Ave. (2019) ○ 47th St. and Orville Ave. Resurfacing (2020) ∞ Traffic Signal Project <ul style="list-style-type: none"> ○ Priority Traffic Signal Replacements (annual) | <ul style="list-style-type: none"> ∞ Annual Street Projects: <ul style="list-style-type: none"> ○ Annual Street Maintenance Projects ○ Annual ADA Ramp Projects ○ Fairfax Industrial Area Improvements ∞ Economic Development Driven Project <ul style="list-style-type: none"> ○ 11th St./McDowell Ln. Improvements (2019) |
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Brandon Grover, Engineering Manager, said as everybody is aware, we've got several projects we do annually or semiannually that are mainly local funds or data projects. This includes your NSRPs, ADA projects, things like that, also, a coordinated effort with the Fairfax Industrial Association to improve some of their infrastructure down in that area.

You've seen in the CMIP for the last four years or so several projects called out: Parallel Parkway, 57th Street and 47th Street as standalone projects. The reason we're doing those as standalones and not as part of a regular neighborhood street resurfacing is these are major corridors for the areas and its more beneficial for us to do them this way. Also, it allows us to do some curbing and other concrete fixes that can't be fixed as part of our regular mill and overlay programs.

We also have annual priority traffic signals. The UG has done studies with several consultants on our aging traffic signal infrastructure so we'll be addressing those as we move forward in a coordinated effort to make our corridor safer and more efficient.

The last one you see on this slide is an Economic Development project. This is 11th St. or McDowell Lane from Douglas down to Merriam Lane. You'll see that as item #1 listed on your map. This has to do with a potential development that could be going in. As of right now, it does not have a particular funding source or listed in your CMIP, but it is one we wanted to bring to everyone's attention that way if it comes up very rapidly, everyone was aware of it at least a little bit.

Commissioner Bynum asked what would it require. What does it need? **Mr. Grover** said currently, that road is a very small road mainly meant for residential traffic. It has very steep ditches on both sides so it would require a complete reconstruction with drainage and widening of the road to accommodate heavier traffic for potential development at the top of the hill.

Annual Street Maintenance Projects

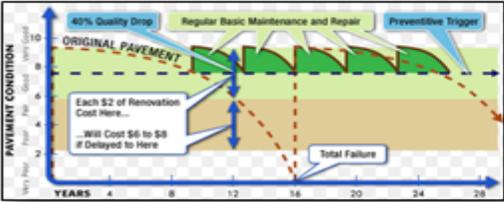
Reasons we do maintenance projects:

- Extends the service life of a roadway.
- Makes for a more pleasant driving experience.
- Improves city's infrastructure.

Budget increases in the future years take into account cost inflation and the need for more production, which will allow us to resurface more roads each year.

Types of Maintenance:

- **Preventive Maintenance:** meant to improve or extend the functional life of pavement.
 - Surface Treatments
- **Corrective/Reactive Maintenance:** performed after a deficiency has already occurred.
 - Pothole and large area patching
- **Emergency Maintenance:** temporary treatments to hold the surface together until a more permanent repair can be made.



Mr. Grover said the next slide here we wanted to highlight a little bit more on are our annual maintenance projects. As most of you are aware, we've met with a lot of you on your NRSPs and we highlighted in those meeting and that is the reason we do our maintenance and a new program that we're working towards and that is a preventative maintenance program. In the past, funding has kind of limited us to really a corrective maintenance or an emergency maintenance program. We can extend the life of our roads to a more feasible level and make it more economical if we start doing some of these preventative maintenance measures: cracked sealing, microsurfacing, ultrathin surfacing, things like that that we've addressed with each of you.

As we move forward with these projects, we'll gladly take you out and show you some of the success stories that other cities around the area have had, demo them in smaller areas within our own community that way we can get greater buy-in from the community. We're hoping to be able to extend our roads out to a true 30-year life cycle, which as you see on the little graph is almost impossible, especially in our climate, if you don't do these preventative maintenance measures.

Future Misc. Transportation Projects

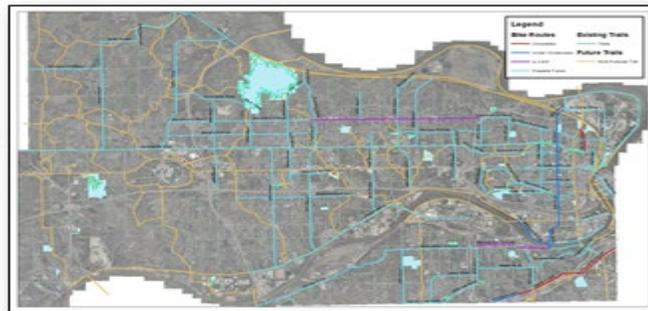
- ∞ Trails Projects (annual)
- ∞ K-32 Whistle Free/Quiet Zone (2017-2021)
- ∞ Pedestrian Access to Transit (2019)
- ∞ Park Road Resurfacing (2017-2020)



This kind of leads us into other transportation type projects that we're working on as well. You see the list here: Trails Projects, the Whistle Free or Quiet Zone along the K32 corridor, pedestrian access to transit routes and some resurfacing of our park roads that have been in dire need for the last few years.

Potential Trail Projects

- ∞ Developing future programs to address the bike and pedestrian needs of the community.
- ∞ Currently working with community groups like:
 - Infrastructure Action Team
 - 20/20/20 Movement
 - Urban Planning
 - Levee groups
 - And others



This next slide you see is the second map that we gave to you. Several staff members have been working for quite a while with the Planning Development Team, the Infrastructure Action Team and several other community groups within the area to try and develop a system, a network of not only transportation/bikeways, but also recreational trails. We see in our neighboring communities the wide use of those and the desire to have these so we're working on a planning effort to get these into the CMIP in the future in a coordinated effort.

As you can see from the map, we've got a large area that has been proposed in the light blue. That was where I identified traffic routes or transportation routes and bikeways from the 2012 Sidewalks and Trails Masterplan as well as the rest of these lines on there. We're also starting to update this with several other projects that we have in construction as well as things that are currently planned.

Future Storm Sewer Projects

∞ Storm Drainage Area Improvement Projects:

- 29th and Ohio Storm Sewer (2020)
- White Oaks Capacity (82nd and Haskell) (2021)

∞ Flood Control Projects:

- Strong Avenue Levee Pump Station Flood Control (2018)
- Turkey Creek Flood Control Operations and Management (annual)

∞ Structure Replacement Projects:

- 77th and Troup Storm Replacement (2019)
- 51st St, north of Cleveland Ave RCB Replacement (2018)

∞ Annual Programs:

- MS4 Program
- Annual Storm Sewer Repairs/Replacements
- Stormwater Preliminary Engineering Studies

Mr. Thompson said for our future storm projects, you'll kind of see that the future storm projects are down a little bit. On our funding and everything we're going through, we're getting a little low on that so we're pushing some of those out. We're going to be doing an ERU study coming up. To get into this, I'm going to talk a little bit about Turkey Creek flood control operation management.

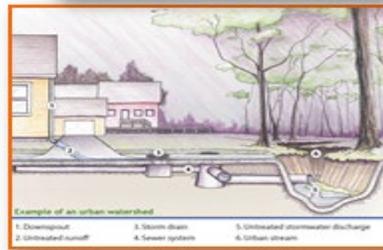
As we know, we've been going through the Turkey Creek program for 10 plus years. Just letting you know that this is going to be an annual maintenance of what we've done for the last 10 plus years. It's always going to be on there. This is basically for any cleanup of the creek, any mowing that needs to be done, environmental enhancement channels and stuff like that.

On our Structural Replacement Project there, 51st St. north of Cleveland Avenue, this is the third box in this neighborhood area that we'll finally finish up some waterway troubles that they've had so that will take care of that neighborhood. I'll talk a little bit about the annual programs here on the next slide.

MS4 Program

Minimum Controls and Performance Measures:

- o Public Education & Outreach
- o Public Involvement & Participation
- o Illicit Discharge Detection & Elimination
- o Construction Site Stormwater Runoff Control
- o Post-Construction Stormwater Management Program
- o Pollution Prevention/Good Housekeeping
- o Industrial Activity Stormwater Runoff Management
- o TMDL & Principal Pollutants of Concern BMPs
- o Wet Weather Monitoring Program



Our MS4 Program is one of those EPA driven programs that we have to have in the CMIP. This program basically has nine minimum controls as you see up there: public outreach, public involvement, construction storm runoff, runoff control and so forth. This is always going to be an ongoing project in the program itself in the CMIP. It's just something that we are going to have to develop and we're doing it now as we go through it with the consultant. Eventually, we're going to take this on as our own. We're going to have to make sure we have the staff that can operate and do this type of stuff. I wanted to make sure that you guys know that eventually down the road the funding is going to have to probably be increased on this.

Stormwater Preliminary Engineering Studies

Studies of areas identified as drainage concerns.

Outcomes:

- o Identification of insufficiencies of area drainage
- o Estimate of what it would take to address the existing condition
- o Allows for quantifiable rating system for future programming.

Projects currently in planning stages:

- o White Hills Capacity, N. 82nd and Haskell area
- o 29th St. and Ohio Ave. System Enhancement



The stormwater preliminary engineering studies, this is something that we kind of added in the last couple of years. We're trying to do more of a proactive, as Brandon was saying, just planning in general. It's something that Bill Heatherman started before he left. It's basically taking and looking at projects out there that we have complaints on, capital projects that we know are going to be capital projects in areas that are having stormwater issues. What we do is we turn it over to consultants and ask them to do a high-level study on it, come back to us with two or three options of what can be done with that, costs and so forth.

This is something that we'll be coming to this committee in February with. We're going to come with projects that we've identified, that we've scored, that we will put in order and we will suggest the top five that we think that we need to start identifying with these PESs. Our goal is to start PES design and construction and have these kind of rolling through. We have to be able to do that. We'd like to bring that to you guys and get some input and see what we can do about getting that going so we're not being reactive so much as we are.

We have a Spot Repair Program that we're doing now, but we have to get going on getting this plan for the future.

Identified Unfunded Projects

- ⇒ Hollingsworth Road improvements, 115th St. to 123rd St.
- ⇒ Leavenworth Road and 131st St. Intersection Improvements
- ⇒ 18th St. and Metropolitan Ave. Reconstruction
- ⇒ Leavenworth Road – 78th St. to 91st St.
- ⇒ Donahoo Road – Hutton Rd. to 115th St
- ⇒ 72nd Street – Parallel Pkwy. to Leavenworth Rd.
- ⇒ 67th St. – Parallel Parkway to Leavenworth Rd
- ⇒ 34th St./Woodland Ave. Metropolitan Ave. to Merriam Ln.
- ⇒ Shawnee Road – 34th St. to 42nd St.
- ⇒ Key Lane – Douglas Ave. to Gibbs Rd.
- ⇒ 18th St./ 21st St. – Metropolitan Ave. to Merriam Ln.
- ⇒ At-Grade Intersection at 65th St. and Tuner Diagonal
- ⇒ Douglas Ave – Key Ln to 55th St.
- ⇒ Kansas Ave – 72nd Street to K-32
- ⇒ W. 47th Ave. Pedestrian Crossing, near Fisher Ave.

Identified unfunded projects; the top three are already in the CMIP on the unfunded list. The ones you see there are part of the proactive that we're talking about looking at. These are projects, roads that we have identified that could be good for MARC grants down the road. We were looking at getting that done, maybe having a consultant going through it, identifying what projects, the costs would be, what we could do with these areas and put them in some kind of order and be

able to bring those to you guys too and talk about these are the roads we like to take for MARC funding and so forth.

Proposed IOCP Commitment



Trenton Foglesong, Director of Water Pollution Control, said just to recap on the IOCP, that's the Integrated Overflow Control Program Plan. We did just submit that at the end of September. That came on the heels of major public outreach, numerous meetings with elected officials. I know you've heard a lot about it and probably fairly well versed in it. As part of that plan, we did a 20-year look ahead. We were identifying capital needs that we could identify now over the next 20 years. When we submitted the plan, it was a 10-year plan so we took about half of the timeframe we had been looking at.

What we're talking about tonight is about half of that plan. Even though we are only talking about the next five years here, we've looked at it for four, five year plans out already. This arrow just kind of depicts real quickly kind of past, present, future. Phase 1 was the past, Phase 2 is the present that we're in now, and Phase 3 is yet to be determined. You can see Phase 2 goes through year 2025 so, again, tonight we're going halfway through that year 2021.

Commissioner Philbrook said back on this with the final compliance consent decree, if things change at the federal level, will it affect us and take our feet out the fire a little bit. I just thought I would ask. **Mr. Foglesong** said it could. It remains to be seen. You know that is the thought that it probably is going to ease up a little bit but hard to say. **Commissioner Philbrook** said I know, of course, that affects them on how we plan on spending our money and that sort of the thing.

Mr. Foglesong said the good thing, if you want to feel good about it, reassuring is the fact that over the next 10-year period, what we're really doing is addressing our condition assessment needs in our system. Regardless of what we have to do, we need to do that anyway.

Commissioner Philbrook said it needs to be done anyway.

Mr. Foglesong said the other major expenditure that we have planned is a new plan out west which we need anyway. The levels of treatment that we're going to be designing for and achieving out there are the same as we are seeing everywhere else right now. It really doesn't affect us that much right now. When we submitted that 10-year plan, what we call a non-conforming plan because as part of this plan, we won't meet, we're not committing to that fixed end date to meet every requirement they have. If we were going to be entering into that, it would be a lot more concerning. We are anxious to see how our nonconforming plan is going to be received and how it goes through the process.



This is just a quick map, just a summary. All the red pipes were put in pre 1970. You can see we have a lot of needs out there. The light blue that shows up, the cyan that shows up in these pockets, those are lines that we've actually rehabbed already so we've already been active out there doing significant rehab and renewal efforts.

5-Yr Capital Improvements Projects

- ∞ **CSO Control: \$14 M (\$28 M 10-Yr)**
 - CSO 19 Green Infrastructure
- ∞ **SSO Control: \$34 M (\$43 M 10-Yr)**
 - Wolcott WWTP and Excess Flow Holding Basin
 - Plant 20 Capacity Upgrade
- ∞ **System Renewal and Other Capital Needs: \$69 M (\$129 M 10-Yr)**
 - System-Wide SCADA Improvements
 - Collection System Investigation and Repair
 - Pump Station and Force Main Investigation and Repair
 - Treatment Plant Investigation and Repair
 - Storm Sewer Upgrade and Renewal
 - Biosolids Treatment

Here are the buckets. We've lumped most of our projects into either the CSO control arena, the SSO control arena or general system renewal and other capital needs. I kind of broken those out. This is the amount that we're showing over the next five years total. This is the 10 year. You can see it, it's roughly half, it makes sense.

5-Yr Capital Improvements Projects

- ∞ **CSO Control: \$14 M (\$28 M 10-Yr)**
 - CSO 19 Green Infrastructure



CSO control, for the most part that's the program cost of complying with the consent decree and the ICP. We do have a multimillion dollar green infrastructure effort planned back for CSO 19 which happens to be in the healthy campus area. These are some different sites we've identified along there for some different technologies that we'll try and determine how effective they are. If it's something that works for our community and addresses the overflow issues and water quality concerns, then it's something that we would continue on and if it didn't, we would discard it.

5-Yr Capital Improvements Projects

- SSO Control: \$34 M (\$43 M 10-Yr)
 - Wolcott WWTP and Excess Flow Holding Basin
 - Plant 20 Capacity Upgrade



Existing Package Plant



Permanent Treatment Plant

The SSO control, again, for the most part this is the single, biggest expenditure that we have in our plant right now. It's a new, permanent plant out west in the Wolcott area. This is an aerial view of a package plant that we have out there that basically was cut in fourths and brought up on railcars from Gardner, Kansas. It was less than 300K gallons per day design capacity there. The first phase of the permanent plant will be 2M gallons per day. That's projected to be online in about five years. About five years after that, we'll probably be doing an expansion to take it up to 4M gallons per day.

Commissioner Philbrook asked how much is our plant capacity with the one down off of Kaw. **Mr. Thompson** said it's about 8, dry weather.

5-Yr Capital Improvements Projects



⇒ System Renewal and Other Capital Needs: \$69 M (\$129 M 10-Yr)

- System-Wide SCADA Improvements
- Collection System Investigation and Repair
- Pump Station and Force Main Investigation and Repair
- Treatment Plant Investigation and Repair
- Storm Sewer Upgrade and Renewal
- Biosolids Treatment



The system renewal projects. A lot of this is what we do a lot and you all see when we come in neighborhoods is a find and fix it on the stormsewers, the sanitary sewers, pump stations and all that. We have kicked off a major project, this is going to span for several years, SCADA improvement. SCADA is basically remote monitoring capabilities. We'll be looking at some type of radio and cellular type technology that we can monitor all of our systems: the 80 plus pump stations the 5 treatment plants, the 40 CSO points, the rainfall gauges network that we have out there so we can provide more reliable service and also more efficient service. It's also critical because it's going to allow us to validate the bigger long-term investments that we'll be looking at down the road.

The other issue I wanted to kind of bring up, we had it out here it was really at the end of that 10-year plan. It's likely that you'll start to see us talking about bio solids treatment in the coming years. We just took our incinerator offline at Kaw Point, and we're just about ready to have a ribbon cutting on the central fused dewatering building. We're in the mode of changing operations, our terms and everything, realities of operating with the landfill because they operate under a special use permit they have kind of been in flux and have been a concern.

If you haven't heard, there's an ongoing loader study out there. They're targeting sewage sludge as the source. They've already cut back our hours that we can dump. It's having a real impact; our costs are going up. We'll probably be pulling that forward to kind of explore options and see if there are alternatives that might be more cost effective sooner rather than later.

Future Buildings and Logistics Projects

- **Location Specific Projects:**
 - Memorial Hall HVAC Upgrades
 - Juvenile Detention Center
 - Jail Renovations
 - Police Tow Lot
 - Courthouse/Justice Complex South Entrance
 - Reardon Center Improvements
- **Annual Parking Lot Improvements:**
 - Guardrail
 - Painting
 - Roofs
 - Resurfacings
 - Structural Evaluations and Improvements
 - Ticketing Systems
- **Annual Building Upgrades:**
 - Elevators
 - ADA Accessibility
 - Remodels
 - Police and Fire Facility Upgrades




Don Jones, Director of Buildings and Logistics, said our future buildings and logistics projects listed here are a combination of several things. One is the existing CMIP program that we've had for a number of years. It's been expanded now because the Public Building Commission funding mechanism has allowed us to address the county facilities. In conjunction with that, we have and are excited that Mr. Bach has introduced cash financing of projects. With that three legged stool, we have an opportunity to go and look at the buildings and major infrastructures that we have and to build a more comprehensive building and logistics overall program for the buildings and major structures we have including parking lots, multilevel structures and also the other buildings that we have.

We have in our inventory about 80 major buildings. Some are at the Courthouse, Court Services building, and City Hall. We also have Parks and Recs. We also have our Fire Department, we have multiple structures. We have our Water Pollution Department that also has structures and most of those structures have pumps, things in them that cost more than the buildings. We do have the responsibility to maintain in the envelope that secures those capital investments that we have and maintain.

When we look at this here, what we've done, we've just given you a slight highlight of some of the structures, local specific projects. We've got annual parking lot improvement project and our annual building projects. To highlight some of those, if we talk about the building, we talk about things that make those work, provide the comfort and utility and the structure to support our visitors, our citizens and also those people who come on a daily basis. Our elevators are ADA, accessibility remodels, all those things are part of it and our parking lots where we have things like

our new ticketing and spitter systems. All of those things that enhance that environment and that opportunity when people come there that they have things that are responsive to the needs that we have.

When we talk about specific locations, we just identified a few projects here: Memorial Hall, the Juvenile Detention Center and I think we're all aware that's an exciting component that's going to come into the future that will give a new light between 700 Ann and 800 Ann, opportunities that may be developed there.

Courthouse/Justice Complex South Entrance

Improvements to include:

- o Decorative and accent lighting
- o Seating
- o Low maintenance plantings
- o Accented paving
- o Better security for jailed area



- o Screened off delivery and trash service area
- o Overhead protected smoking and entrance areas not adjacent to each other

If we look at this area we see the Courthouse and the Justice Center and the entry and the concourse that combines those two, and we're probably all familiar with that. One thing we've also known is that it's not been a very inviting environment. If you look at the rendering that we have a futuristic look at what could be there and with the three legged stool of funding, now we have an opportunity to address things that are really relevant to what's going on: lighting, maintenance and planning, better security and we all know that's more and more becoming an integral part of what we do. When we combine the Courthouse and the Justice Complex, screening delivery and overall protection, smoking, enhance the areas better adjacent but also provide that separation and the confidence we all need. This is a project that's in the future and we're excited about having an opportunity to develop that in our program.

Memorial Hall HVAC System Upgrades

- ⇒ Upgrades to include:
 - Air Conditioning Compressors, Chillers and Condensers
 - Chilled Water Pump
 - Chilled Water "Spray Booth"
 - Cooling Tower Pump
 - Cooling Tower
 - Steam Bank
 - Blower Fan and Motor
 - Boilers and Support Equipment



- ⇒ Estimated Project Cost of \$2.7 Million

The next slide we have is the Memorial Hall. This, again, a stewardship building that we have. I think everybody is aware of it, the historical nature of that facility and structure, but we also have some major infrastructure needs there that for it to go forward in the next century to help us support what we do there and make it part of this community and maintain it. We know we have dire needs over there. The new funding for this project would be estimated to be \$2.7M. It's something we're looking at in the out years to develop. The items there are pretty much infrastructure items but the enhancements that you have invested in the building itself has kept it in good condition and good stewardship. Those are just a few of the projects that we've listed under Building and Logistics and made part of the Public Works program going forward.

The primary thing we also wanted to bring to your attention is the fact that we continue to try to want to reduce our footprint, our energy consumption to bring our buildings to be more sustainable, more green and that's a hard thing to do when we have most of our infrastructure, most of the buildings that we own are 50 to 70 years old. With that, in partnership with the BPU and a comprehensive program, we're going to try to bring our buildings back into compliance, make them more energy efficient, make them more functional and take some of the load off that energy substance that we do on a daily basis for our dated structures. I definitely wanted to share that with you as well.

Mr. Tobin said so, there you have it, the summary of all the work that these guys have been doing. Please, give us your input, forward your questions, and let us know what you think about this as we move forward.

Chairman Bynum said in the packet are three pages of signatures on a petition for Steele Road from 18th to 34th. **Mr. Tobin** said I believe that's your next agenda item. You want to get Steele Road? I'd like to have that added.

Commissioner Philbrook said on this sheet, and I was looking at this, just so everybody out in TV land understands what a multipurpose trail is. Who wants to address that? **Mr. Grover** said a multipurpose trail is exactly what it says. It's mainly used for bike or ped. There are regulations that stipulate certain widths of sidewalks versus trail. We also call the multi-use trails like that in the more recreational areas not necessarily meant for transportation purposes, not on main corridors but mainly meant along stream banks, the pretty areas people want to use for exercise and enjoyment.

Commissioner Philbrook said the reason I ask that is because I'm looking at this and it looks like State Avenue and some other areas like that, and I'm going like hum. That's why I was asking especially out here around this area and I thought well, that's a pretty busy area so how are they going to address that.

Mr. Grover said that's part of what our conversations are with the community is determining which of these areas they would like to see developed. Obviously, there are some that are more commercial that they wouldn't want to see these kinds of trails running through and some areas where they would. We're working very closely—**Commissioner Philbrook** said this is just the beginning of the conversation. **Mr. Thompson** said absolutely.

Commissioner Markley said Hal Walker is not here so I'm going to channel him for just a minute to comment that this sort of Turner proper area isn't very well represented in the projects that are planned. In your defense, I will say several of the items on this sort of in consideration priority list are in that area. Clearly for me it's a priority that some of those move from the pending and we're thinking about it list to the actual project list. I wanted to make sure that those in the audience knew that we had discussed that on our one-on-one meeting, and that there are some projects on

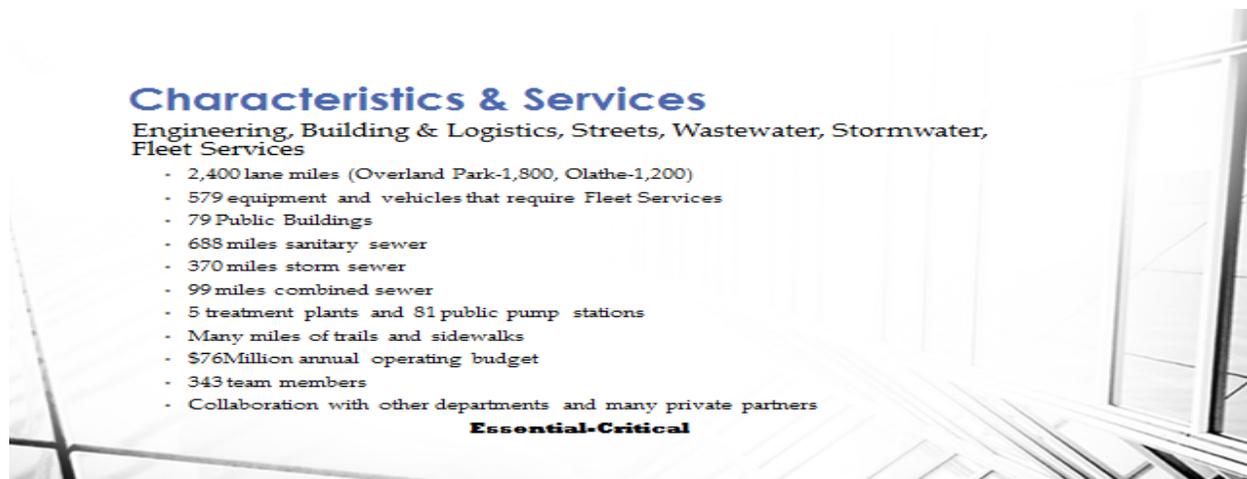
that up and coming list and it is some sort of a big blank spot in the map so I wanted to bring it up and I appreciate your work.

Action: For discussion only.

Item No. 7 – 16867... DISCUSSION: PUBLIC WORKS' SWOT

Synopsis: Discussion and input on the Public Works' strengths, weaknesses, opportunities and threats (SWOT) analysis as part of the process in developing goals for the department's strategic plan, submitted by Jeff Fisher, Public Works Director.

Jeff Fisher, Public Works Director, said I will provide a brief presentation, very brief and then take any questions you have on the SWOT analyses that's in your packets. One of my primary objectives since joining the team a few months ago has been to start working on the department's strategic plan. It's a really important document. It happens to be very timely since the Commission just recently started updating its strategies so it should work well for us. I thought it would be important to just run through some brief characteristics of the department.



Obviously, there's lots of money that runs through this department each year. There are many miles of infrastructure to maintain and replace; lots of equipment and vehicles required to do that, that also requires maintenance and replacement. As Don Jones mentioned, we have over 70 public buildings all of which require some level of attention, several that require a lot of attention. You've heard a lot about sewer and storm was mentioned tonight. I'm going to run through these fairly briefly, but a lot of team members and a lot of collaboration required to provide these services so a plan would be very effective for us.

Mission, Vision & Values

- Influenced by the Commission's Strategy-Vision and Values
- More specific to the services that Public Works provides to the community and the UG

Bold-Nimble

The plan will dovetail the Commission's strategy. I enjoyed listening in on the discussions a few Saturdays ago. I was able to bring in a lot from that and I appreciate that and that'll help us. A couple of things caught my attention. One was the values that you all discussed on that Saturday and the fact that Bold was the highest vote getter. I thought that was interesting and very excited about that nimble. A couple of other things were mentioned several times were infrastructure and communication, and so obviously we're going to have a lot to do with infrastructure and we'll provide a lot of detail through our plan on that.

Strengths, Weaknesses, Opportunities and Threats (SWOT)

- Necessary to identify goals and action steps for each division and as a department
- Cross-section of the community: Your input and that of other key people and stakeholders outside the Department is important
- Many employees will be involved
- Simple, measurable goals followed by disciplined action

Reflection-Evaluation

This SWOT is what we're here about tonight and we'll get to that. It is really important to staff to help us determine where our focus should be, what our goals should be, what our strategies and actions should be. We'll be really curious on what you have to share. The 2016 citizen survey that you're probably very familiar with was very interesting too and so that will be useful. As we do those in subsequent years, those trends and patterns that we'll see, will be useful for us. Input from

administration and key people in other departments and then staff obviously. We'll try to get a well-rounded cross section in the organization, the community and we'll try to keep it very simple and measurable.



The process real quickly is it'll take us three to four months, maybe a little bit longer to develop the plan. It'll be about a two to three-year plan. I don't guess it'll be any longer. We'll make updates, we'll evaluate and measure it frequently. I want to take any questions you have and maybe collect those worksheets before you leave tonight, but if not, we'll collect them whenever you're ready. **Commissioner Markley** asked can I email the worksheet to you. **Mr. Fisher** said absolutely.

Chairman Bynum said I agree and I apologize. As I was looking at the SWOT, strengths, weaknesses, opportunities, threats and the questions that were given to us are good questions, but I had two different Thanksgivings so I was busy eating sweet potatoes and stuffing and I didn't do my homework. **Commissioner Philbrook** said I don't have an excuse. **Mr. Fisher** said I understand completely.

Chairman Bynum said I'm thrilled to hear you creating a strategic plan for your department, obviously, that's a great step. I'm assuming that everything that we've just heard is going to be somehow factored in? **Mr. Fisher** said yes, budget, the CMIP, Commission strategies, other plans will be important to this plan. With the department made up of multiple divisions, we'll probably have sort of an umbrella document with each division then we'll have their own goals and strategies. **Commissioner Philbrook** said that would be helpful.

Mr. Fisher said for the strength, I had put down that I had felt we had a very good, experienced staff which seems to me to be a good understanding of our logistical public works needs overall. In having conversations for the past two years, it seems to me that there is a good, general sense of what needs to be maintained and that there is a sense of a logical plan. As I was putting this together, I was kind of in dialogue with myself, as I often am, and my wife catches me sometimes having these conversations, so I both ask questions of myself and answer.

One of the things that I asked of myself was how would I know what I would measure that against. What appears to me to be a very good department with a good understanding and then the question I had was, relative to what? I can't answer that question but at least from what I've seen, there appears to be a good understanding of what the needs are from the Public Works Department in terms of our logistical needs and that there is a general logical plan in terms of how we would execute those.

I would say that as a weakness, I pulled back from the county survey as you had alluded to. One of the things that was very highly ranked by my constituency is the need for the quality of maintenance of our streets and sidewalks. As I've said in other meetings and will continue to say, in the eastern part of town, there are certain areas that are bereft of sidewalks and good, quality streets. I would say the quality of maintenance is the variable factor there. It's not just the fact that we repaved and patched holes; it's the quality of the work. I'd like to know that there is a certain consistency across the entire county such that what we see in one area, good, bad or indifferent, is consistent in what we see in another area. Certainly, I would hope that would be more towards the positive side. With that said, if you talk about a weakness, I look at that as an opportunity as well. We have an opportunity to improve our consistency at the ground level, particularly as it relates to the older parts of our city.

I'll just give you something that I happened to see in my district. One day I'm driving down the street and I saw that the Street Department put new striping down, which I was glad to see, down the intersection. As we came to the intersections and the cross streets, now that I'm in this role, I see things a little bit differently. The striping was a little bit off. It was overlapping. I was just wondering in my mind is this something that I'm going to see across the county or is this something that is just, somebody had a bad day in the Fourth District. Certainly that would not look well to my constituents to whom I'm sure many of them are watching right now.

In terms of the communication, I think we've talked about this. Commissioner McKiernan talks about BIC, talks about blight infrastructure and communication. In terms of improving the

communication up and down the hierarchy so to have a conversation with you to make sure that flows all the way down to the ground level and back up, I think is something that we all could work on.

Then determining I think you guys are doing that if there are ways to be more efficient about how we manage projects. Relative to the fact that we have more projects than money allows—we always have this conversation. There are some things that we see down the pike that we'd like to do but we're going to need more money. What that says to me is that we also need to look at places where there are areas that we can be more efficient as well so we can make the most out of our precious resources.

Threats, I put down just budget restrictions. Those are always things that come up and we have to really wrestle with. I'll email that to you. It's a lot more concise than what I just put out there over the microphone.

In my losing battle to stay up with the presentation here, one of the things that I wanted to mention is some of the themes that will come out of this that I anticipate will be about efficiency and a new culture of doing business of Public Works. It'll be planned and prepared and measured so I think the efficiency, you'll be able to see that. We hope to build confidence and trust in the public's eye. That will be a major objective.

Commissioner Bynum said again, to the three pages of signatures on the Steele Road upgrade, is this, Mr. Tobin, you were thinking that was part of the conversation. **Mr. Tobin** said no, I was referring to the agenda. I thought there was a gentleman to make an appearance tonight. **Commissioner Philbrook** said it's under Public Agenda.

Action: For information only.

Item No. 8 – 16893...REQUEST: ADDITIONAL FUNDING FOR NEW SOUTH PATROL STATION

Synopsis: Request additional funding be added to the Kansas City, KS Police Department new South Patrol station construction project, submitted by Reginald Lindsay, Budget Director.

Reginald Lindsay, Budget Director, said our South Patrol Station is currently getting ready to be built. It needs \$313,000. The project has increased by that amount. The original cost of the

project was \$2.2M and it went up to \$2.5M. Mike Tobin can speak to why that extra money is needed if there are any questions. The funding for it will come from our jail expense that the Police Department pays the Sheriff's Department. We're going to have maybe \$600,000 to \$650,000 of extra funding there due to less inmates being checked into our county jail.

Chairman Bynum said so in short, we think we have found the source to pay for the additional money that we need on the South Patrol project. **Reginald Lindsay** said, yes.

Mike Tobin, Director of Public Works, said please remember that part of the funding is from bonds and part of it is from a grant that came from the Kansas Department of Commerce. Primarily, the cost difference is the result of the difficulty of working on that site. **Chairman Bynum** said sure, which makes sense.

Commissioner Philbrook said so you say that we can come up with that money by using half of the money that we're going to be saving from not having to put people out in other locations. **Mr. Lindsay** said no. It's what the KCK Police Department pays our Sherriff's Department for people that they take to jail. **Chairman Philbrook** said okay. This side paying that side. I just wanted to make sure I understood exactly what you said.

Action: **Commissioner Markley made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken and there were five "Ayes," Philbrook, Markley, Kane, Johnson, Bynum; and one "abstention," Groneman. (Prior to BPU Member Groneman's vote, he said I don't know that I'm really in a position to where....)

Item No. 9 – 16913...RESOLUTION: INTEGRATED OVERFLOW CONTROL PLAN

Synopsis: A resolution authorizing the Director of Public Works to furnish information and sign documentation in connection with the Unified Government's loan with the Kansas Department of Health and Environment for the implementation of the Integrated Overflow Control Plan, submitted by Misty Brown, Deputy Chief Counsel.

Misty Brown, Deputy Chief Counsel, said we currently have a SRF loan through KDHE for our Integrated Overflow Control Plan. This is a technicality that they want a resolution authorizing the Public Work's Director to sign off on the monthly invoices saying this is how much we want and they send us the check and then to cash the check. This is all this does. It was Bob Roddy then, it was Mike Tobin and now we're switching it over to Jeff or his designee so hopefully we won't have to do this again.

Action: **Commissioner Markley made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken and there were six "Ayes," Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Public Agenda

Item No. 1 – 16887...APPEARANCE: VINCENT RAMIREZ

Synopsis: Appearance of Vincent Ramirez, President of Argentine Heights, regarding a petition filed in the UG Clerk's Office requesting Steele Road, from 18th St. to 34th St., be paved.

Vincent Ramirez said I've talked to them and called the city here about getting that blacktop. We got a lot of flow of traffic on that street. You've got Harmon High School they go through there. I've seen them. They go up there and blacktop it; not blacktop it they cover the hole with a foot. Now you go over with a car and you pick all the stuff up so they lost money and manpower. We need to have that thing done.

Chairman Bynum asked do we have any direction at this time to discuss this project. **Mike Tobin, Public Works Director**, said Steele Road is a concrete street that was paved in the late '80s early '90s and is in need of a general overhaul as are certain other streets within the county as you well know. This is something that we have talked about with the staff. Engineering has brought it up and it is something that we very seriously consider and will continue to do so. We'll come back to you.

Chairman Bynum asked is it an item that would show up on a CMIP plan like the one we just looked at or is it more of an internal budgetary item. **Mr. Tobin** said that would depend on a number of items. One, it would depend on available funding and two, it would also depend on the

analysis of the street. It's possible it could be through the grind and overlay and it could go in with an asphalt overlay that would help it out or let us continue to make it through that. As you know, going back with a full, depth concrete street would be very expensive. There are also stormwater considerations for Steele Road that would become a part of that analysis. At this point, I can't say whether it would fall under maintenance or capital; it's right on the line.

Commissioner Kane said I've only been here for eleven years. What I do in a situation like this is I prioritize the ones I want done in my area and I'm on that road almost every day so I agree with you that there is a lot of traffic there. This is something that Ann and Hal ought to work on and say this is something that there's a need and a want and a desire; let's figure out how to get it done.

Mr. Tobin said, Commissioner Markley, it might even cross into part of your district too, doesn't it. **Commissioner Markley** said I don't think so, but it's very close.

Chairman Bynum said I agree with Commissioner Kane. Do we know, gentlemen, if any of that conversation has occurred yet in terms of the elected officials that represent that area bringing this forward as a priority. **Mr. Tobin** said we have a meeting scheduled; it has not taken place. **Chairman Bynum** said if you could keep this committee maybe updated on what plans might be made for it and maybe certainly also communicate that back to Mr. Ramirez so that we can all know what the plan is going to be moving forward and I thank you for that.

Action: No action taken.

Adjourn

Chairman Bynum adjourned the meeting at 6:17 p.m.

mbb