

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, August 27, 2018**

The meeting of the Public Works and Safety Standing Committee was held on Monday, August 27, at 5:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Philbrook, Markley, Kane, Johnson; and BPU Board Member Tom Groneman. The following officials were also in attendance: Gordon Criswell and Joe Connor, Assistant County Administrators; Susan Alig, Assistant Counsel; Carol Godsil, Deputy Unified Government Clerk; Brandon Grover, Asset Coordination Manager for Public Works; Michael Callahan, Fire Chief; Jack Andrade, Assistant Fire Chief; Kirk Suther, Program Coordinator in Public Works; Tim Nick, Operation & Maintenance Superintendent in Building & Logistics; Jeremy Rogers, Director of Parks & Recreation; Jeff Fisher, Executive Director of Public Works; Wilba Miller, Community Development Director; Logan Masenthin, Professional Assistant in General Services; Kathleen VonAchen, Chief Financial Officer; Emerick Cross, Commission Liaison; Lynn Melton, Assistant to the Mayor; and Jay Doleshal, Sergeant-at-Arms.

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

Approval of standing committee minutes from June 18, 2018. **On motion of BPU Board Member Groneman, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 18343...RESOLUTION: INTERLOCAL AGREEMENT WITH FAIRFAX DRAINAGE DISTRICT

Synopsis: A resolution authorizing approval to enter into an interlocal agreement with Fairfax Drainage District for the joint use of sewer infrastructure, submitted by Susan Alig, Assistant Counsel.

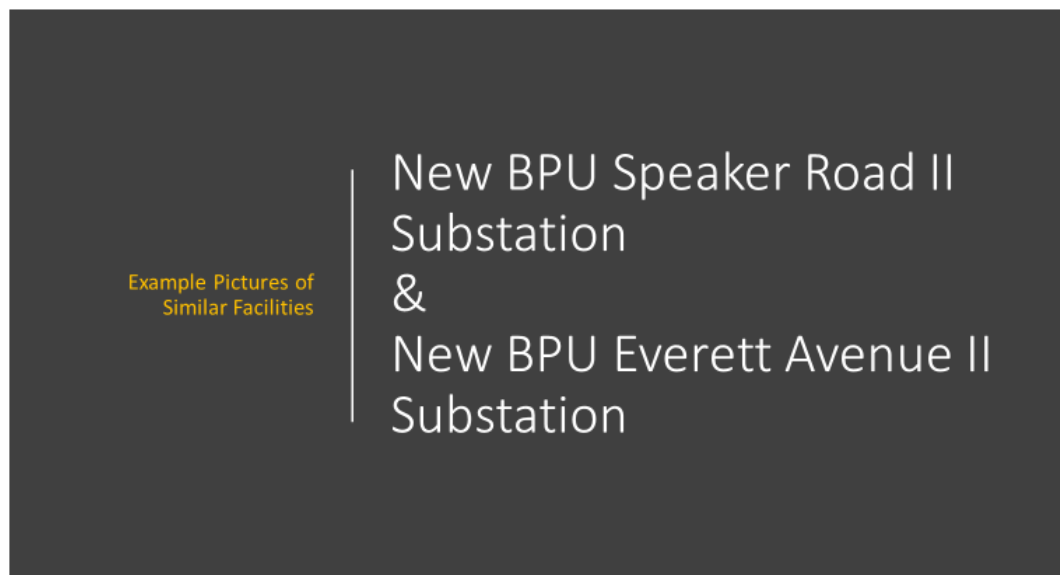
Susan Alig, Assistant Counsel, said this agreement is an interlocal agreement between the Unified Government and the Fairfax Drainage District. Essentially, the Fairfax Drainage District operates a sewer system. Some of our water goes into their sewer system. This agreement has us paying for an allocated part of what we use. It pays for the sewer cleaning and maintenance necessitated by our use. There is one change from past years. Previously, we've brought a resolution to you each year to authorize this. This agreement is a 10-year agreement, and it includes prices for the next 10 years.

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.

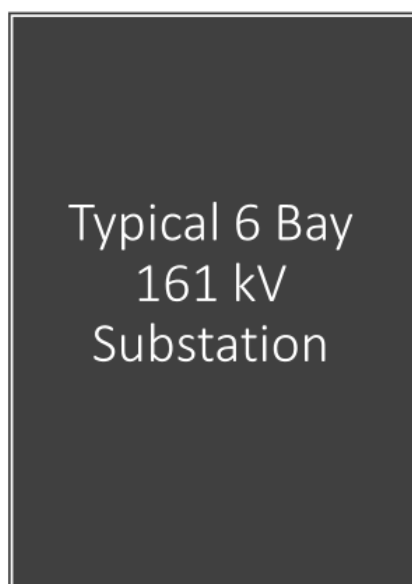
Item No. 2 – 18358...RESOLUTION: NEW BPU SPEAKER ROAD II SUBSTATION

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the construction, maintenance, operation, use and repair of the new BPU 161kV distribution substation located at 4417 Speaker Road, submitted by Susan Alig, Assistant Counsel.

Susan Alig, Assistant Counsel, said this is a survey resolution that would start the land acquisition process for this project. We have Pat Morrill here from BPU who can give a little more information about what it will do and what it will look like.



Pat Morrill, Board of Public Utilities, said BPU is in the process of acquiring property for two new substations for the utility. Both substations are replacing existing 69kV substations that are 60+ years old. Basically, we're here to acquire property for the Speaker Sub down on Speaker Road and Everett Substation which is north of State Avenue.



The Speaker Substation, the new substation will be similar designed to the Piper Substation as shown here. It's a 6-bay, 161kV substation. It will have three 161kV transmission lines that interconnect to the substation for reliability purposes. There will be initially two transformers

and set of switch gear that will basically replace the existing 69kV substation. There is room for a third transformer if growth in the area requires it.

Existing 4
Bay 161kV
Substation



The Everett Substation will be a 4-bay, 161kV substation of similar design to this substation. It will have room for two transmission lines, 161kV. One of the lines will interconnect to Speaker Substation and the other line will go to the Quindaro Substation. Again, it will have two transformers and two sets of switch gears that will serve the surrounding community.

Typical
161kV
Transmission
Pole



The transmission lines that will interconnect these substations will be similar to what's installed around the community now. Again, they are tall, 161kV structures. We'll probably have underbuild 15kV distribution circuits on them.

Commissioner Markley said you said these are replacing existing stations. Where are those existing stations and are they—**Mr. Morrill** said the existing Speaker Substation is right across the street from the new proposed substation. The existing Everett Substation is on the adjacent property.

Commissioner Kane said the one you guys put in Wolcott, is that in use yet? **Mr. Morrill** said yes, it is. It's fully in use. It connects to Westar Weatherby Substation to the north. It connects to the BPU Maywood Substation to the south and to Piper Substation to the west. There is room for an additional transmission line to go to the Nearman Power Plant.

Commissioner Philbrook said you said the last one has been in use for almost 60 years. **Mr. Morrill** said yes. **Commissioner Philbrook** asked what do you think the life of these two are going to be. **Mr. Morrill** said these will be extended out 50 to 60 years if not more. If you maintain the equipment in good, reliable condition, it will last for a long time. **Commissioner Philbrook** said oh good, I won't have to vote on it again.

Chairman Bynum said, Mr. Groneman, as our BPU Board representative, do you have anything to add on this? **BPU Board Member Groneman** said I would like to make a motion.

Action: **BPU Board Member Groneman made a motion, seconded by Commissioner Kane, to approve.**

Chairman Bynum said I have one quick question that applies to both of these and then we'll vote. Just to be clear, it's the BPU's project, but it's the Unified Government's job to do this portion of the acquisition of the property. Is that correct? **Ms. Alig** said that's correct.

Commissioner Philbrook said I forgot to ask you. What are we doing with the property that you're taking—you're getting rid of the other substations? **Mr. Morrill** said the Everett

Substation property will be incorporated into the new substation. The Speaker Substation, that's across the way, will basically be decommissioned and put back in to where it could be used by the public. Somebody could buy it.

Roll call was taken and there were six "Ayes," Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 3 – 18359...RESOLUTION: NEW BPU EVERETT AVENUE II SUBSTATION

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the construction, maintenance, operation, use and repair of the new BPU 161kV distribution substation located at 4401 Everett Avenue, submitted by Susan Alig, Assistant Counsel.

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

Item No. 4 – 18360...RESOLUTION: PIPER CREEK REGIONAL IMPROVEMENT

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary for the construction, maintenance, operation, use and repair of the Piper Creek Regional Improvements, Phase 1, submitted by Susan Alig, Assistant Counsel.



Kristofer Finger, Public Works, said I'm here to present on Piper Creek. What we're looking at here, we have currently development starting at the top of the base and developing down. We're having to pump all those flows, the gravity flow to the west over to the east and to the Connor Creek basin for treatment and conveyance. Instead of limping along with constantly adding pump stations, we're moving ahead with the project to install gravity sewer interceptor to a brand new regional pump station. They can then pump it all back and it will give us a 20-year timeframe or better.

Chairman Bynum said this is a resolution for—**Mr. Finger** said survey—**Chairman Bynum** said acquiring any land we might deem necessary for this project. **Mr. Finger** said yes. **Chairman Bynum** said this is sewers in Piper. Is this connected at all to the new school project being built in Piper? **Mr. Finger** said that is one of the developments that we have taken into consideration with this project. That would be the green square there. The red ones would be proposed development of residential units in the next five years. That's our five-year projection. We actually projected out 20 years to work with the Planning Department. **Chairman Bynum** said so part of it is directly for the school. **Mr. Finger** said they're one of the people driving this project at this point, not the only one, but one of them.

Commissioner Kane said so we don't run into the same condition that we're running into with the KCK School District, I would think you would get all the parties together now prior to even thinking about doing any work to say who is going to pay for this and who is going to pay for

that and let's have it upfront. **Chairman Bynum** said yes, that's part of why I asked the question. This project is approved in our CMIP.

Jeff Fisher, Executive Director of Public Works, said staff has been working with the school district. We first met two or three years ago about this project and have been working together since. We've been working on a development agreement for the sewer and road improvements.

Chairman Bynum said I would like to know the dollar amount of this project. **Mr. Finger** said the total dollar amount that we anticipate for both design, construction, and easement acquisition is \$7.5M for Phase 1, another \$4M for Phase 2.

Commissioner Kane said when we get further along this, I'd like them to come back and tell us how they're doing. **Chairman Bynum** said absolutely.

Commissioner Philbrook asked how long is Phase 1. What's the timeframe on that? **Mr. Finger** said Phase 1 will be developed, in the ground, and operable by August 2020 so the school can open. That will also tie into at least two of the three main developments that are interested in the area as well. They're ready to move forward with their own development plans. **Commissioner Philbrook** said great.

Commissioner Philbrook asked Phase 2 looks like what. **Mr. Finger** said we're anticipating about a five to eight-year gap between Phase 1 and Phase 2. Phase 2 will be developing further up the basin to allow more people to be served by gravity and open up the overall basin for further growth and development. **Commissioner Philbrook** said when you say a five to eight-year gap, do you mean from beginning it to ending it. **Mr. Finger** said from the end of this construction to when we feel it might be prudent to start that one. **Commissioner Philbrook** said so when you finish this one in 2020, then you start on the next one. It might take five to eight years or you're going to wait to five years? **Mr. Finger** said we'll wait five or so years and see what the interest is. Right now, through our discussions with Planning and the interest, we're expecting the development to trigger in the next five to eight.

Mr. Fisher said just to add a couple of things. The development agreement with the school district will include contributions from the school district to both projects. Also, all the fees associated with the sewer are recovered through fees—all the costs are recovered through fees. **Chairman Bynum** said good to know.

Chairman Bynum said just to recap quickly, this item is the authorization for any property that might be needed to be acquired for this project. **Ms. Alig** said yes.

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

Item No. 5 – 18361...RESOLUTION: DONATION OF FIRE DEPARTMENT EQUIPMENT TO KCKCC AND URUAPAN, MEXICO

Synopsis: A resolution authorizing loaning 40 Luxfer SCBA airpacks to KCKCC and donating 200 MSA airpacks and a Bauer Compressor to the government of Uruapan, Michoacán, Mexico, submitted by Patrick Waters, Senior Attorney.

Patrick Waters, Senior Attorney, said the Fire Department has certain equipment that has become absolute for its purposes; however, certain other entities here, the community college and our Sister City in Mexico, have indicated that they would have a need for this equipment. They would like to loan and donate this equipment.

Chairman Bynum said when we say loan, does that mean at some point they’re going to try to give it back. **Jack Andrade, Assistant Fire Chief,** said no. At some point, if we need it; however, we work closely with KCK Community College. We send our trainees and also our local recruit classes over there to utilize that equipment. That’s why we say loan is that they would loan it back to us if we need it for larger class sizes.

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.

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(Prior to Commissioner Kane voting, he questioned if he was allowed to vote. **Ms. Alig** asked what's the concern. **Commissioner Kane** said wow, what a moment. **Joe Connor, Assistant County Administrator**, said I don't think it has anything to do with the other issues you asked about previously so I think this is probably okay.)

Item No. 6 – 18365...GRANT: FY18 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM

Synopsis: Request approval to apply for and accept the FY18 Edward Byrne Memorial Justice Assistance Grant in the amount of \$104,142, submitted by Laura Cromwell, Professional Fiscal Assistant, Police Department. There is no match required for this grant.

Laura Cromwell, Professional Fiscal Assistant, Police Dept., said I'm here with Assistant Chief Waldeck, Major Halmark, and Captain Herron. The PD received notification of the Federal Fiscal Year '18 Edward Byrne Memorial Justice Assistance Grant a few weeks ago, and we are seeking approval to both apply for and accept this award. This particular grant is considered both an entitlement grant as well as a formula grant. We are entitled to this funding through this grant program because we are a law enforcement agency and have the requisite crime data. The amount of funding we are entitled to is determined by a formula that incorporates both our population and our violent crimes statistics.

This year's allocated amount based on that formula is \$104,142. The PD would like to use that money to purchase the following items. The first project would be to fund gas masks irritant filters for all sworn personnel. This would provide a more reliable and economical solution for gas mask filter replacements. The current filters are expired and they can only be used one time so they're looking to replace these with multi-use filters that can also be used for training purposes. This particular project would be about \$15,700.

The second project they're looking to expend some money on would be to provide training materials for the crisis intervention team. These trainings are hosted by the Police Department in conjunction with health care professionals and addiction professionals to provide training on how best to interact with people with mental health issues. Currently, we provide these trainings with no operating budget. They're looking to expand that training and train more—I know Major Quinn wants to train 100% of PD personnel. We're looking to fund that project.

Lastly, the bulk of our funding would be used to provide updated equipment for our Special Operations Unit. Specific items would be: new sights for sub guns, portable tactical surveillance equipment, gas masks, portable rifle-grade ballistic shields, and night vision for long guns.

For these three projects, the total request would be \$104,008, which would just be a smidge under what we're allocated so that would allow for some wiggle room on pricing of any of these objects. The other thing to point out is these projects will be 100% federally funded with no match requirement from the UG.

Chairman Bynum said I do have a quick comment. Number one, I love the no match requirement part. I appreciate the inclusion of the CIT materials. I know in the past we've not had any money for the materials and things that might be needed. That class is so important. I read in the agenda packet that it speaks to keeping our officers safe, which certainly is extremely important. The other thing it does, it keeps the public safe. It's just a really valuable training, so I just wanted to stop and highlight how much I appreciate including those materials in this grant.

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

Item No. 7 – 18371...PRESENTATION: REMOVAL/DECOMMISSION OF THE 18TH STREET #210 BRIDGE

Synopsis: Presentation regarding removal/decommission of the 18th Street #210 Bridge due to unsafe status, submitted by Brent Thompson, Director of Engineering/County Surveyor.



Brandon Grover, Asset Coordination Manager for Public Works, said up here with me, I've got Troy Shaw, County Engineer, and Jeremy Rodgers, our Director of Parks and Recs, who will have a key piece in this in the future potential.

Why Are We Discussing Bridge?

- Currently Closed
- Recent Damage
 - Bridge Overtopping
 - Superstructure Shifting
 - Abutment Cracking
 - Foundation Deterioration
- Turkey Creek Drainage / Levee Study
 - Bridge too Low for Current Standards
 - Floodway Constraints

What we're here to do tonight is discuss Bridge #210. If anybody has driven down this bridge, you'll remember it. It's on 18th Street, south of Merriam Lane. It actually joins over Turkey Creek two pieces of House of Rocks' property. Currently, this is a bridge that was built in 1940, so 78 years ago. It was originally constructed out of two box cranes, two pieces of it, and is spanned by wooden timbers that have just been asphalt overlay. You'll see from pictures here in

a little bit that some of the asphalt has been washed away since and the wood timbers are visible and you can see straight through down to the creek.

With the storms that came up last year, there was some damage that occurred to the bridge. Staff went out and evaluated it at our level and also with consultants who routinely evaluate our bridges, and determined it was best to close this at that time given that it couldn't really handle the load that was going over it. Currently, the load rating on it is about 4 tons, which as anybody knows, it's really not a whole lot for a true bridge. It's only one lane wide so it's kind of tricky to get across sometimes. It actually costs us quite a bit of money. Because this is in such bad shape, we have to spend a minimum of \$6,000 a year for an annual inspection; plus, every time there is a rain event over a quarter of an inch, we have to have another inspection done at the cost of \$2,500. So, there are a lot of those that happen during the course of the year.



As I mentioned, there have been some damage. As you can see from the picture on the left, chunks of asphalt with the wooden timbers showing straight through. Other damages that occurred during the storms last year was this guardrail was removed. In the middle picture, you can see large vertical cracking happening in the bridge abutments. In the right-hand picture, you can see large scour holes underneath the abutments where water is getting in and washing away underneath the abutment.

Recent Damage



You can also see where separation of the abutment pads has happened, large debris getting caught in the bridge itself, and the girders themselves. Because of them being box construction, as soon as moisture gets in them, they just sit, settle, and rust. There are many holes over this span.

Current Public Works Plan

- Remove Bridge #210 in 2019
 - Currently \$150k in the budget for this project.
- Restore the Turkey Creek Channel to natural conditions



Our current plan, as we put in the CMIP for \$150,000 next year, is to remove this bridge and clean it up to modern standards to allow Turkey Creek to flow and function properly. Currently, because of the height of this bridge, it is actually in the flood—it doesn't match the current flood elevations that the Corps has set forth. Removing it is really the only option at this time. We

can't really rehab it. In the future, we do have two potential options we've been looking at since this is closed.

Option #1 – Replacement/Rebuild of New Bridge



The first option is to rebuild and replace a new bridge at this location.

Replacement Factors

- Current Estimate: \$5.9 Million
- Must Raise 8 Plus Feet
 - Per levee study completed by the ACOE
- Span Floodway
- Site Constraints
 - At-Grade Rail Road Crossing
 - Vertical Clearance at I-35
 - Right-of-Way, Utility Easement and Topography
 - House of Rocks property access



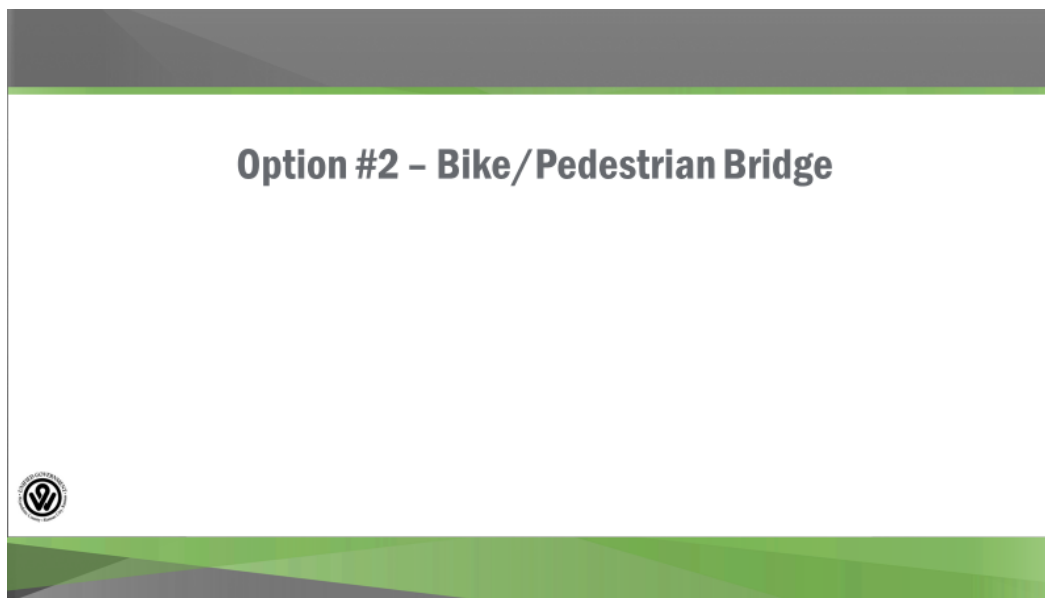
Current estimates, looking at that, range right now from about \$5.5M to \$6.5M, depending on what design we decide to go with. We can evaluate that further if a vehicle bridge is the desired option from the Commission.

Key things to keep in mind is we must raise the bridge at least eight feet to meet the new standards set forth by the Corps. This will span most of the floodway that way this blue

highlighted area doesn't continually backup because of water and obstructions hitting the bridge. Other things to consider, there is a railroad crossing right down here that is at grade. We'll have to make sure that we get down in front of that in time, improve the crossing for heavier traffic flow, and then get back around to underneath I-35. If we decide to span that, we'll have to go over that by a minimum of 25 feet and then back down under I-35, which creates some grade issues. That's what we mean by the vertical clearance of I-35, at-grade railroad crossings.

Other right-of-way considerations: utility easements and maintaining access to the House of Rocks. As you can see in this red highlighted area, that is all property owned by House of Rocks with Turkey Creek flowing through it. They use this back portion back here to stockpile some of their material.

If we do move forward with a newer bridge, we will be working with them on entrances. Also, making sure they are providing the proper protection to Turkey Creek because they do have large rocks and stuff out there that as flood water rises, can potentially fall into the creek and impede the creek flow itself.



Option 2 that we've looked at is a bike-pedestrian type route because it is an area that does see a lot of traffic for bike/ped because you can get to Johnson County fairly easily.

New Bike/Ped. Factors

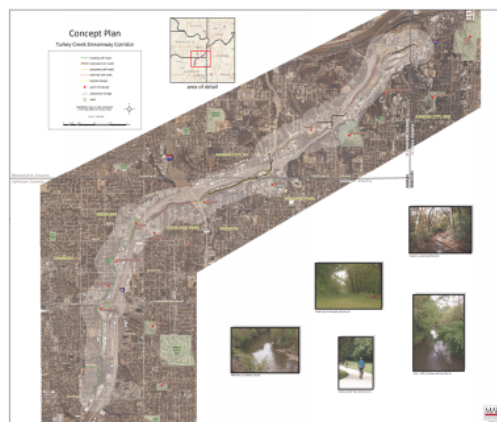
- Current Estimate: \$4.95 Million
- Same as building a new bridge plus...
 - Need for lighting improvements
 - Railroad crossing improvements for bike/ped. considerations
 - ADA Requirement for slope



The estimate for this is still around that same range, so about \$5M. All the site constraints are still the same for the same purposes, and even more so for ADA compliance with bike and pedestrian because you have to have less grades for those kinds of things. We'll also need to improve the lighting back in there because there is none currently. If we're going to be telling people this is a safe path to travel, we want to make sure it's secure for them and lighted properly. Also, the railroad crossing in this location doesn't have the needed pedestrian elements as far as panels for a crossing and stuff like that. If you're taking a bike or walking back there currently, you're bouncing around over the tracks as opposed to having a smoother transition.

MetroGreen Trail Route

- Identified as a part of the Turkey Creek Streamway Trail
 - Proposed 10 mile stretch of on and off road trails from KCMO to Johnson County.
- Future funding opportunities available through Mid-America Regional Council
- Project future will be led by Parks and Recreation with Public Works in a supporting roll for construction.



This area has also been potentially identified by the Mid-America Regional Council and their MetroGreen Trail System. You can't really see it, but at about right here is where we're talking about. This is one junction for a proposed 10 mile stretch of trails. It goes from KC, MO, to Johnson County. Not all of it has been completed yet. Other portions have. This is a long-term plan that was set out in 2007 and not a lot of it has really come to fruition yet. This plan was done with the fact that that bridge was already there. The fact that we have to remove this bridge, we will, hopefully, be working with this committee to try and find a more suitable crossing, that way we don't have to put a bridge back here if it's not deemed necessary.

If we do decide to move forward with this option, we will defer the lead on it to Parks and Recreation as off-street trails are more within their realm. Public Works will then assist with the management of the project and construction because that's more of what we do.



Commissioner Philbrook said that particular bridge—we need a crossing in other words from the south side to the north side for this bike/pedestrian trail. I'm just trying to understand where they're planning on putting—**Mr. Grover** said we can zoom into this a little more. On MARC's MetroGreen Trail System, this is called the Turkey Creek Trail Network, or streamway trail. These black pads that you can see are the on-street trail portions. Anywhere else in between is meant to be kind of an off-street trail. This was one that was identified to cross right over the creek and get back down to an on-street going through a small light industrial park and along up until you get to Lamar. Once you cross Lamar is when you can get into more of the off-street type trail areas.

It would be our recommendation to find a different crossing that is more suited for that kind of traffic. **Commissioner Philbrook** said that's one of the reasons I was asking. If MARC is wanting to contribute money to this trail, then I'm sure they would be helpful in finding an alternative manner. **Mr. Grover** said that is the goal.

Chairman Bynum said \$5.9M to replace the bridge and \$5M for a bike bridge. Couldn't you have a bridge and a bike? **Mr. Grover** said the new vehicle bridge will have bike/ped implements on it as far as a sidewalk and stuff like that. It would meet that.

Chairman Bynum asked do I understand correctly that the bridge, in its current state, is used primarily for access to one business. **Mr. Grover** said primarily—our current average daily traffic totals or counts on this road were 20-30 vehicles a day. This was taken a couple of years ago. We actually had plans to collect new counts on this literally the day before the rains hit and we had to close it.

The primary things that happen are traffic from the backside of the House of Rocks. They take their loaders with loads of rocks and move up to their front yard, or a little off the map here, below the screen here, there is a small light industrial park that does see some traffic coming from that way. It does have the entrance off of Lamar and has the intersection with I-35. That sees the majority of their traffic. Like I said, 20-30 vehicles a day is not really a lot.

Chairman Bynum said so we're going to tear this bridge down. **Mr. Grover** said yes. At this point, we have no choice in that. **Chairman Bynum** said the business in question still has access, what they need for their product. **Mr. Grover** said yes. **Chairman Bynum** said then the question becomes what, if anything, should we do in the future. **Mr. Grover** said right. That is correct. **Chairman Bynum** said that is not—**Mr. Grover** said it's not something we're looking for an answer for tonight. It's something for a future discussion when other funding options can be explored and other needs could potentially be addressed.

Chairman Bynum said tonight is an information only item. **Mr. Grover** said correct. **Chairman Bynum** said, the big information is, we're taking down that bridge and putting anything back there is very expensive. **Mr. Grover** said yes. **Chairman Bynum** said that's the information I need.

Commissioner Johnson said 25-30 vehicles currently have been traveling over there. What would be their option at this particular—once the bridge is taken down? **Mr. Grover** said there's nothing going across it now. For the past year, it's been closed. They have found an alternate route. **Commissioner Johnson** said there should not be anything going across it. **Mr. Grover** said no.

The best option is if they're on Merriam Lane, they travel down to 24th Street on the Wyandotte County side or Lamar on the Johnson County side, cross over I-35 and enter the business park. **Commissioner Johnson** asked there's an alternative route to get—**Mr. Grover** said absolutely, yes. **Commissioner Johnson** said at least it's safer. **Troy Shaw, County Engineer**, said that route is the main route in. The other route was just a back way in; kind of a shortcut for people. **Commissioner Johnson** said that brings some clarity to it. **Mr. Grover** said if you've ever been back here, literally, once you get underneath I-35, it turns into about a one-lane road and it's basically gravel. Then you cross over a one-lane bridge that basically you can see the timber deck. It is not a very—**Commissioner Johnson** said I've made a rule of not going down one-lane gravel roads.

Action: **For information only.**

Item No. 8 – 18363...UPDATE: WASTE MANAGEMENT OPERATIONS

Synopsis: Update of performance and possible future operational changes for Waste Management, submitted by Tim Nick, Operation and Maintenance Superintendent, Buildings and Logistics.

Refuse and Recycling Update -Waste Management-

Update 8-27-18

Kirk Suther, Operation and Maintenance Superintendent, Buildings and Logistics, said it's been about a month since we last talked and we have a little update to give you tonight.

History of Recent Refuse and Recycling Discussions

April 23, 2018 at Standing Committee: Pilot program discussion.

May 10, 2018 at Full Commission: Pilot program discussion. Commission wanted service issues addressed.

May 16, 2018 weekly meetings to address service issues with WM started.

July 23, 2018 at Standing Committee. Analysis of current refuse/recycling service issues.

At the last committee meeting that we had, we basically looked at the current issues that we were having. They basically boiled down to three items. One was the late service. Secondly, we looked at the trucks. Thirdly, we were looking at the routes.

In reference to the service, we found that a lot of times residents weren't being picked up until 7:00 - 7:30 at night, and off and on, there were times when trash and recycling was not picked up until the next day. Secondly, we thought we needed more trucks, both recycling and trash trucks. Thirdly, we looked at the routes. The routes, currently as they exist, are between 12

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– 15 a day. There's a difference between 2,500 from one day to another day. That makes it real difficult logistically for Waste Management to try to get that same amount of trucks out on the street each day.

Chairman Bynum said I'm going to clarify two quick things that you just said. What you're discovering is not an even count of households per day. **Mr. Suther** said correct. **Chairman Bynum** said and long hours on the trucks. **Mr. Suther** said correct.



Mr. Suther said we had weekly meetings with Waste Management. We've talked about the complaint resolution with 311. Tonight, we're going to be proposing some solutions to those problems with some daily route changes to even that out. Also, public messaging plan for the implementation of that. We are continuing to work with the BPU to get a residential house count. Also, we have revised a tagging system in which individuals that have things out that are not in compliance, they can tag them and let them know, educate the residents why it wasn't picked up. We've been working with the employee retention and recruiting issues that Waste Management does have. I think what we're going to be talking about tonight will help out with the retention efforts.

Update on 311 Tracking Process

- ▶ A new system is in place to direct all calls to 311 for tracking
- ▶ WM has immediate access to complaints & is entering resolution into 311
- ▶ WM has completed training with 311 staff
- ▶ 311 will be calling customers to let them know it was resolved
- ▶ If cases not resolved the UG will contact WM for update
- ▶ UG to conduct spot-check field inspection of some of the resolved complaints
- ▶ UG to conduct field inspections of complaints not resolved

With the 311 tracking process, all calls are being directed to 311. Waste Management now has access to the 311 system so that when a complaint comes in, within a few minutes, they're able to have someone actually get the complaint and then they can route that out to a truck to get addressed. That's a real good thing. Then they're also entering in a resolution right into the computer so that we know.

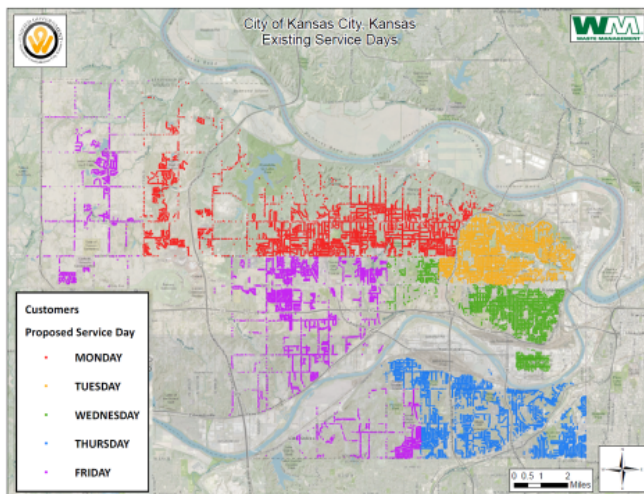
If cases are not resolved, then we're going to have a process set up that will contact Waste Management to find out what the—if it's not already in the computer what the situation might be. We're also going to spot check some of the inspections of the complaints that they say are resolved. If something is not resolved, we will go out there and check out those with a field inspection.

How Will Recommended Route Changes Improve Service

- ▶ Provides balance of the number of homes serviced daily
- ▶ Reduces range of homes per route from (785 to 900) to (657 to 713)
- ▶ Increases number of trucks servicing refuse and recycling each day
- ▶ Improves consistency of drivers working same routes each day
- ▶ Reduces hours per driver to 10.34 hours per day
- ▶ Geographic boundary changes affect approximately 14,800 homes
- ▶ Most day changes provide for later pickup day (re: Monday to Tuesday)

How will this improve service? First of all, we're looking at, like I said before, 12 – 15 routes a day. It's proposed to go to 16 trash routes a day. Every day, they'll have the same amount of trucks on the trash. The numbers will even out the homes that are serviced daily. You can see the range was at 785 – 900 currently; we're looking at 657 – 713, which will help with the problem of not enough trucks. They'll be more trucks put out on the streets. We're going from 67 trash trucks a week to 80 trash trucks. We're going from 22 recycle trucks to 27 a week. That will definitely help out with the management as far as consistency with the drivers. They can all stay in Wyandotte, in KCK. It will reduce the amount of hours that they're working to 10.34 from 12 – 13 a day. It is going to impact approximately 14,800 homes. Most days, we're trying to get it where the days are after their current trash day.

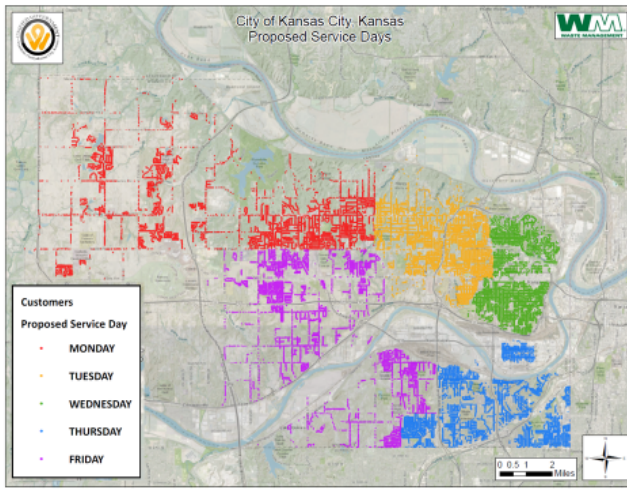
Current Service Days



You can read all the streets, can't you? This is the current trash days. **Chairman Bynum** said just walk us through that. Since the little dots are so tiny, will you just tell us for the public and for us, what color is what day. **Mr. Suther** said red is Monday, it's basically north of Parallel, west of 635. The yellowish, that's Tuesday. Green is Wednesday. Blue is Thursday. Purple is Friday.

You take a look at that Friday route, when I've went out on Friday routes some days checking it, you can put 150 – 200 miles on a car in a day. It's huge. It goes all the way from Johnson County boarder all the way up to Leavenworth boarder. Logistically, it's something that needs to be changed.

Proposed Service Days



There's the proposed. I believe we'll probably be able to get some maps that will be a little bit easier for everyone to read. Basically, if you take a look at where all the colors are, Monday is going to be the red part. It consolidates everything there together. Monday's route was the huge route. They're going to take a lot of houses off of Monday so that will be easier to be picked up. Tuesday is the yellowish. Wednesday is the green. Thursday is the blue. Friday, they purposely did the rescheduling so that Fridays were just a few less houses so you don't have the—so it's easier for them to get it up and we don't have to worry about stuff being out on a Saturday. Logistically, this will make it a lot more efficient for them to operate.

Public Messaging

- ▶ Two direct mailers will be sent to affected homes
- ▶ Website link to check pickup day
- ▶ Use Facebook, Next Door and other social media options
- ▶ Possible phone blast from WMA (limited phone list)
- ▶ Special emphasis on homes in which refuse/recycling day moves up a day
- ▶ Identify and contact Home Owners Associations of affected areas
- ▶ Livable Neighborhood newsletters and meetings with neighborhood groups
- ▶ Emphasize the need to call 311

The public messaging. We're looking at two direct mailers to be sent to the affected homes. We'll have a website link that they can check pickup day. Be using social media. I think Waste Management has phone blast.

Special emphasis is going to be on the houses that move up one day. If you move back one day, it's not going to have quite as much of an impact as when you're moving up on. We're going to try to do that. We'll be identifying homeowners' associations and neighborhood groups and getting in touch with them and letting them know about that. We'll also be working with Livable Neighborhoods with newsletters and the neighborhood groups. We just want to emphasize for everyone to utilize the 311 telephone number.

Implementation Plan

- ▶ Public messaging and implementation to begin in 4th quarter of 2018
- ▶ Anticipate "hiccups" during the transition period
- ▶ WM customer service and 311 will be prepared to assist residents
- ▶ WM Recovery Plan is to have extra trucks available to address misses from residents adjusting to the changes

At this point in time, we are looking at getting the messaging and implementation sometime in the fourth quarter of this year. It's going to be dependent upon the resources available that Waste Management has. The absolute day will be set by them. We're looking at the fourth quarter. There are going to be some hiccups, I guess you can say, in the transition period, but I'm confident we can work through everything. The Waste Management Customer Service and 311 will be assisting as well as a lot of other individuals. They will have some extra trucks available for the first couple of weeks because no matter what you say, people don't always listen. The way they learn is the hard way by putting it out on the wrong day. I think once the word of mouth gets out there, that will help us a lot.

I think, as I mentioned before, by making these routes, all 16 routes the same amount of trucks each day, they're reducing the amount of houses. They're reducing the number of hours per day that personnel have to work. That should help with their retention. We hit that quite heavy the last time about being able to keep employees.



This is just a little bit of what some of their recruiting efforts are going on right now. They're offering a \$4,500 sign-on and non-experienced bonus of \$2,500. Then they're aggressively working to recruit.

Commissioner Markley said I kept getting phone calls about trash, but at my house, it wasn't an issue. I didn't realize why that was until I saw this map and realized that that Friday, mine is on the Thursday route, the other half of Turner is on the Friday route. I was getting all the calls from that Friday area. I know there will be some frustration with this change, but I think all you have to do is look at that map to realize this is a change that's long overdue when that truck is trying to go all the way out to the northern part of our county and collect all the trash down by the Johnson County line. That's a huge route. I appreciate that some people will be frustrated by the day change, but I hope they can also see why it's important to the long-term solution here that we make that change and make the route to make some sort of logical sense.

Chairman Bynum said it's been many decades, if I'm not mistaken, since we've made any route changes. Is that right? Yes.

Commissioner Johnson said it's like when you put a bone out in the yard, the dogs come and they fight over it and there's an issue at hand. If we had not had the same issues coming up, we probably would not be having these conversations. In my opinion, Waste Management has brought this focus upon themselves.

I guess what I'm looking at is the number of complaints that come in. To be able to identify on a consistent basis how we're doing or how they're doing, is there a way for us to know that on any continual basis? **Mr. Suther** said with the 311 system that we're working at right now, we can track all of that. **Commissioner Johnson** asked will you be able to come back at some point and kind of give us a sense of how it's going, these proposed changes. **Mr. Suther** said yes.

Commissioner Johnson said I think when these things are continually brought to our attention—I've had some irate constituents, and I mean irate, and have had to work real hard to get them to understand that we're undergoing some changes here. I'd just like to be able to see over a period of time whether that be 30, 60 or 90 days of how our progress is going in terms of—I think one of the ways, at least, that you identify your progress is you see that complaint number going down. It's very simple. I'd like to be able to see some follow-up at some point, at a time that is convenient for everyone.

Commissioner Kane said I'm still not satisfied with their service. I don't believe your family is either. Even after we complained that Commission night on the Thursday, the following Monday, my trash is picked up. Tuesday morning, it's 6:45. My neighbors were taking pictures and sending them to me. We didn't have this problem before Waste Management took it over, so the problem is Waste Management, not the people that work there. I hope these changes work, but if they're not, I'll be the first critic to let them know.

Commissioner Philbrook asked is this the first time that we, as a Unified Government, have worked with another company to help them take care of their issues. You understand what I mean to this extent? I'm seeing some of this up here but we've played a part in some of this. Is that correct in trying to help them out? **Mr. Suther** said I think just by looking at the numbers, this is something that should have been done a long time ago as far as the routes. I don't know if that answers or if I understood your question. **Commissioner Philbrook** said basically we're

working with them to tell them what needs to happen to make it work. **Mr. Suther** said I think it's mutual. Both parties have said that this is a possible solution to the problems.

Commissioner Philbrook said this has been a long time. If this were a time period which you're trying to decide whether you want to actually say I do to the marriage with us, together, I'd have a tough time going down that road. I'm kind of like with the other two commissioners, and I appreciate our efforts, I'm not really sure I understand in some cases why it's really taken this length of time.

I'm also not really pleased with the 311 system involvement in this. I haven't heard great things from the folks that have used it so I'm just going to put that in there right now and tell you please, please, please somebody do something to make that work.

Chairman Bynum said I have the sense that in general, we have seen improvement of late. Would somebody tell me whether that's true or false just overall? I'm getting fewer complaints. **Commissioner Johnson** said it depends on who you ask. **Chairman Bynum** said for me, my email, I'm seeing fewer complaints so that's leading me to believe that we're seeing improvement. If somebody wants to just address that in general. **Commissioner Johnson** said I'm getting complaints. **Chairman Bynum** said and you're still getting complaints. **Commissioner Kane** said I get them. **Chairman Bynum** said and you're getting them. See, I'm not getting them every week like we were there for a while.

Justin Vetch, Waste Management, said I oversee the operations in Kansas City. To answer your question honestly, I think it is somewhat premature to understand if there has been any tangible improvement just because we haven't had the time since going through this and implementing 311 to measure that and get the word up to measure the calls. This plan, hopefully, our desire is that it will allow us to stabilize our workforce that serves KCK and provide a quality service through the continuity in those routes. With that comes a service improvement that we're hoping for.

Chairman Bynum said, Tim Nick, I'm going to let you maybe speak to this one. The 311 issue. There was a very specific reason that we had directed and requested that our folks who have a complaint or comment or question deal directly with 311. I would like maybe if you'd expand on that just a little bit. **Tim Nick, Operation & Maintenance Superintendent in Building & Logistics**, said I think one of it goes right back to Commissioner Johnson's question. In the past,

people called Waste Management, people called the Mayor's Office, people called the Commissioners' office, people called Public Works. If we can get 311, now we're going to have one central location where we know what the numbers are.

Now, we've talked though, is that—I know Commissioner Kane will hit on this—there are a lot of people who are just tired of calling. Those complaint numbers are a little—yes, they are down, but I've called five weeks in a row; I'm tired of calling. It's the same old thing. At least the 311—

Another thing that we've implemented over the last couple of months is at the end of the day, we get a report from Waste Management of how they did for the day. Were all the routes completed? What's not completed? One thing we're trying to work on, and hopefully won't have too much longer, is trying to find a way to get that out to the public if we can. If we can get it on Facebook or something that we can do that with our new engagement person coming on, people will know to not expect them until tomorrow morning. They completed their route. They've don't their x amount of hours. They'll be there first thing tomorrow morning.

Chairman Bynum said I appreciate what you're saying. My point is we, all of us, must, must, must work together to direct these issues to one channel and the channel is 311. That's what 311 is for. Commissioner Philbrook, you, specifically, but anybody, I think this team would be interested in what is the limitation you see within 311. You don't have to express that tonight unless you want to. We've got to legitimately hear that and know what is the issue with 311. You may not be the only commissioner that doesn't like that. I don't know. We've got to know. We can't problem-solve if we can't get to what the problems are.

Commissioner Kane said I get the part about they come the next day. I live in the middle of the addition and they got to my house at 6:45. They were waking people up as they're coming through the neighborhood. I never have liked 311 either.

They bought them out. They agreed to do the work. They're not doing the work. I'm more than frustrated because it hasn't gotten any better since we complained the first time. You would think there would be some road to improvement. You're right. They're not calling. They quit calling. You shoot them an email and say send somebody to pick up my trash. I'm tired of calling 311. I'm tired of doing this. Be honest with you, I'm tired of talking about it. Our people pay to have the trash picked up. They need to pick our trash up and they need to do it in short order.

August 27, 2018

Commissioner Philbrook said the 311 issue; it's not that I don't like the concept of 311 and it's not that I don't want people to call 311. Every time I go to the meetings, I say call 311 because we're trying to make this work, but 311 isn't working yet to the way we want it to. If I get phone calls back from people, I'm not very pleased because they've called 311 and they feel like nothing has happened or they haven't heard anything back. That makes it hard for me to keep telling them to call 311. That's my dilemma. I want 311 to work. I don't want the phone calls. I don't want people getting mad at me because I asked them to call 311 but things don't happen. It's kind of like a catch 22. That's my thing about it. It's not that I don't like 311, I just want 311 to work the way we intended it to work.

Commissioner Johnson said the proposed changes, and particularly having more trucks, it sounds like more personnel. Is that going to cost us anymore within our current contract or will there be any adjustments that have to be made as a result of that? **Mr. Nick** said no, no changes.

Chairman Bynum said Lynn Melton is here in the audience from the Mayor's office. Lynn, I just want to thank you publicly because I think that you've been right in the middle of this ever since you came here to start working. It's not an easy situation. It's not an easy fix. It's not an easy issue. I, for one, appreciate that diligence on your part. We are working, I would say, very hard to come to some sort of improvement, resolution, etcetera. That is why this group is coming to us regularly because it's not a small issue and we need to stay informed on what steps are being taken and when and if improvements are made.

I want to stress 311. I'm going to stress 311. It's the mechanism we're using. I'm going to ask the public to use 311 as the mechanism for reporting when a pick up does not occur as it should. The next thing is as far as when I'm calling as the route adjusts, what I'm calling it is potentially moving your trash day a day forward. By that, I mean you were a Tuesday, now you're a Wednesday. I appreciate that effort. Did I say that right? The other way. Now I'm confused. Say it back to me because the whole point I was trying to make was that way if you put your trash out on the wrong day, you haven't missed your day. **Mr. Nick** said correct. Out of the 14,800, I think it's about 2,700 will go Wednesday to Tuesday. That's why we're stressing that. If their normal day is Tuesday and we move them to Wednesday, then they put it out Tuesday by mistake, it will be picked up the next day. **Chairman Bynum** said I think I did say it almost right. If it was Tuesday, it could possibly be Wednesday. **Mr. Nick** said correct.

Chairman Bynum said which means if I put it out on Tuesday, I haven't missed my trash day. **Mr. Nick** said right.

Chairman Bynum said I appreciate that effort. The timeline for that is? **Mr. Nick** said that was the key. They've taken—and Justin will be the first to admit that they've been hammered and deservedly so. What they don't want to do is they don't want to kick this off and not have enough staff out there. We think when they get ready—we want to shoot for the fourth quarter. When they get ready to implement this, we're thinking a six-week timeline for us to send out—they'll send out a first postcard which says your day change is coming. Those will be the affected people. Then two weeks later, they'll send another one as a reminder. We think it will be a six week once they know when we're ready to go and then go from there along with all the Facebook and all the other public messaging we'll get out.

Chairman Bynum said it's a targeted postcard. I'm only going to get one if my day is changing? **Mr. Nick** said only if your day is changing, correct.

Commissioner Philbrook said you were talking about getting the notice out. I know that BPU is a wonderful partner for us. I wonder if they put a blurb on their bill to tell people that are targeted in that area. Just a question because that's not going to cost us a bunch of money and people will get that information. **Mr. Nick** said actually, Waste Management will be sending the post cards. **Commissioner Philbrook** asked you don't want BPU playing a part in that. **Mr. Nick** said we could, but—**Commissioner Philbrook** said it's just a question. I'm just trying to understand in some cases why we don't use less expensive ways. **Mr. Nick** said Kirk had a good point. I don't know with BPU since they won't be sending them—we've done them in the past, but they've gone to everyone. I don't know if BPU would be able to separate each address it goes to. **Commissioner Philbrook** said I don't know. **Chairman Bynum** said segmented and targeted mailings with your BPU bill. Mr. Groneman, any comment on that?

BPU Board Member Groneman said I'd have to check and see. I don't know. **Chairman Bynum** said you may as well, at least check. **Commissioner Philbrook** said you never know. We may be asking you to do something for something else. **Chairman Bynum** said you may as well. At least point us to somebody within the correct department that might be able to answer more specifically about whether they can do targeted mailings or not. It could be interesting. I was thinking of like an insert.

Chairman Bynum said my last comment is simply back to the jobs, the job availability. Sir, your name again? **Mr. Vetch** said Justin. **Chairman Bynum** asked would you tell us about that, not only that sign-on bonus, but the training program and just the fact that it's actually a good job with benefits. We're giving you an opportunity here because these are jobs for members of this community and opportunities for our residents to work right here in Wyandotte County, make a decent wage and have not only a sign-on bonus, but benefits and the things that could come. Do you want to take one minute on that?

Mr. Vetch said I can hit the high levels for you because I could go into great details, but I'll just do the high levels. If you come to Waste Management as an experienced driver, there's a \$4,500 sign-on bonus once you start. The compensation varies based on your years of service. If you come with less than a year of commercial driving experience, there's a \$2,500 sign-on bonus. The compensation is pretty set because you don't have those service years to factor.

We also offer a \$2,000 bonus, that is not up there, that will be given after your first year of employment as a retention bonus. The brightest thing that we probably do, that is really tough to highlight on, is we have individuals that come to us, and KCK is the only place where we utilize helpers on the back of our trucks. If you have somebody that comes to us to work as a helper to throw and they do a good job, we will hire them on, we will send them to Florida, pay for everything: flight, travel, meals, put them up for three-four weeks, do all the training, get them their CDL, and bring them back under the wage of a starting driver and offer training from there. Many of our drivers—we get stuck in the residential on a business. Many of our drivers are within other lines of business and promote upwards and have been with us many, many years. Our issue is primarily in the residential and that's where we need to address it.

Chairman Bynum said I appreciate it. The only reason I bring it up is because outside of just talking about Waste Management and trash pickup, we do, as a Commission, spend time talking about workforce. We spend time talking about jobs for people who live in our community and the fact that many, many, many of our young people do not want a pathway to college; they want something else. There are things in the community they can do, training and certifications they can get, that can give them a living wage, and this is one of them.

Commissioner Philbrook said when you talk about living wage, you mean more than \$15 an hour. **Mr. Vetch** said yes. **Commissioner Philbrook** said I'm nailing it down because what one living wage is to one person versus another, that's a whole different ballgame. I know you don't

want to talk about exact money, and I'm not going to ask you to, but I'm going to ask you to kind of give me a range per year, not including benefits of what a regular CDL truck driver for you would make. **Mr. Vetch** said range per year varies greatly. **Commissioner Philbrook** said that's fine. **Mr. Vetch** said I will tell you that the lowest you could possibly come in at with no experience, brand new, will come in at \$17 an hour. Everything from there is above. We also have a wage adjustment that every six months after you come in, you're getting a raise of \$0.50 until the three-year mark, and then it's a performance-based increase. We also have a merit increase that based off your performance coming in the street, every quarter, that performance is looked at and adjusted. You could make an additional \$2 an hour. You could come in off the street make \$17, work four-six months and be at \$19.50. **Commissioner Philbrook** said thank you for being succinct with that. I do appreciate that because the dollars do count when you say them out loud.

Chairman Bynum said I appreciate it. I didn't want to dwell on it. I just wanted to make it a point that these are jobs that can be filled by people in our community.

Commissioner Philbrook said the other thing is, if workforce partnership is not already a partner helping you to find employees, please contact them. That's Kansas Works.

Action: For information only.

Item No. 9 – 18362...PRESENTATION: HUTTON AND LEAVENWORTH ROAD FIRE STATION

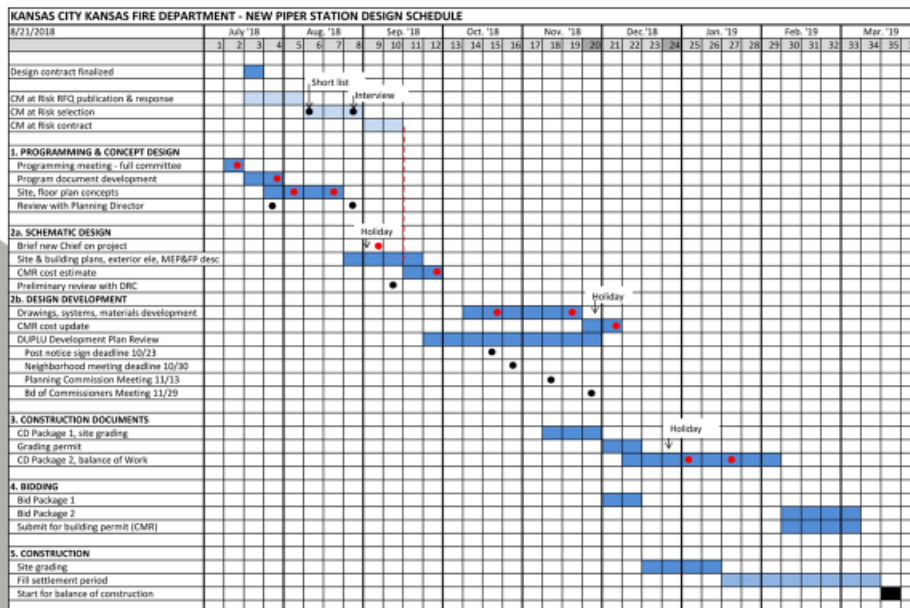
Synopsis: Update on fire station at Hutton Road and Leavenworth Road, submitted by Jack Andrade, Assistant Fire Chief, and John Kelly, Director of Buildings and Logistics.

Chairman Bynum said we have our new Fire Chief with us, Chief Callahan.

John Kelly, Director of Buildings and Logistics, said this evening, this will be the first of a series of updates that we'll be giving for the new fire station. Kile has a little presentation that we'll start with, but like I said, I just want to thank everybody for their time.



Kile Morrison, Architect, Arc Images, Inc., said we're very pleased to have been selected as your architect for this new station on Hutton Road. Arc Images has a long history of design for fire houses, completing 50 or 60 over the last 25 years. This includes both new and renovation projects as well as prototype design for fire departments.



Archimages
architecture | interiors

New Fire Station – Hutton Road
Kansas City Kansas Fire Department

August 27, 2018

This slide is our projected schedule for completing the design portion of the work. We started in the project in July. We're working with a committee of Fire and Buildings & Logistics personnel. We started at a very high level in talking about wants and needs and aspirations of what this station should be.

Project delivery, the construction of the project is planned to be a construction manager at risk. That request for qualifications went out. We had six very good firms submit. Four of those have been selected for interviews. The interviews are tomorrow. Within a couple of weeks, we hope to have that entity onboard as part of the team as well. The advantage of this early contractor involvement is on several levels, but primarily schedule and cost control. They are part of the design process and will be helping us with the cost all the way through.

The design work progresses from that very high-level discussion through more and more detail as we go. There are several points in that process where we'll be asking for pricing updates from the construction manager.

We are planning to submit for the development plan review process in late September. That should be concluded by the end of November.

We are currently planning on two separate bid packages. The first bid package down here is intended to be a site grading package. Our soils report recommends that in areas where we have quite a bit of fill, which we will have a lot of cut and fill, that we burden the site and let it sit for a time so that the underlying soils can compact. That would be the intent of having the first bid package out in December and start site grading hopefully around the first of the year.

The second bid package would be in March here at the same time that we submit for building permit with a construction start we're projecting about the third week of March. After that, we currently, without a building design yet, we're anticipating 10-12 months of construction before move-in.



The site, as you may know, is on Hutton Road, just south of Leavenworth Road. It's a 4.5-acre site. It's zoned A-G with a 50' front yard setback and 25' side yards. We're using the north half of the site. Approximately much of the south half would be available for a neighborhood park or some kind of a use like that.

In our concept that we're developing right now, we're right around a 12,000 square foot building. The floorplan is organized to minimize response time. On the north side, we have support spaces and then the apparatus space, and the south part is what we call the living spaces of the fire station. The exit apron goes directly to Hutton Road. They'll be some public parking and then the staff parking around in the back. Eight bunkrooms and two captain office/bunkroom combinations.

That's kind of an overview of where we're headed. We're intending to design a long-lasting, durable and energy-efficient building that is storm resilient and will serve the department for a very long time. I'm looking forward to coming back and updating you and showing you our progress as we move forward.

Commissioner Markley said you mentioned as you were introducing yourself that you've done prototype work. Is there a thought that this design would be a prototype or a guideline for future stations in our community or is that not being considered? **Mr. Morrison** said part of our

intended process is as we complete the design of this one, we'll move right into the prototype process and develop a prototype booklet that really just documents all the decisions that were made through design and the design intent. We'll try to make it so that it can be a tool to use in renovating stations in addition to a prototype for new stations.

Commissioner Kane said I like what I see so far. Unfortunately, we voted on it last year, so it will be almost three years before we completed something that we're in dire need of out west. It went from being done in the spring to the summer to now the next spring. I guess my frustration level is still there. I don't know why it would take that long to build a fire station. I don't have a clue. I know the dirt work where it sits—I know about that. I originally said that if they don't break ground here this summer, it won't be done until late next year. I was 100% right.

I still believe to this day that staff dragged their feet because they didn't want to put it out there. Now that we forced them to do it, and unfortunately you come in on a bad situation about this fire station. None of this is intended toward you or Jack, but I'm frustrated that here we are, exactly what I said, went down exactly the way I said it was going to go down. This is like Waste Management. Well, we're getting there. We're there. Technically, what have we done? Very little. I cannot believe it's going to take that long to build it. I cannot believe that it's taken this long to get where we're at today.

We were told, we voted on it, we were going to do it. When staff doesn't follow through, then you've got an upset commissioner. In fact, the entire Commission could be upset because if this was in your area and you were underserved already, how would you guys feel about it?

October 31st, I took my first ambulance ride. I was thankful that those guys from 123rd Street got there as quick as they did. What happens if somebody isn't as lucky as I was where I made it through that night? This is very important to the community. I want everyone watching on TV, I'm working my tail off to get this done and it will get done. Like everything else, I hope that you hire union workers to perform the functions because you'll get it done right, you'll get it done fast, and you'll get it done just the way it's supposed to be done. **Chairman Bynum** said I couldn't agree more on that comment.

Commissioner Johnson said if the start date is March of 2019, and we're talking 10-12 months, we're saying by March of 2020, we're feeling very strongly that this fire station will be

completed. **Mr. Morrison** said correct. **Commissioner Johnson** said okay. I just wanted to get that for the record.

Chairman Bynum asked what's the budget. Would somebody remind me again the budget for this project? **Jack Andrade, Assistant Fire Chief**, said \$4M.

Chairman Bynum said in the lower half of the project area, I see a rectangle. **Mr. Morrison** said that's kind of a placeholder right now for a detention area. We know we need a detention area, but honestly, we haven't progressed the design to really size that. That rectangle is a worst case.

Commissioner Philbrook said you say you're going to have a retention pond on there. Is that what you just said? **Mr. Morrison** said I said detention. **Commissioner Philbrook** said oh, detention.

Action: **For information only.**

Adjourn:

Chairman Bynum adjourned the meeting at 6:19 p.m.

cg