

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, July 24, 2023**

The meeting of the Public Works and Safety Standing Committee was held on Monday, July 24, 2023, at 5:00 p.m. The following members were present: Commissioners Bynum, Ramirez, Johnson, Kane, McKiernan on behalf of Markley, and BPU Board Member Groneman. Commissioner Markley was absent. The following officials were also in attendance: Jeff Fisher, Executive Director of Public Works; Brandon Grover, Public Works Project Manager; Troy Shaw, County Engineer; Greg Wooten, Manager for Buildings and Logistics; Diana Jimenez, Office Manager for Public Works; Bruce Pointelin, Parks and Recreation Abatement Team; Angel Ferrera, Director of Parks and Recreation; and Monica L. Sparks, Deputy UG Clerk.

Chairman Bynum said before I call our meeting to order, I want to announce that some committee members, staff, and the public are attending remotely by Zoom as well as on site. All participants joining by phone should please mute your phones when not speaking to avoid background noise. During the meeting, make sure you announce yourself by name and title when you speak, so that the public knows who's speaking, and be sure to speak directly into a microphone so that all of our comments can be heard, and a record of the meeting is accurate. This is critical given the number of remote participants, it's also current guidance from our Kansas Attorney General.

The public is allowed to participate by Zoom or submit comments by email prior to the meeting, and those comments are included in the record. The public may also indicate their intent to provide remote public comment by contacting our Clerk's office by 5pm the Thursday prior to our meeting. The public also has an opportunity to provide brief comments, either by phone, Zoom, or from here in the 5th floor conference room on tonight's meeting.

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

Chairman Bynum said we don't have revisions to this agenda tonight and we also don't have any minutes to approve.

COMMITTEE AGENDA

Item No. 1 – 212588...PRESENTATION: PUBLIC WORKS QUARTERLY REPORT

Synopsis: The Public Works Department will provide a quarterly update on new initiatives, programs, and challenges submitted by Jeff Fisher, Director of Public Works.

Jeff Fisher, Executive Director of Public Works, said this is a standard report, but you might notice we have a couple of our colleagues from the Parks Department here tonight to help us highlight one item that we'll get to here a little bit. Before I hand it over to Brandon Grover, I wanted to introduce Alexandria Goode, who's right behind me. She's our new Fiscal Officer, and so we're real excited to have her and she's going to do great things, so you'll see her in the future.

Brandon Grover, Public Works Project Manager, said so I wanted to take a minute to highlight some of the things you've seen before and give you kind of that brief overview of where we've been at for the last couple years and what we've been doing.



As you're all aware, in 2018 and 2019 we did one round of data collection for our PCI scores, our Pavement Condition Index, which is a 56, and as you can see on the board the most recent round of data collection we did in 2022, our score dropped to a 51. That's actually about right on par with where we figured we were going to be based on budgetary projections and things, so it's not that scary, really. The scary part is to think that—it's important we can't let it fall any lower, because once you get between like a 55 and a 40, all you can really do for roads is just a resurface, which is kind of what you see us do for the most part right now. That action costs about six to nine times what a regular surface treatment would cost. So a micro surface, a chip seal, something like that,

exponentially cheaper, allows us to seal the road, keep it better longer, which has been our practice or been trying to be our practice for last couple years. It's also important to note that once you get below that 30 line, which is why we call it critical, the only thing you can really do is reconstruct a road. That's take it all the way down to base, remove it, restabilize it, the whole nine yards. That cost anywhere between 15 to 18 times as much as a mill and overlay. So, if you extrapolate that out, it's much more expensive than the regular treatments. The last couple years, we've taken great pride in the fact that we've added those treatments to our toolbox and it's allowed us to make a lot more progress in our roads than we would have made in the past.



STREET PRESERVATION

- More than 28,000 potholes patched in 2022
- More than 100 lane miles being paved this year - the largest amount in recent history
- 40,000 feet of curb and gutter replacement planned
- As pavement condition declines, the need to patch will increase

It's not all necessarily doom and gloom, like we normally kind of put out there when we're talking about this. This has also allowed our Street Maintenance group to do some amazing things. With your help, of course, and buying our spray patchers, some of our hot patching equipment, stuff like that, it's allowed us to patch more than 28,000 potholes in 2022 and we're well on our way to exceeding that again this year, hopefully. Also, in 2022 as we mentioned in our last budget discussion, we paved 43 miles of road. That's the most that we had ever paved in a single year. This year, adding in those secondary treatments that are a much less cost allow us to stretch our dollars more economically and further we're anticipating to get a little bit over 100 miles of road being touched. That's a huge improvement, but it's also important to remember that it is still less, or a little bit greater than, about 4% of our total network. So that puts us at a big disadvantage when we're trying to make these bigger improvements over time. Also, in 2022, we've started doing a lot more curb and gutter replacements to help maintain our roads to help the stormwater flow, to not let water pond and get underneath the roads. If you drive through the Stony Point

North neighborhoods and the Highland Crest neighborhoods, you'll see the great impact that it's made on the overall aspect of driving through that neighborhood. It looks incredible.

You've heard us mention several times that pavement life cycle is kind of really how we're looking at this. A typical pavement life cycle is about 25 years when you're maintaining things properly. At our current budgetary levels and our current practice levels, right now we're on pace for about a 57 to a 58 year life cycle, so we're not even close. I keep saying that, and I keep reiterating, so we can make sure that we are making concerted efforts heading into budget and making sure that our staff and our team knows how important it is to all of us that you support our efforts. I'm going to pass it over to Troy Shaw.



Troy Shaw, County Engineer, said I've been fortunate enough to be given a special topic of bridge conditions. It's a hot topic right now. I also get to be fortunate enough to say, look, we're in the green, so that's a good thing, right? When you look at the rating, it's green, it's a 67. This is not the same exact scale as the pavement, so be aware, you can't really compare those directly. But the caveat to this is, many of our structures were built between the 70s and 80s, which means they're approaching their 50-year design life. So in the next 10 to 15 years, you're going to see a dramatic drop off of that number unless we can do something to make sure we maintain those things appropriately and replace the ones that are needed before they hit the point where they turn red. As we noted in the past, our needs for maintaining these bridges, which are also box culverts, we classify them as bridges because their structure is roughly \$14 million a year for the box culverts. So one of the many things we're working on is finding opportunities for funding that will help support the maintenance and replacement of some of these smaller structures that you probably don't even know are out there as you're driving around the city. So, note that real quick.

BRIDGE MAINTENANCE

- Kansas Avenue bridge temporary repair on track
- Possible limited reopening in early 2023
- Waiting for MEGA/INFRA Grant application to be released
- Maintenance needs are roughly \$14M annually



Now we'll get into some of the bigger projects that I know everybody is aware of. Start with the Kansas Avenue temporary repair that we're working on right now. Last Septemberish I believe, you approved in the amended budget the funding to make those temporary repairs. At that point we started working with a designer to get a design done. In March, we ordered the steel knowing that there's a long delay time on some of that. The steel is ordered, I said in March, and we still haven't gotten that yet. It should be the end of Augustish when we get that steel. So that tells you the lead time that's needed on some of those. Typically, when we're doing a project like that, we hire the contractor, then have the contractor get all that stuff. We knew that there was going to be an issue, so we ordered all that up front individually, as we're still designing the remainder of the repairs. The design on those should be done here fairly soon, and then we'll get a contractor on board and hopefully start that construction this fall to have it done later this year, really early next year, depending on the weather we get and when everything falls and contract availability. So that's on track, but I will note with that when it does get opened, it's likely that it'll be open as a load restricted bridge, so which means it's a four lane road right now, we'll probably remove the outside—not remove, block off outside two lanes so people can't use them, and it may be load restricted as far as the weight of trucks that can go off on it. We don't know yet, we have to evaluate it after the repairs are made. That's standard practice when doing bridge repairs like that.

Chairman Bynum said Commissioner McKiernan, and I was going to stop and say, we also have Parks, right? Because I thought we'll have some questions, maybe we'll ask them as we move through those different topics. So go ahead.

Commissioner McKiernan said so here it says that our maintenance needs—this is on Kansas Avenue, are \$14 million annually, but you just said that's our entire budget for bridges and box culverts, is that right?

Mr. Shaw said so this is a unique topic. That \$14 million a year covers box culverts, basically. That doesn't include the major river structures like Kansas Avenue, Central Avenue, 12th Street, those other large—or the 42nd street over the railroad, those massive structures. That doesn't even include that, those are outside of that. I mean that's probably minor maintenance in those, but not major maintenance.

Commissioner McKiernan said so if we're all paying attention now, we not only need to think about budgeting more on an annual basis for our current structures, we need to proactively start budgeting for replacement when all these bridges reach the end of their usable life or we'll end up with more Centrals and more Kansas' because we didn't proactively plan ahead for the day when they were going to be non-functional. **Mr. Shaw** said correct. **Commissioner McKiernan** said so word of wisdom to all of us is we need to do a better job of planning ahead and allocating resources before failure.

Mr. Shaw said correct, that's a great point. We're actually working on, and we've talked about this before in the Outcomes and Strategies document. We're working on putting together a document on the bridges that not only just says \$14 million a year, it will tell you—that was the average, that was the estimated number. It'll tell you what we believe should be repaired over the next 10 years, and then after that the next 10 years after that so you can plan long term. Now, obviously, things change and adjust a little bit, but at least it gives you a big picture of here's really what we need to focus on over the next 10 years. So hopefully that's coming here. We'll have a quick version of that done here in the next month or so, and then by the end of the year, early next year, we'll have a better handle on that as well. So that'll be a great document.

Talking about next is the Kansas Avenue replacement, which falls under the MEGA/INFRA Grant that we've been working on over the last year with KCMO and a consultant. That says when it is released, it has been released now since this presentation was made, and it's due in August, the application. So working on finalizing an application right now. It's not much left, other than a few letters of recommendation, which I think we're working with everybody to get. Then we also, just like you did a month ago or so, a resolution committing the funds to this. KCMO is working on

getting that. I sensed a little bit of hesitancy on their side, once it got down to the real, oh, we actually have to commit this. So we're working through that, and hopefully they will get that resolved by the time the applications due. If not, then we'll hopefully look at the same thing next year, we'll continue and move forward. This is a five-year program.

Chairman Bynum said Troy, is that commitment letter required in the grant? It's not enough to just say, yeah—**Mr. Shaw** said nope, there's some sort of commitment, which is why we did it in resolution, that was a formal commitment by the governing body. There are many ways they can take that, but they need to have something in writing saying that we can submit with applications, saying that funding is committed to if you're awarded this grant.

Commissioner Ramirez said if I may ask, is it hesitancy on staff, Mayor, or counsel? **Mr. Shaw** said I'll let Jeff answer that he's been talking to them. **Mr. Fisher** said it doesn't appear they have a champion for the project, and that's a big deal in their organization. That's not yet become a priority enough to commit to the local match by August. We're working through it.

Commissioner Ramirez said there's no champion with either staff, the Mayor's office, or counsel? **Mr. Fisher** said it didn't appear so as of last week. **Commissioner Ramirez** said and when did that—when do they need the commitment letter by? **Mr. Shaw** said the last day to submit I believe is August 31st. I know it's the end of August—don't hold me that exact date, but by the minimum that day—or the maximum that date, because we have to turn it in with the application.

Commissioner Kane said we don't qualify for any of the infrastructure thing that Biden passed? **Mr. Fisher** said the MEGA and INFRA are not—the Central Avenue Bridge wouldn't be eligible for that. Is that what you're asking? **Commissioner Kane** said no, I'm asking about this bridge. **Mr. Fisher** said this bridge, it's eligible for MEGA. **Chairman Bynum** said just one of the infrastructure—**Mr. Fisher** said and then we can use other federal opportunities to help leverage our local match so we're working through that.

Mr. Shaw said there was also a question about, we had asked a question, if the MEGA/INFRA Grant could be used for Central Avenue. We looked into that, and given its classification as a roadway, it's not eligible for the MEGA or INFRA Grant from that perspective for the Central

Avenue Bridge. On this topic of Central Avenue Bridge, you've heard a lot about KDOT has put out things recently about Central Avenue Bridge. What they are actually talking about is a KDOT project that is at the interchange of I-70 and Central Avenue. So it's not the bridge over the river, it's the bridge that connects to that bridge, which is what KDOT owns and the ramps and everything related to that. One of the things with them doing that project, which is a great project, it's going to help our system out a lot. But one of the things we're going to be put in a spot as the Unified Government here fairly soon, is what the long-term solution is to Central Avenue Bridge.

Chairman Bynum said right, can I ask a question there? So with regard to Central Avenue, it does not qualify for MEGA or INFRA. Regardless if there was a grant that it qualified for from the infrastructure grants, our match on this grant is very large. Now Central Avenue's replacement cost would be on par with—**Mr. Shaw** said Central Avenue, the chunk we would replace, and we threw a ballpark number at it, obviously, design changes, but roughly \$70 million. **Chairman Bynum** said and our match would be? **Mr. Shaw** said for the MEGA and INFRA grant, if it was similar to this, it'd be about \$30 million. **Chairman Bynum** said that's what I was trying to get at. **Mr. Shaw** said the reason it's the same as Kansas is because we're splitting that with KCMO. **Chairman Bynum** said whichever bridge we talk about our local match is huge. **Mr. Shaw** said with that grant. Now, every grant that comes out has a different matching portion, so that's just that one. Other ones are different, so it all depends. But if you're comparing it directly to that, yeah, it would be roughly \$30 million. **Mr. Fisher** said and we are exploring other opportunities.

Mr. Shaw said in relationship to the KDOT's project they have going on, one of the things that drastically impacts the design that they're going to do is if they connect that bridge vehicularly to the Kansas Avenue bridge—or Central Avenue bridge over the river. If they don't have to connect vehicular traffic to that, there's substantial design considerations for them if we want to make it a pedestrian bridge or remove it all together. It drastically changes how they design their project. In talking with KDOT, that change is also monetary change for them, that's a savings that may—some of that savings may be able to be passed on to the Unified Government if we so choose to remove that bridge. So I'm just saying this as some point there might be a decision that we're going to have to make as a government to figure out what we were going to do. Otherwise KDOT's going to design it back as it is and that's fine. It's just that they're going to need to figure something out one way or another. Also, note as well, on that Central Avenue bridge there, KDOT has a program

where they'll pay you for deck area that you remove from the federal system. So that bridge is technically classified as two bridges, it's an upper and a lower. So if it does get removed from the vehicular side, there's opportunity and funding from that program in the tunes of up to \$3 million just from that specific program.

Commissioner Kane said boy, this is a crazy question. Is there a way you can make that a one-way bridge to Central Avenue? **Mr. Shaw** said there's always a way. I haven't thought about that, but—**Commissioner Kane** said the reason I say that is if we can get at least to go one way, it's better than no way. I think it was some sort of weight restrictions and a bunch of other stuff. I think if you put a weight restriction on and made one way, they asked the businesses which way they wanted to do it and do it, that might help a little bit.

Mr. Shaw said so the problem—that's great. I like the idea. The problem with the existing structure is, no matter what you do, you basically have to take down the existing structure. It's 112 years old and it's steel and it's rusted so bad that it's going to be hard to get an engineer to stamp something saying it's safe. I mean, that's kind of where we're at with that one. Not that it can't be, but when the original discussion was the cost to repair it to even get it to a point, you're kind of shooting yourself in the foot because you're just going to be doing that forever. So that's kind of, but I like the idea. It's not—**Mr. Fisher** said I think the repairs were up around \$12 to \$15 million. **Chairman Bynum** said repairs in order to get it open? **Mr. Fisher** said correct. **Chairman Bynum** said yeah, it buys you some time. Okay.

By the way, tomorrow is an open house with KDOT on their portion of Central Avenue Bridge at the Main Branch Library from like 4:00-6:00. Okay, go ahead.

Mr. Shaw said one more project. I'll mention that KDOT, we just talked to them earlier this week, they are replacing—you probably see them out there, the bridges over Kaw Drive on Turner Diagonal, there's two bridges over that, and then the railroad right next to it. They're replacing those two bridges. We were just informed earlier this week that they're going to need to shut both of those down at the same time, which means they're basically closing Turner Diagonal at that point in order to get that work done before they have to deal with the World Cup traffic. So it's kind of a double edged sword, it's either they let it go and then there's safety concerns over the winter as well, or they just knock it out and get it done and then they know it's open. They're just

afraid with the railroad and delays they've had getting stuff through the railroad that they don't want to be last minute, right at the last end, and then we're getting trouble. **Chairman Bynum** said when will that take place? **Mr. Shaw** said later this year, I have to get a firm date. They just came to that last week, I think. **Chairman Bynum** said so we will want you to share with us the communications around that, so that we can share and then, particularly, the work around. **Mr. Shaw** said the detour. **Mr. Fisher** said we can do that.

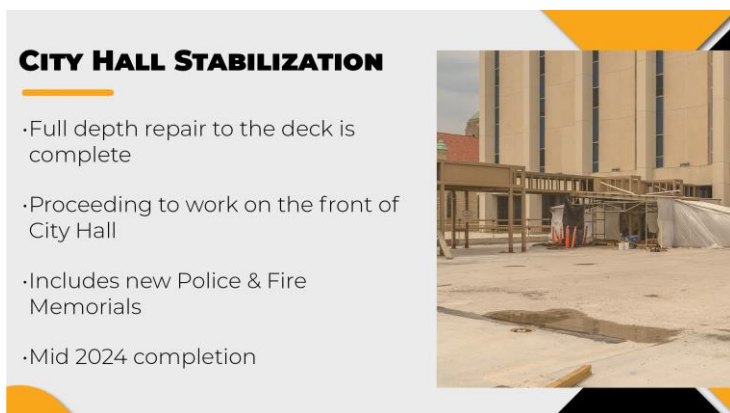
Mr. Shaw said and we'll note in that, we've had recently had some concerns about Kaw Drive under that area. If you've driven on it, it's really rough. There's a, I don't know, probably half a mile stretch, and it's really rough. KDOT said that they would repair that for us before they closed it so that it could be open with additional traffic that may go through there. So that's a benefit, we get a chunk of our road done that needs it. So at least there's a little bit of a win there for us, so wanted to note that, but as you said, we will be back with more information on that as soon as we get it, and KDOT gets further on that. **Mr. Fisher** said I'll add to it. It would be done before 18th Street Bridge's. **Mr. Shaw** said yes, that's another reason. **Chairman Bynum** said we should probably revisit that project soon as well, just as a refresher update, because it's coming up. **Mr. Fisher** said we can do that. The next quarterly report, we can give you the schedule of all that.

Mr. Shaw said that's all I have. I'll turn it over to Greg Wooten to talk about buildings.

Greg Wooten, Manager for Buildings and Logistics, said Buildings and Logistics would like to highlight two very visible projects to the community.



The first being the Turner Fire Station being built at South 55th and Douglas Avenue. Construction began last year, it's highlighted by drive through bays, 12 bunk rooms, and a training space, which includes state-of-the-art safety improvements. This also continues with the template design that we had put forth as a idea for continuity and functionality for the new fire stations to be built over the next few years. To that end, we are slated for a few fire stations. This is the second of that series of fire stations and an average rate of one just under every three years. This is on schedule and scheduled to be open later this year at the end of 2023.



The next very visible subject will be City Hall stabilization. As you know, City Hall has suffered for many years with water infiltration that has affected the ground floor and caused us to vacate that area. This work is proceeding on schedule. The back area is completing, we are now moving to the front. This project will include Police and Fire memorials at both the north and south side of the patio, and is expected to be completed by second quarter of 2024. I would like to add that this project is going to open up a lot of area on this ground floor to help the Unified Government continue with its consolidation and efficiency efforts that we've started a few years in the past. So, we're very happy to announce that this is on schedule and looks like our plans are moving forth well.

Commissioner Johnson said Mr. Wooten, on the City Hall stabilization, can we make that just not look so cementy? Is that a word in the dictionary? Is there anything—we can add some flowers or something that makes the front of City Hall attractive? **Mr. Wooten** said well, I put forth an initiative of the Buildings and Logistics bake sale that I would like to participate, first and foremost, to help cover the cost of certain amenity improvements. **Commissioner Johnson** said bake sale it

is—**Mr. Wooten** said there is a final layer that will have a decorative application to the concrete layering, so it will actually be a very attractive view, especially from the upper levels. From the street view, it won't have that cementy sort of look. I will tell you that the areas are going to be highlighted, especially in the back, and open those up for event venues that have really never—have always been long sought after by the Unified Government for high-end VIP efforts and things of that nature, but we weren't able to fulfill because the rock structure that we currently have there now. So it's actually going to open this up into something that's going to be quite attractive and it's going to be a functional space all the way around the building. So there's been a lot of thought, not just in the repair, but the functionality, as it moves forward.

Commissioner Johnson said yeah, it just, I've always felt this, before I even came to City Hall, that the front of our building is very not attractive. I mean, if you go to different municipalities, it's just—I would like for ours just to have a more attractiveness from the street level—**Mr. Wooten** said and certainly, and then, of course, not to interrupt, but the highlighting of the lights—there's going to be more attractive pillar lighting and the—**Commissioner Johnson** said love that. **Mr. Wooten** said and to tell you, there's going to be quite a bit of attention to those memorials, which are going to draw quite a bit of attention. They're going to be ADA accessible and are going to be a highlight for the community to be proud of for a very long time. **Commissioner Johnson** said okay, well, I appreciate that.



ILLEGAL DUMPING

- Partnered with KDHE
- 3 sites selected
- KDHE covers 75% of the cost, with a 25% contribution from UG in the form of labor
- Very successful program
- Public Works will request to participate again in 2024

Diana Jimenez, Office Manager for Public Works, said we partnered with KDHE on the Illegal Dumping Program. Three sites were able to be cleaned and because of its success we will continue to do this. We are working with the Codes Department to identify two other sites. I'll pass it on to Bruce to give more information.

Bruce Pointelin, Parks and Recreation Abatement Team, said we teamed up with KDHE to clean up this illegal dumping site at 4600 Sortor Drive. It took us approximately four days to clean it. We hauled out 165 loads of dump truck trash, which equaled out to 990 tons of trash, plus 10 dumpsters that we had brought in to help us take out the trash. We also found about 800 tires in this dump site, which we had hauled off. It was a real good program to work. It's the first time the Unified Government has done this kind of work and I'm hoping to do more with this so we can cut down all this illegal dumping that we have around the city.

Angel Ferrera, Director of Parks and Recreation, said I just want to add to that too. I know I was talking with Toby, he was a Project Manager from the state, and he was very complimentary of our Abatement Team, which is what Bruce leads. It was a team of five. KDHE works with many cities across the state, and they were just so complimentary of the work that our team did and how quickly they were able to mobilize and get things done. So Bruce leads is a good team. The work they do is definitely gritty, but it's very much needed in the city and I don't think a lot of people realize what goes into that. So if anyone hasn't seen it, it's definitely an interesting sight to see. So just really, kudos to that team. **Chairman Bynum** said I've seen it before. I guess I should go see it after.

Commissioner Johnson said first of all, thank you. Thank you, thank you, thank you, thank you for the work that you're doing. The question that came to mind is, how do we prevent future dumping on these sites where this is a lot not only trash, but it's a lot of money goes into—I mean, with the things that you just described as blows my mind in terms of how much trash there actually is on these sites.

Mr. Pointelin said correct, this was brought to my attention last year through Code Enforcement and I knew just by looking at it I couldn't do it by myself with my team. That would have took us a lot longer. So, I mean, there was debris, mattresses, lumber, roofing material, just whatever you could think of.

I really don't know how to stop it. You know, ever since we lost our landfill here, you know, that's basically how it started. You know, nobody wants to drive—they're going to go find your easiest place and dump. **Commissioner Johnson** said they would drive from a different

county and dump too. **Mr. Pointelin** said yes. **Commissioner Johnson** said so it's not just our people. **Mr. Pointelin** said it's just not ours. It's everywhere, we look—not to go through the trash, but we find addresses. We find from Missouri, Johnson County. **Commissioner Johnson** said is there any way we can track those addresses and find—**Mr. Pointelin** said PD, Community Policing is doing that. We got a great relationship with Community Policing. They go out with us on illegal dumping when we do find addresses and they go from there.

Commissioner Johnson said we have to segregate, like the tires, from the mattresses, and then where does—this is for my own information, maybe for the public, where's the final stop for that debris? **Mr. Pointelin** said the tires, basically go to ABC Tire over in Missouri and then they shred it up and they do whatever they do with it, playground equipment or whatever. Then our bulk trash just usually ends up going to the landfill. **Commissioner Johnson** said well again, thank you for your work and hopefully we can continue that great work somehow. I know it's going to cost money, so it looks like we've already got money that we need to get for bridges and roads, so Jeff, I don't know.

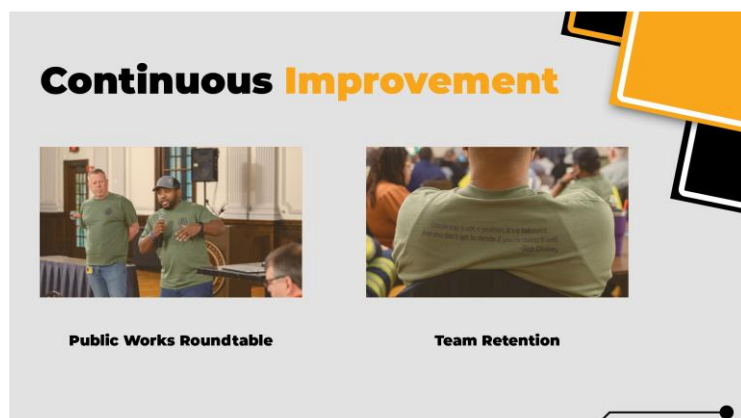
Chairman Bynum said but this project, you know, is a cost share. So this is—**Commissioner Johnson** said a great point, great point. **Chairman Bynum** said three to one, you know, for every dollar we're putting in, they put in three. So, I mean, this is a great expenditure.

So, cameras, any availability of cameras? Are they already there? Do they exist anywhere in these trouble spots with—like paired with the no dumping and the fines. Just curious. **Mr. Pointelin** said Community Policing does have cameras in hot spots and that's how they normally catch everybody. Once they get them on camera, they go to their house and arrest them right there and they take them to court. **Chairman Bynum** said I just was curious, like in a spot like this, that's chronic. **Mr. Pointelin** said this has been going on for quite a while. From what the homeowner said, he let a buddy go in there and dump, and then word got out.

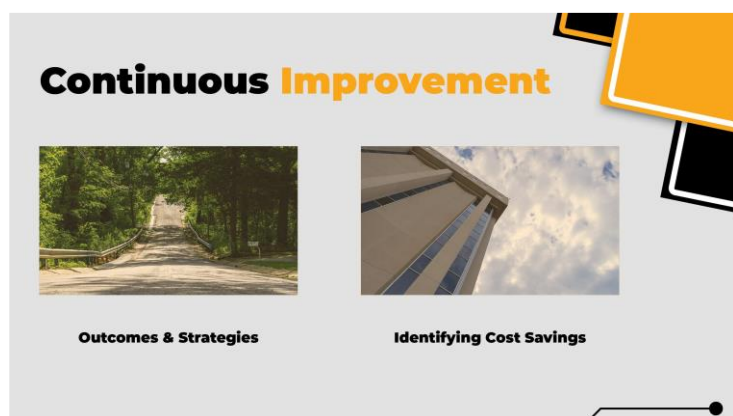
Commissioner Kane said they actually used cameras in my area a couple of times to catch the folks. It was two specific spots, they put cameras up, and they caught them. **Chairman Bynum** said I mean, I realize that would possibly be a temporary solution, but it seems to me that if cameras combined with the no dumping signs word got out that we're going to prosecute you when we catch you doing this. **Mr. Pointelin** said word has gotten out because it has slowed down through my Community Policing Officers. We're a tight group with them. We work with four or five of

them regularly and they kind of keep us in the loop of everything with what's going on. So it is working, it just takes time.

Ms. Jimenez said Public Works does continue to work on creating a culture of continuous improvement. In the next couple of slides, we'll give a few examples.



We continue to have our roundtable sessions. We usually have two a year, and this year we increased it to four. We have included other departments, and they're all welcome to join us as well. We do believe that, because of the culture we've created, we've had good team retention. So those are a few items that, well, we believe that people stay.



Jeff Fisher, Executive Director of Public Works, said just to wrap it up, together we put in a lot of work on infrastructure for two or three years now and then through the subcommittees and created the Outcomes and Strategies document that was adopted last year by resolution and then updated a couple months ago. One of the primary themes of that was rightsizing or reducing assets. There's quite a discussion about that. Everything from a facility, to lane miles, to even a bridge or

two. So I think that's important to continue to revisit that document, why we were having those discussions and having those thoughts. We've worked real hard together to enhance our decision making and identify those opportunities to use the information and the data to make the decisions we need to make to change the trajectory of the infrastructure problem we have. So I want to continue to remember that we have this document. It's at our fingertips at all times. It's on the website.

Then, at the direction of the County Administrator—I'll say one more thing about that. Even, and I've said this, particularly in the subcommittees, there are federal, state opportunities out there, and they are very useful, and we continue to pursue those. I think through Public Works efforts we're going to realize as much as \$50 million this year in those opportunities, in addition to what we've already done. It's not going to get the UG or this community out of the hole it's in and so we still have to think about these other opportunities, and just because we can get an opportunity to tackle a certain problem doesn't necessarily mean the UG should in all cases. We still have to think about those generations ahead of us. We don't want to perpetuate the problem or give them the same challenges that we're facing now. Then, the County Administrator did direct departments to develop solutions, to propose to tackle the budget problem that he's described. So Public Works has done that and so we look forward to whatever discussions we have with the budget coming up.

Commissioner Kane said I almost hate to say this, but Public Works has done an outstanding job when we've identified problems that they have been out there immediately and fixed them. Very dangerous sidewalk, not too long ago, you and I got one of the roads out there. I think it was really nice that Fisher and I drove around our area and identified the areas that would be dangerous if they weren't cut back. I suggest the other commissioners do the same, and I appreciate the work you guys have done.

Commissioner Johnson said Mr. Fisher, when you talk about changing the trajectory, have we done that yet? Is my first question. **Mr. Fisher** said no. **Commissioner Johnson** said so we're still trending negatively? **Mr. Fisher** said we are. **Commissioner Johnson** said that is disheartening. I'm assuming that the remedy is to be able to put more money into your area, for lack of a better

term, so that we can change this trajectory. What are your thoughts, how do we do that? Let me just ask the open question.

Mr. Fisher said sure, I appreciate that. I think the document is going to be useful to continue to revisit that every year, guide us through each budget. It's really not just about higher levels of investment, it's being smart about those higher levels of investment, and then also rightsizing and reducing where we can. I mean, through those subcommittees we identified we do have a lot of bridges. I can name a couple of them right now that we could do something different with and not have to spend so much capital and then long-term maintenance. Then, we know we have vertical assets we can contract on that. Then, maybe parks, I won't speak for Angel, but we know we got a lot of parks, right, so what do we do with that?

Commissioner Johnson said well, thank you for the answer and I hope the public understands that this is not something that we are taking lightly. Even in light of the fact that we're trending in the wrong direction, as far as I'm concerned, is not for lack of effort. So I appreciate the way that you are managing and leading your team. Hopefully it is a culture that can transcend, not just Public Works, but into all of our areas because we have a lot of places within the construct of what we oversee that need to be improved. So again, I applaud you, and hopefully we can turn this trajectory within the next year. Well, anyway, I'll stop right there.

Commissioner Ramirez said as always, to Parks and Rec, Public Works, and everybody, thank you for all that you do. With the limited resources that you have, you guys do a lot. You stretch that penny as far as you can. I know there are subcommittees that did a lot of good work. I know the one that I chaired, it seemed a lot of the talk was rightsized, with Parks and Rec and Facilities. I think that was the biggest topic that we talked about is just rightsizing.

I think, correct me if I'm wrong, as our community grew, I think it was growing so fast our local government wasn't able to strategically build out our city as best as it could have been. We just built and built as best as we could as the population grew. So now I think what we're doing, or trying to do, is remedy that. We're trying to fix that. We're trying to make sure that the lane miles fit with the population, our government facilities match the population, our parks match the population. So I just want to say thank you for all that you do. I want—as we said when we started the subcommittees, let's maintain this candid, open communication and conversation. There's no point in keeping stuff bottled in. As I said when we started my subcommittee, it's all open. Speak

candidly. We as commissioners will speak candidly with staff, staff speak candidly with us, because it doesn't help if we hide things because then we're not going to get to the root of the problem, we're not going to fix the problem.

I agree with Commissioner Johnson, I hope we can do some of those investments, because it seems that it's a multifaceted approach that's going to need to be taken to fix our infrastructure. I'm here, willing to help in any way and provide that support where needed. Because we can have all the economic development, we can have all the housing we want, but if we don't have a fully functional infrastructure system, all of that doesn't matter. So thank you for all that you do, and as always, I'm still ready to roll up my sleeves and help where I can.

Chairman Bynum said Ms. Ferrara, do you have a Parks presentation tonight? **Ms. Ferrera** said we do not. We will be doing our quarterly report in August. Our piece was just part of the illegal dumping. **Chairman Bynum** said okay, excellent. I just didn't want to leave you out if you had something more to add. Other comments or questions?

I have a question for Bruce Pointelin, do you have like a social engagement after the meeting? I was just wondering if maybe you were going to a certain movie. **Mr. Pointelin** said no, had to pull it out of the closet. First time worn. **Chairman Bynum** said I crack myself up. Is there anyone online that wishes to make any comment? **Monica L. Sparks, Deputy U.G. Clerk,** said no hands are raised. **Chairman Bynum** said anyone in person that would like to come to the microphone? Anything more from the commissioners?

Just, thank you. You know, we did work together for a good 18 months with the commissioners to build the plan, and it's frustrating to be able, last year, to add some dollars, take a step toward the funding that's required even though not in full. It's frustrating to be in a place where this year we'll be back to those really hard decisions. But what I appreciate is that you don't seem deterred. You're going to keep doing what you're able to do to move the infrastructure needs of the community forward and that's really impressive. It is in part to the internal leadership training that's occurring within your department. I give that a lot of credit. So, if there's nothing else, we thank you very sincerely for the presentation and we'll see Angel next month.

Action: For Information Only.

Adjourn

Chairman Bynum said that is the only item on our Public Works and Safety agenda. That concludes this meeting, and I would entertain a motion to adjourn.

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

The meeting was adjourned at 5:44 p.m.

RM