PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, November 26, 2018

The meeting of the Public Works and Safety Standing Committee was held on Monday, November 26, 2018, 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: Commissioner McKiernan; Gordon Criswell, Joe Connor and Melissa Sieben, Assistant County Administrators; Kathryn Devlin, Assistant Counsel; Misty Brown, Deputy Chief Counsel; Reginald Lindsey, Budget Director; Kathleen VonAchen, Chief Financial Officer; Jeff Fisher, Executive Director of Public Works; Patrick Waters, Senior Attorney; Susan Alig, Assistant Counsel; Jeff Fisher, Executive Director of Public Works; Mike Tobin, Deputy Director of Public Works; Brandon Grover, Asset Coordination Manager for Public Works; Zachary Flanders, Planner in Planning Dept; Troy Shaw, County Engineer; Michael Callahan, Fire Chief; Mike Taylor, Public Relations Director; Rob Richardson, Director of Planning; Assistant Police Chief Waldeck; and Officer 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 September 17, 2018**. On motion of Commissioner Kane, seconded by Commissioner Philbrook, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 18507…RESOLUTION: LEASE PURCHASE AGREEMENT WITH AXON TO SUPPLY TASERS TO THE POLICE DEPARTMENT

Synopsis: Request approval to enter into a lease purchase agreement in which Axon will supply tasers up front and the Unified Government will pay for them over five years with no interest, submitted by Susan Alig, Legal.

Susan Alig, Assistant Counsel, said I brought Assistant Chief Waldeck who can explain a little bit more about why the tasers are needed, but the reason that we're in front of you all, this is technically a lease-purchase agreement which needs to be approved by the Commission. We are getting the equipment upfront and paying for it over a number of years. **Chairman Bynum** said you want to go-ahead and just tell us a few details. **Ms. Alig** said sure.

This program will allow us to make tasers mandatory carry for all officers that will be on the CAD which means all officers that will be subject to calls for service. Currently we don't have enough tasers and the tasers that we have are starting to be outdated and not under warranty. This is a program offered by Axon which is a five-year payment program. It's an incentive to update all of the tasers and also we get training cartridges and battery cartridges and the actual taser fire cartridges included in this along with a maintenance agreement. This will allow us to, again, make taser mandatory carry.

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

Commissioner Philbrook said I read the contract, it's pretty phenomenal. You guys did a great job. I don't know if they're doing this with a lot of the communities or not, no interest charge and all that for five years, that's pretty doggone good. I'll take no interest. Then the other thing is that with this, I do have a question. How long are tasers normally good for? I mean what kind of warranty time?

Ms. Alig said this Officer Scott Kirkpatrick and he has actually been in charge of the Taser Project with the Kansas City, Kansas Police Academy and he can explain a little bit more about that. **Officer Scott Kirkpatrick** said the tasers are generally only good for six years. When we purchase the tasers they come with a one-year warranty. As a general rule the Police Department goes ahead and extends that and gets a five-year warranty to cover those. At this time the majority of our tasers on the Police Department are well outside of that warranty and are not guaranteed through Axon.

Commissioner Philbrook said thank you. I just wanted a couple of things clarified so the public would be able to know why we are jumping on this, thank you.

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

Item No. 2 – 18508…RESOLUTION: AUTHORIZING THE DONATION OF EQUIPMENT

Synopsis: A resolution authorizing the donation of equipment from the Kansas City, Kansas Fire Department to Piper High School, Tonganoxie Fire Department, and the Historical Society, submitted by Katie Devlin, Legal.

Katie Devlin, Assistant Counsel, said we have a resolution for authorizing the Fire Department to donate used walkers to Piper High School, Tonganoxie Fire Department, and the Historical Society.

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

Commissioner Philbrook said you might just want to say, there is some volume to them, but we're literally giving them to them with our blessing of them being able to use our old stuff. **Fire Chief Callahan** said correct, they're obsolete to us. We've upgraded our lockers and our prevention of cancer for our firefighters. They do have a little bit of scrap value but they're very old but they're great for other departments. **Commissioner Philbrook** said we might as well share. **Fire Chief Callahan** said I agree.

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

Item No. 3 – 18517…RESOLUTION: REVISED BLOCK PARTY PERMIT POLICY

Synopsis: Request approval of a revised Block Party Permit Policy that changes the liability language in the policy to be consistent with the liability language in the permit application, submitted by Susan Alig, Legal.

Susan Alig, Assistant Counsel, said I submitted red lines showing the change to the policy. We noticed a discrepancy in the liability language that our block party applicants were being asked to agree to. In the policy it was very broad liability statement, saying that whoever applied for a block party would be liable for basically whatever happens to anybody during the event. In our application we had slightly less broad language that just says that the Unified Government is not going to be liable. We changed our policy to match the application. **Chairman Bynum** said the language in the policy will be we're holding the UG harmless. **Ms. Alig** said yes.

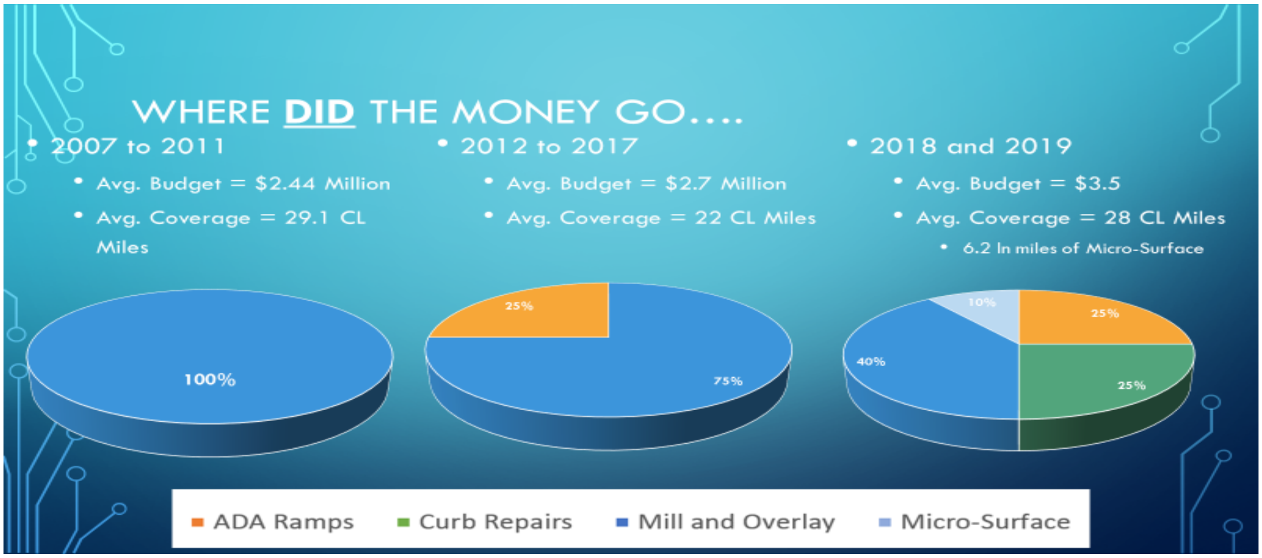
Action: **Commissioner Kane made a motion, seconded by Commissioner Philbrook, to approve**. Roll call was taken and there were six "Ayes," Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

Item No. 4 – 18520…PRESENTATION: DATA DRIVEN STREET PRESERVATION

Synopsis: Presentation regarding the condition of the UG Pavement Network and begin developing our plans for how to address the needs of the network moving forward, submitted by Brandon Grover, Public Works.

Troy Shaw, County Engineer, said we're here to discuss the payment preservation. We've had a couple meetings before this. This is the third in a series of three so what we will be presenting you with is some of the data we found and what we can do with this data. A very introduction of what we can do with that. It can get a lot more detailed than what we'll show, but it'll kind of give you an idea and we'll put some numbers behind what we've been talking about the last three times.

As you know, our current pavement or our PCI Index, our pavement rating is a 56, is what we determined last time. We've come to find out that's an average of our whole network. Brandon's going to go over that and kind of talk about that and where we can go from here. So, I'll turn it over to Brandon Grover.

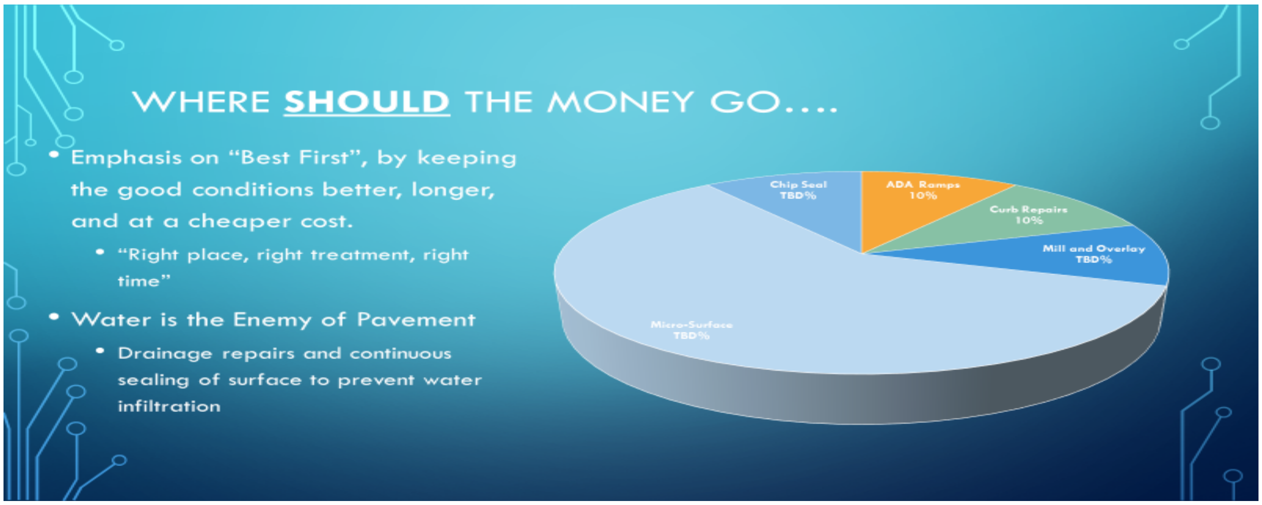


Brandon Grover, Asset Coordination Manager for Public Works, said as Troy mentioned, we wanted to highlight some of the information that we presented to you in a couple of our other meetings so far. Also, expand on that to show you what that data's really telling us and how it really gives us a look into what we can do in the future. Can't look into the future without looking into past.

We want to show you quickly some information about how our pavement money has been spent in the past. We kind of highlighted this about, you know a centerline miles and stuff before. What we really wanted to highlight is our budget back in 2007 to 2011, was an average of about $2.4M. We were spending on all that money on pavements. That was giving us about 29 centerline miles.

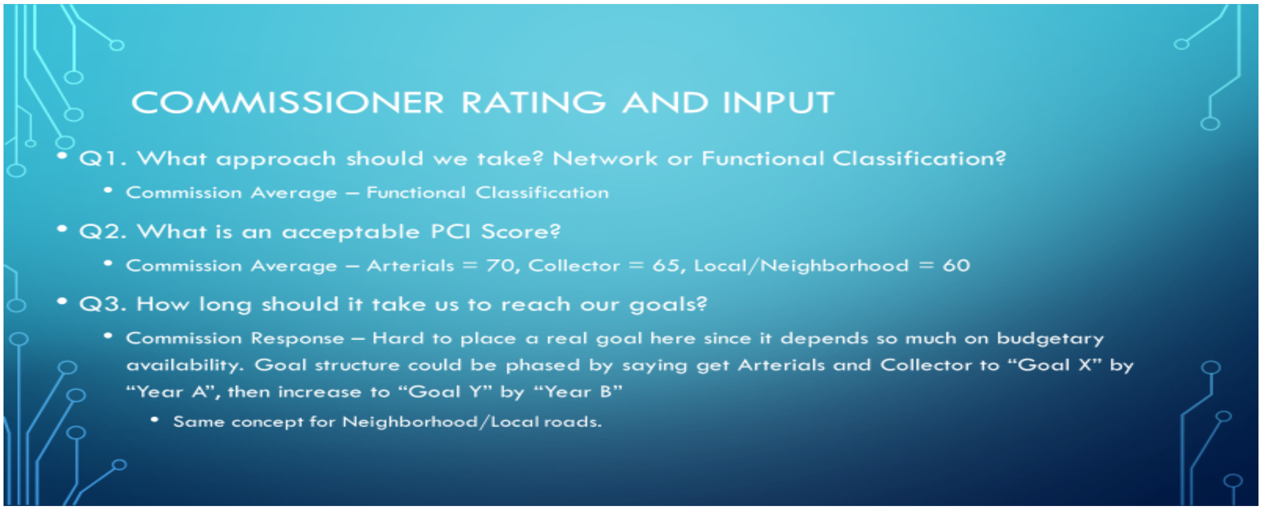
In 2012 to 2017, we came under our consent decree with the Department of Justice to do ADA ramps anytime we improve a street which is what a mill and overlay consist of. We had to take about 25% of our budget that we spent on our roads and put that towards ADA ramps at that time. That decreased our lane miles down to 22 and we were only increased about $300,000 over that time as an average.

In 2018 and 2019, we even took another step further by having to do curb repairs as well because we started seeing a lot of curb failures which led to pavement failures where water was getting underneath the pavement themselves. So, we had to take another large chunk, another 25% of our budget for pavements and put it towards these. Between 2007 and 2019, we've really only seen a budget increase of about $1.1M which is quite a bit less than what you'd really see in like the cost of construction. Really, right now we're seeing somewhere between 5% and 8% on that. Obviously, this doesn't cover that, as well as money we are taking out to do all these other pieces. We did gain a little bit of ground on that this year by including 10% of our budget or roughly 10% into a micro-surface which is what we did on Metropolitan and Quindaro. As everybody has seen, it allows us to stretch our dollars further and get a different coating on our streets.



What we're hoping to go for in the future is a little breakdown that looks similar to this. We want to put emphasis on keeping our good streets better longer. It cost us expediently less dollars, about a sixth of the dollar value if we're maintaining a road that's above a 70 MPCI, as opposed to one that is in a 40. By keeping the best first mentality and doing the right place with the right treatment, at the right time, it allows us to take our dollars to that next level.

Again, as I mentioned with the curb work that we've had to do, waters the enemy of pavements. As water gets under it you start seeing frost seams, you start seeing edge deterioration, things like that, that just cause our roads to fail even faster. The blueish kind of wedges of this pie are what we're anticipating to be able to put towards our pavements. We still know we're going to have to do some ADA ramps and curbs with this money, but we're hoping to do it a little bit differently then we have in the past.



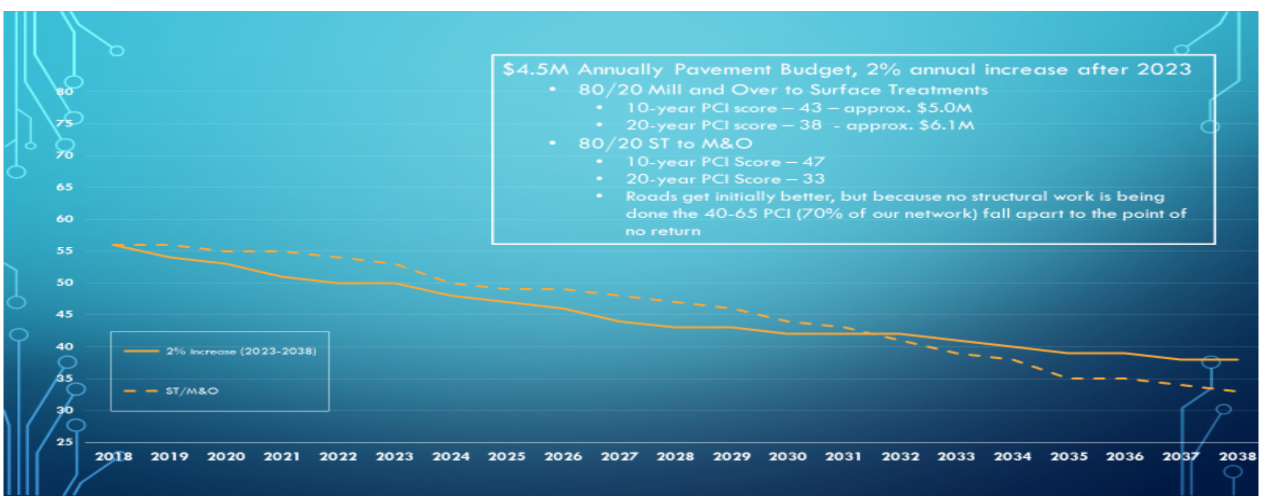
On November 6th we sent out a request to you all, as commissioners, based on the driving that we asked you to do earlier in the year, to give us some information about what you see in our roads. We asked a series of five questions. The last two questions were more, did you find this helpful and what more do you want to see. We're not going to highlight those here.

The first three questions were: what approach should we take. What we talked about earlier was a full network approach versus a functional classification approach. Based on the responses that we did receive from everybody, the consensus was that we should look at a functional classification approach because this allows us to assign a little different priority, and make sure that our roads that see the highest volume can see a better quality or see a more frequent high quality.

The second question is, what's an acceptable PCI score. Again, with us looking a functional classification we had to break this out versus arterials, collectors and neighborhoods. From the responses we did receive, we're looking at arterials around a 70, neighborhoods and local streets around a 60, and a collector somewhere in-between, usually probably 63 to 67 depending on what kind of condition it was in prior to the improvements.

The third question that kind of came into play is how long should it take to reach our goals. This is a really difficult one to put a real number to for many reasons. One is: we all know there are certain constraints to how quickly we can do these kinds of things. What was kind of recommended is that we come up with a staggered series of goals to basically say, okay, we want to get our arterials and our collectors to the goals we set-up by this time, or not even to that ultimate that 70 or 60, but say we want to improve them by 10 by this period. Then once we reach that we reevaluate and move our next set of goals. It would basically be goal X by year A and goal Y by year B. We're looking at how to really develop those and we'll be coming back to you again with those kinds of things in the future to see how it all kind of pans out.

What we're getting ready to go into gets a little, not really technical, but it gets kind of in the weeds. This is the information that we've really been trying to get to. This is what tells us what our networks going to do over the next 10 and 20 years based on our projected funding runs. We're going to present three different model ideas. We'll kind of go through each one of them real quick.



This first one is a 2% annual increase starting past our current budget year 2023. Keep in mind, that 2% increase doesn't even really cover an estimated construction increases over those years, but that's the kind of increase we have been seeing in our budget. That's why we just kind of kept that trend moving forward. As you can see from the trend lines, the solid color line is if we spend 80% of that budget on mill and overlay type activities, and 20% on surface treatments which are like the micro-surfacing and chip seal, the newer implementations that we've just started. The dash line is the inverse of that where 80% of the money is spent on surface treatments versus 20% on mill and overlays.

You can see that the dash line keeps us at a little bit more level pace a little longer. That's because we're putting—we're able to touch more miles so it holds it a little better. As you can see it falls off steeper because we're not really making any structural improvements. As we've shown in the bar graph before, 70% of our network is in that really dangerous category of 40 to 65 which means it has the greatest, its at the steepest part of the deterioration curb which means its going to fail faster and it's the most expensive to maintain.

Chairman Bynum said I'm just curious, a 20-year look seems like a pretty long look to me. I could see you projecting it out, I mean for our purposes 5 to 10. **Mr. Grover** said 10-years is built in here, you can see these 10-year scores. So, like if we do 80% mill and overlay, our 10-year score still drops from our current 56 down to a 43 and at that 10-year line our budget is approximately about $5M. If you do the inverse, 80% of our surface treatments and 20% of mill and overlay, we're a little bit higher at a 47. The key thing to think about is if you look down here where 2028 is on the bottom, you see the discrepancy between the two, but you also see how quickly the gap closes.

Commissioner Philbrook said just to clear it up for me, when you do a complete restructure of a street, when you get down to ground layer and start over again, how long do you expect that? What kind of life time should that have? **Mr. Grover** said what your talking about is what we consider a reconstruction and that's actually not figured into this. **Commissioner Philbrook** said I know. **Mr. Grover** said a complete reconstruction, if you go down to base, you re-stabilize that. You do the proper storm drainage, you can get probably 15 years without any kind of maintenance, but to get a real life out of a road you'd be looking at about 30 years with proper maintenance which is crack sealing, micro-surfacing and things like that. **Commissioner Philbrook** said go ahead.

Mr. Grover said that 30 years is basically—you can get 30 years out of it without doing structural improvements to it, per se. I mean you may have minor ones here and there as needed, but if you did the right maintenance on it and you mill and overlaid it on cycle, maybe at the 30 year you decide okay well it's mill and overlaid again, the base is still good, we've been taken care of it, you might get another 20 years out of that as well. That's kind of where we're going with this. If we actually maintain a road like that, we can get maybe 50 years out of it before you really have to do major structural improvements to it versus the 20 that we're getting without doing improvements to it.

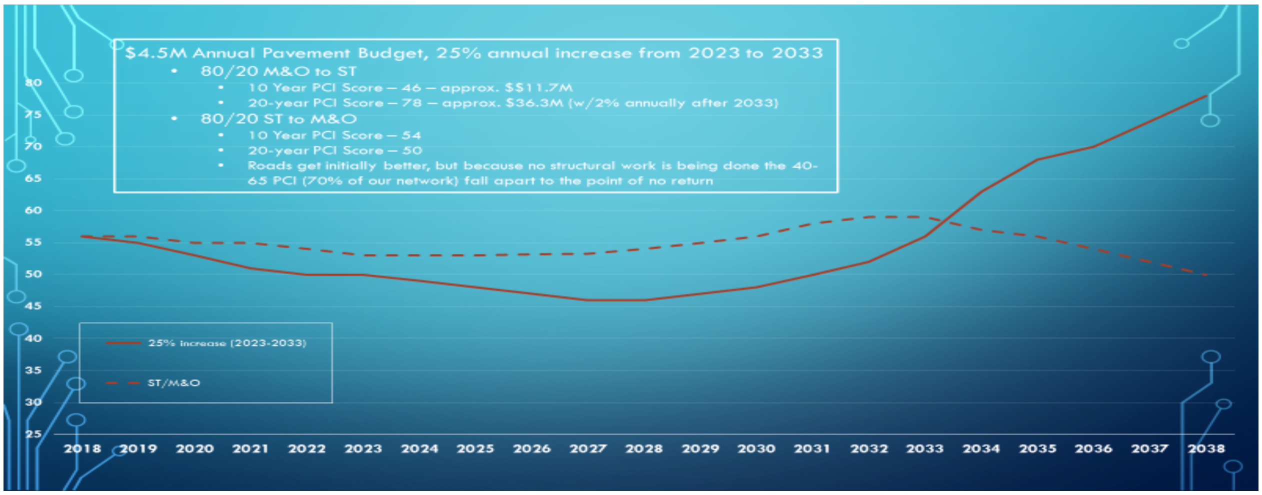
Commissioner Philbrook said then if we do the mill and overlay, then you are talking—you would do a mill and overlay on a poor base, right. **Mr. Grover** said in the past. **Commissioner Philbrook** asked I know we have, but we're talking about the future. **Mr. Grover** said yes, yes you are correct. **Commissioner Philbrook** asked and so you wouldn't, supposedly, so that would extend it 20 years? **Mr. Grover** said mill and overlay on a good surface gets about 15 years, again with proper maintenance.

The thing to keep in mind about when you're looking at those two options, the full reconstruct going down doing the base, and all of that per mile on a collector type road is about \$2M to \$2.5M a mile. **Commissioner Philbrook** said right. **Mr. Grover** said resurfacing, is about \$120,000 to \$150,000 a mile which is why we've historically done so much more of that as opposed to the reconstructive, fixed the bases, just because as you know our budget didn't allow for that. **Commissioner Philbrook** said it's figure out how much you're pay now versus how much you're going to pay within the next 20 years for that road. **Mr. Grover** said very true. **Commissioner Philbrook** said well I think I understand that, how's that. Then the new surfacing technique which I've driven a few places, say a little bit about that.

Mr. Grover said the micro-surface that we've chosen to do currently is getting, if you put on the right application which it is anywhere from about a 50 up to a 65, a couple cities have gone a little bit lower than that and they're getting about 10 years out of it. What we've seen for the right application is about 12 to 15, at really about a sixth of the price, about of a mill and over lay. **Commissioner Philbrook** asked for the sixth of a price of a mill and overlay. **Mr. Grover** said yes. **Commissioner Philbrook** said okay.

Mr. Grover said but it doesn't get you, its not any kind of structural stabilization, so it will still show some of the ravels that you see, but it seals the road and does not allow anymore water to get underneath it at that point. It's not a corrective course, it's a maintenance course. **Commissioner Philbrook** said then you just use your, whatever that is, when you go fill up the crack seal.

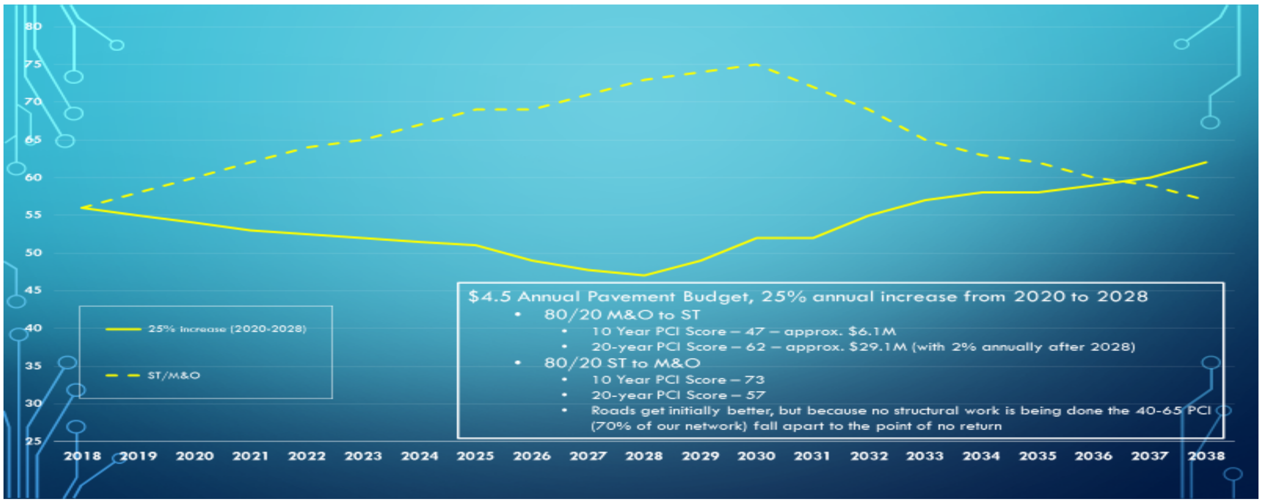
Mr. Shaw, said and you'll notice, Brandon emphasized a couple times for the right application, so your base has to be good, it has to be one of those roads that has been maintained or done the right way, and you haven't let the base get bad to begin with. If you put it on that, you won't get that lifespan out of it because where it's failed before will eventually fail again. **Commissioner Philbrook** said thank you, I appreciate that. **Mr. Shaw** said no problem.



Mr. Grover said this next slide shows kind of another extreme case, we're again starting at that $4.5M after 2023 which is kind of where we're currently budgeted. This is showing a 25% annual increase all the way out to 2033. A 10-year period of 25% increase in budget. What that does for us is add that 10 years, it puts us up at about $11.7M and at that 20 years which is kind of—20 years isn't really the right number, it's actually 2033 from where we're at right now 15 years. It puts it up at $36M annually. That number seems incredibly high, but when you see what it can actually do for our network it is actually close to what is needed to make improvements at this time.

As you can see, if we do a lot of surface treatments again by the dash line, it holds us fairly steady for a while and we even gain a little bit, but we start falling back off again because we haven't made any real structural stabilizations. The mill and overlay, it goes down faster, but then we start building up quicker because we have a larger inflex of money in those outer years that allows us to do more mileage.

I'll emphasize again, the three cases that we're showing here aren't the ones we're saying choose one of these three. These are kind of some not really outlandish scenarios, but three options. What we're really even doing is something of a combination of all three of these because you just kind of have to. There comes a point when you don't have to do all surface treatments or 80% surface treatments. There comes a point where you can do 40% surface treatments and or vice-versa. That plan will be coming eventually. We just wanted to show you what some of these numbers really show us. **Commissioner Philbrook** said I'll hold that question that goes right along with that, if you don't answer it. **Mr. Grover** said anybody have any questions on this before I move on. **Chairman Bynum** said you can just keep moving.



Mr. Grover said this next one is the, we call it the mountain slide just because of what you're seeing. This is a 25% annual increase beginning in 2020 and that 25% continues annually after 2028. That puts us at about $6.1M in 2018 and $29M annually in 2028. The reason this one goes up so much faster is because we see such an influx coming in sooner. This one starts in 2020, the other one, this other 25% one doesn't start until really 2024. So that four years of continual increase allows us to touch a lot more roads with these surface treatments which is why you see that peek coming up really fast and it makes our roads look great. Once you get to that point and we haven't done any structural stabilization to the roads, it really starts falling off the cliff a lot faster. Again, what we really want to shoot for is somewhere in the middle of this that allows us to raise our PCI in an appropriate manner that allows us to use our funds effectively.

Mr. Shaw said one thing that we'll look at this is basically how these graphs are set up. It's 20 years' worth of we're doing the same thing every year for 20 years. The way our models will work is every year we'll rerun the model. It might be this year we do need to do 80% service treatments and next year maybe its 10% service treatments. It just depends on how it comes out with how our system is. You can kind of see that peak here and that hits the—it gets really fast and it gets high because we're actually maintaining the ones right now that we're preventing from falling off over that cliff. That's kind of why you'll see the drastic difference between this one and the previous one even though the numbers are the same and the years moved up four years, it makes a big difference. Just to point out that we will redo this every year and you'll see something different every year as the model runs and we keep calibrating the model to.

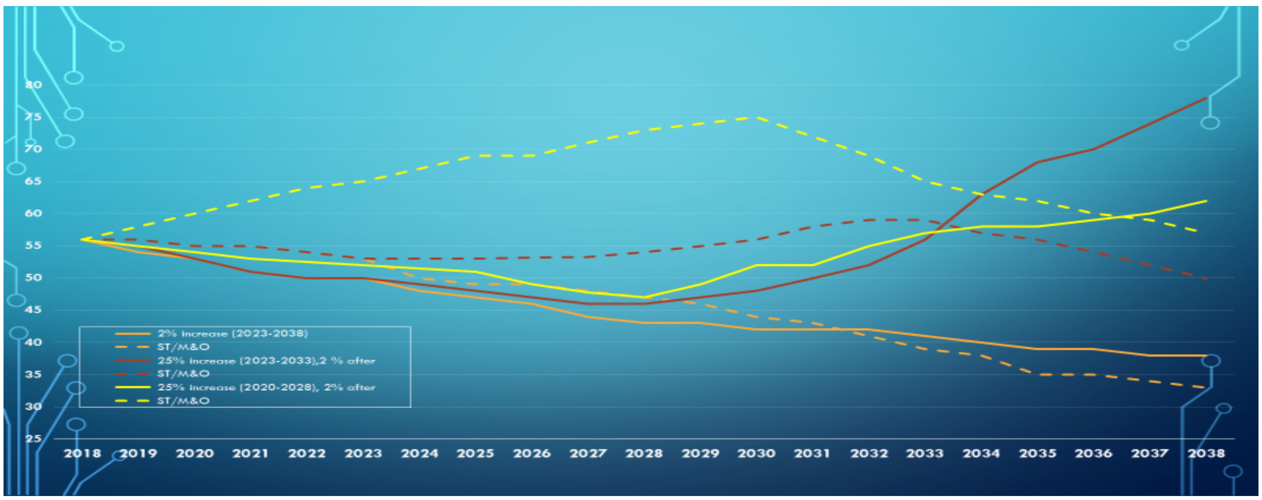
Mr. Grover said that four years is actually really vital because we have such a large percentage of our network that's in that 40% to 65% range, that 70%, that wave that's going to be failing at a faster rate. That next four years is actually very vital and that's why we chose to move this one up to immediately as opposed to out past our current budget of level.

Commissioner Markley said I just wanted to say I think maybe its not obvious because we know how much we need to improve and we're looking at these mountains and valleys, but ultimately the goal is to get to a certain point and then have this line be flat forever, right? That's the goal, it's not to have any peaks or valleys. **Mr. Grover** said right. **Commissioner Markley** said I think it's important for us to think about that as a Commission too, about where, how far up the mountain do we want to go before we see that line flattened out and that's part of what they were trying to get out with that survey is, where do we want our mountain to turn into a plateau and just stay flat.

Mr. Grover said based on the numbers we mentioned earlier that we received back from you guys is that 70 for our arterials is about right here. It's about three quarters the way up that peak or up that mountain before we can really start flattening out again. You can see the exact almost inverse of that down here on the bottom, just because we still have so much more to maintain.

Commissioner Markley said because our neighborhood streets we were looking at potentially a lower PCI, does it make sense for that to be out first goal because it's the easier one for us to reach? If we can bring everything up to the 60 and then we could keep bringing the other ones up, would that be a situation that would put us in a better position? **Mr. Grover** said it's kind of a catch 22 in the fact that it seems like it would be easier because its only four points away from where our current network average is, but what to keep in mind is that arterials and collectors deteriorate faster because they see more traffic. We also have a much larger volume of neighborhoods than we do arterials and collectors. As we start running more of these models ourselves—the company we contracted with IMS, is the one who's run these models for us so far because they've been building our system. Now that we have it and they're showing us how to do it, we can run much more intricate models to do that kind of look into. That will be something we look at. Just currently their current model takes into account roads that see higher ADTs or traffic volumes first.

Mr. Shaw said another thing the model will take into consideration is different costs for rebuilds of arterials verse local streets. If you let your arterials fall off too far, it costs a lot more money to rebuild an arterial street than it does a local street, if you let that fall off. It's kind of a trade-off, but we enter numbers for that, and it helps calibrate that as far as moving forward which ones it recommends doing too.



Mr. Grover said this is just a combination of all those other three graphs, so you can see the difference between them. **Commissioner Philbrook** said I notice that at about 20 years out is about when it hits the fan, so to speak. **Mr. Grover** said yes. **Commissioner Philbrook** said that was going to be what I was going to address. If you have a suggestion on how to address this so it doesn't do that. What's the magic? **Mr. Grover** said we have several and we're still building that suggestion. In one of the next slides I'll talk about our next steps moving forward and we can kind of show you how we plan to address that. **Commissioner Philbrook** said thank you.

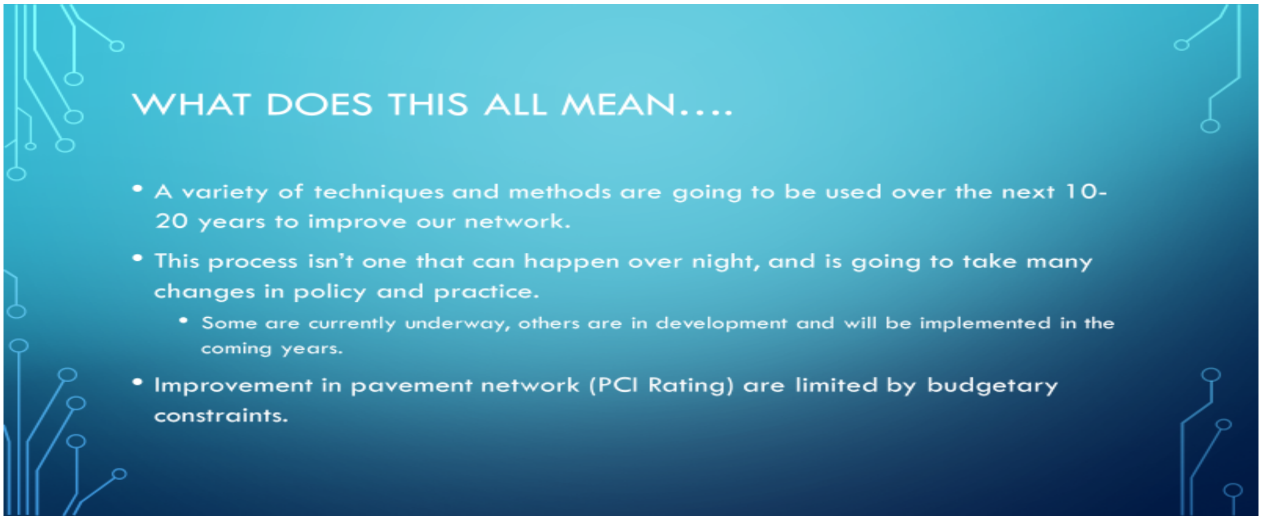
Mr. Shaw said go back to that multiple slide, Brandon. If you see this, if you look 20 years out, which puts at it 2038, there are a few models that have that line going up. Now, for example, we've taken extreme scenarios of both yellow lines for example. If we were doing this our line would be somewhere zagging in-between there as we did what's mill and overlay and what's micro-surfacing. Once we run the models and we calibrate that every year we anticipate that, obviously all based on funding dollars and how much you want to put in to it, we anticipate that line from where it's at now being able to be moved up faster because we'll actually plan every year to do what needs to be done, not just assume something like we're doing here.

Mr. Grover said that's what we're really doing with this is making educated assumptions about our potential funding levels because as that is really what's going to drive this. I know it seems kind of like a crutch to lean on to say that, oh we need more money, but the data shows it. Everything we've shown in the last several presentations shows that what we currently have and what we're currently projected to have, by these orange lines, just doesn't cut it. If we want to make any kind of significant improvement or even keep where we're currently at which I think we all agree is kind of substandard.

Commissioner Philbrook said well I want to thank you for moving into the future for us and helping us try to figure out where to go with this so when we do spend our money we get the best bang for our buck, I really do. All these new programs that we have access to now are really, hopefully, make a big difference. I hope I'm around long enough to see some this. Maybe I should live long enough so I could see what the roads look like in 20 years.

Mr. Grover said one of our hopes is that we figure out our planning system enough where we can come back to you with a live demo of that, where you can spitball numbers to us and we can plug those in and run the report instantaneously and show you what that does. We're not there yet, just because of how complex building the model is. We've got 2400 lane miles of road and breaking that up into segments, and clustering based on classifications and all that, its taking a little longer than we thought, but it is something that we're going to do.

Commissioner Philbrook said well I'm really excited about it. I think I'm really happy somebody else is doing this because if we were waiting for me to do it, we'd be in trouble. Yeah, I really want to see how that figures out on which areas that we have to fix first, which areas that we have to take care of, and being able to balance all that out. Thank you for doing this. **Mr. Grover** said you're very welcome.



Mr. Grover said we've kind of talked about a lot of this already, but what does all this mean, what does this data really tell us. That we're going to have to do a variety of techniques over the next 10 to 20 years to really make some improvements in our network. It's going to take a lot of different things. Mainly, it's going to take some process and policy changes and practices within our own organization. Some of those practice changes are already underway with our new pothole patcher that you've seen. Our crack seal crews that have been out, having a designated concrete crew that can go out before any of our pavement work can actually do some concrete repairs in spots that need them, that way we don't have to contract those out. There's a lot of things we're currently doing and the new pavement techniques that we're doing internally and with our contracts as well.

Again, I've already said it once, but improvement in our pavement network and our PCI rating is limited by our budget. It's kind of hard to elaborate more on that, but I think we kind of made everybody realize that there is that one linchpin that's kind of holding us back that we need to really look at.

Our next steps is based on your recommendations we're going to develop those series of goals and those possible timeframes of when we can really hit those goals with some good funding dollars to be able to say okay, if you give us $15M a year starting in this year, we can hit this in 10 years or if you give us $5M more than what we're currently at, this is how long its going to take. I know those are the numbers you guys are really wanting to see and that's what we'll have soon.

We also want to develop a three, five, and ten-year payment plan. That we can share with not only internally with the public, that way people understand when their roads can be addressed and what kind of things we're looking at as we're addressing our roads. This also helps us for our planning purposes and our assets management mindset to say okay, if we're going to go in here and do this road now, we need to get all the utilities ahead of us and get them in ahead, that way they're not cutting up a road we just redid.

As we kind of mentioned in the earlier slides about how the funding's has been pieced out to do concrete repairs and ADA repairs and stuff like that, in this next budget cycle, we're actually going to create a new line item that is for concrete repairs. That way we can truly use dedicated pavement and asphalt money for that purpose and really show some gains and not keep borrowing that money to do other little things that need to get done.

We're also going to keep improving our internal staff with new training and new techniques. All the time there's conferences about new ways to do potholes, new ways to do crack sealing, new ways to do everything. We want to keep our internal staff as up on that as possible that way we're getting the most efficient crews that we can. Anybody have any questions about this? Are you willing to just vote and give us $20M a year?

Commissioner Johnson said I'm just looking at where all the intersections tend to kind of converge and that's about 2033 versus 2034. I don't know how to interpret that, so I don't have any questions at this point. **Mr. Grover** said that is about right, that's kind of what we've been seeing too. It's really going to take 5 to 10 years, sorry 10 to 15 years before we really start making some major headway, depending on how much money we're allotted at certain times.

Chairman Bynum said I want to thank you for the work and the presentation and I know we'll continue to congregate with you. While we segway, if you will, into our next item which is a presentation on 2020 to 2023 Public Works CMIP.

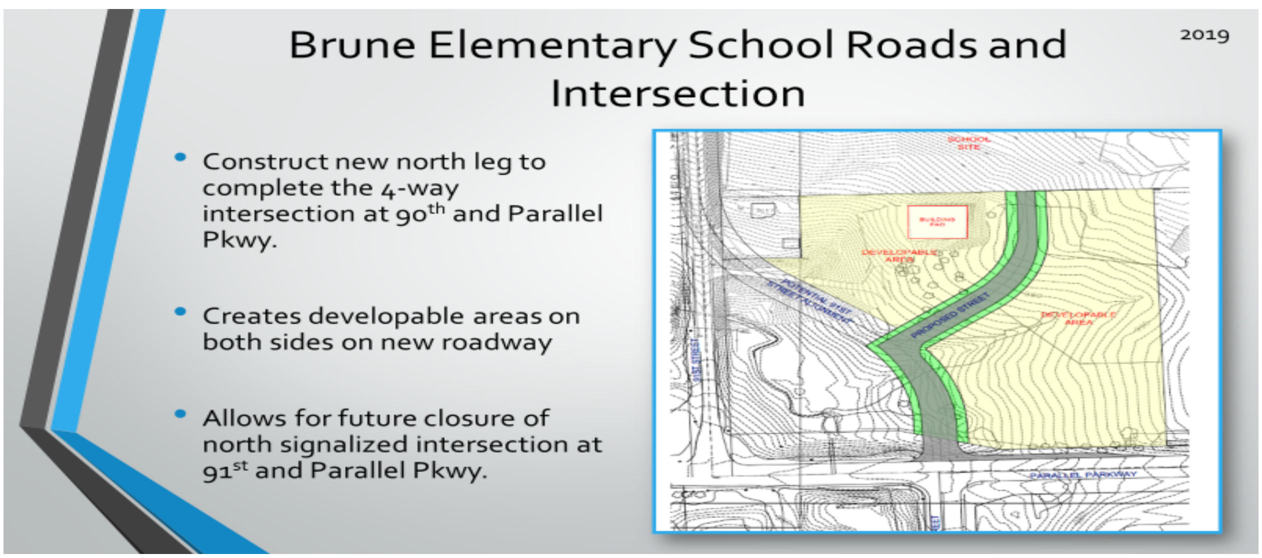
If I could just take a minute and thank obviously both of you, but also Mr. Fisher and Mr. Tobin. If you would extend our gratitude to all of the people that were working yesterday and into the night and probably all day today. I think that they always do a great job. I'm personally grateful and I think everybody else up here is as well, so thank you. If you would just share that appreciation with staff. It is sincerely appreciated.

Action: Information only.

Item No. 5 – 18522… PRESENTATION: 2020-2023 PUBLIC WORKS CMIP PROJECTS
Synopsis: Presentation regarding CMIP and the projects that will have work going on during the years of 2020 thru 2023, submitted by Brandon Grover, Public Works.

Brandon Grover, Asset Coordination Manager for Public Works, said we'll just keep on rolling and going through this. This is an annual kind of presentation that we do for you all. In October we talk about the next year projects that are coming up. In November we talk about the out years beginning in the following year. That way you can see any kind of modifications we've made to project descriptions or any kind of scoping change or anything like that as opposed to what we've been presenting several times in the budget process moving prior to this.

Currently we wanted to talk about the projects that you see in your budget. If you happen to have a budget in front you or if you look at your budget, these are the ones that are in there right now as of the amended budget that just kind of came out.

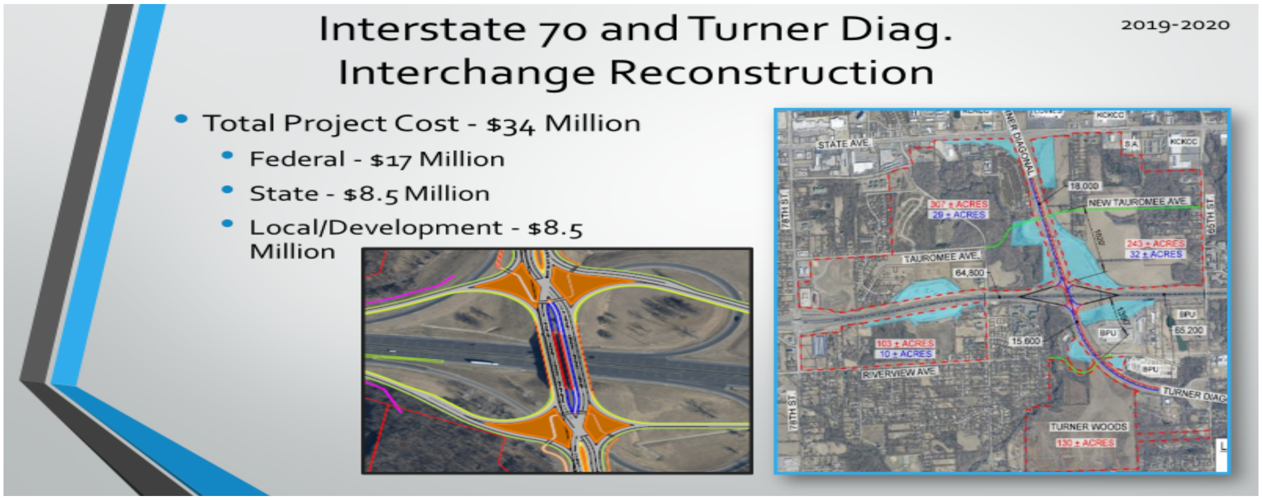


The first one we'll talk about is the Brune Elementary School Roads and Intersection Improvements**.** This is at 90th and Parallel. For those who don't know, there is a new elementary school being built near this intersection that combines two current elementary schools into a more modern facility. What we've kind of negotiated through this who process is to really turn this intersection that is staggered, your north leg is about 100 yards to the west of where your south leg is. There are two signals there currently and it kind of creates a little confusion driving through it. This plan would realign that to a four-legged intersection at 90th that would open up some developable land in that area. If the dollars come in right, we'd kind of make a little curve, as you see highlighted up here on the screen, to reback align with 91st Street. That would allow the section that creates the offset intersection to close. It would smooth out the traffic flow in the area.

Mr. Shaw said as proposed the project is just the portion that you can see in color and then the dash line is separate but what this does, it allows us to get a start on what would need to be done for the future. We can break that into two separate projects the way its proposed unless we get a really good price and there's a way to fund it all right now. That's what you'll see right now, but so you will still have the offset intersection until the time where we can get the remaining fund to complete that. The remaining portion will be less than what the portion is now or it should be.

Commissioner Philbrook asked if you're only putting that one in so far and you're turning that into a four-way stop, and we're not doing the work at the other corner, what are you doing with that until that gets changed. **Mr. Grover** said we've got some evaluation to do because of how the signal diagram works and how the signal mechanics work, this would basically become the four-way signalized intersection. We'd be evaluating what to do with that other one if it was going to stay signalized or turn into some other kind of controlled intersection. **Commissioner Philbrook** said oh, you don't know yet, okay. **Mr. Shaw** said those two signals are timed together to make them work right so whatever you did to the 90th Street one you would have to modify the 91st St. to make it work. Lideana would be working on that with BPU. That's above my expertise as far as signal timings. **Commissioner Philbrook** said I just had to harass him a little bit, thank you. **Mr. Grover** said I wouldn't expect anything less. **Commissioner Philbrook** said no, thank you.

Mr. Grover said this will be something that you'll see kickoff here shortly in 2019 because of the accelerated timeframe with the school. We didn't have this information ready for the prior presentation last month as a 2019 project. Because it was part of the Amended Budget, it wasn't really put out yet.



Mr. Grover said another thing you'll see in the budget is in 2019, is a large UG portion of this project which is the I-70 and Turner Diagonal Interchange Reconstruction. There's a lot of moving pieces to this. We actually had a conversation with Senator's today about how we can push this forward. Basically, this would be taking the current cloverleaf type design and turning it into a diverging diamond. This does a lot for our community because it opens up a lot of developable land along this corridor which would be a major corridor improvement along with what was already done at Turner Diagonal and the Riverview Bridge, how it was removed, and we've changed the speeds throughout the area and make it more appealing for development.

Leavenworth Road, Phase 2; we've kind of ran this one over several times so we won't really go over it too much, other than to say that currently we are in design. We're working with BPU already to try and get their stuff coordinated with, that way we're getting our stuff moved out of the way before the project kicks off in late 2020 and early 2021. **Chairman Bynum** said question on that. Can you give us the breakdown; federal, state and local. **Mr. Grover** said off the top of my head I don't know just because we still are in design. We haven't bided out, you know, exact otherwise. I want to say we're thinking like $7M is our piece. I want to say it's close. **Commissioner Philbrook** said is it about 50/50, on this part of it?

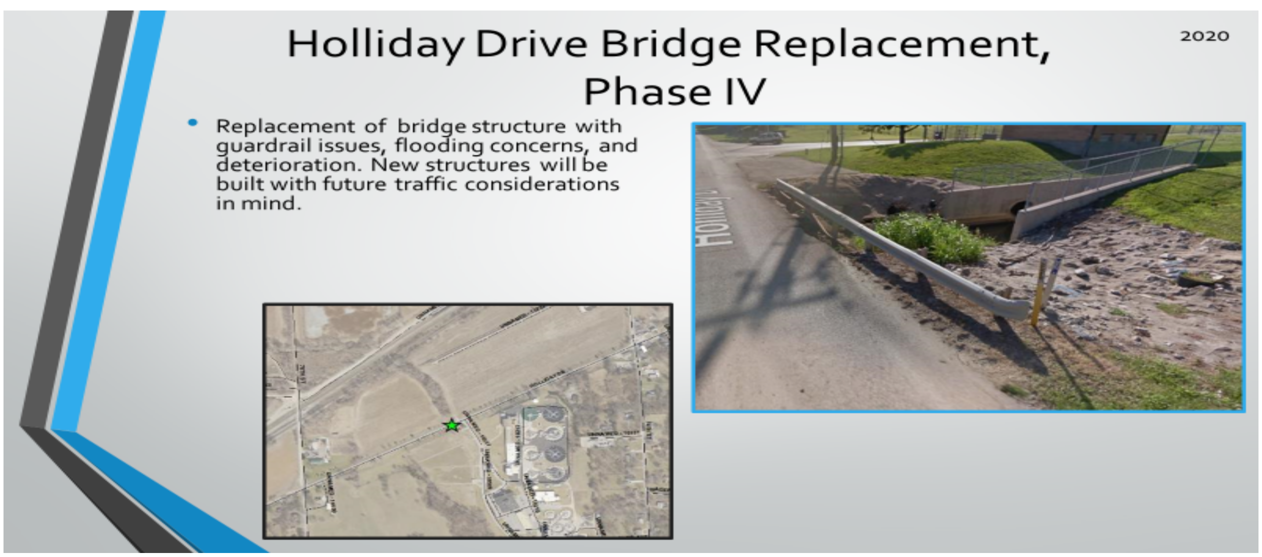
Mr. Shaw said most of the federal projects end up about being 50/50 even though the match is 80/20 match. By the time you do design and everything else right away and lumped in there it usually ends up being about 50/50. **Mr. Grover** said ultimately your looking at about $13M to $14M for the whole stretch of the project. Our portion is about sevenish. **Chairman Bynum** said okay thanks.

Mr. Grover said we've got two Wastewater Projects that we've mentioned several times but they're both so large that they encompass several years and phased out, but we want to mention them again. That way everybody is still aware. Both of these will probably come back to you in individual sessions as they really kickoff, that way you can have information on them.

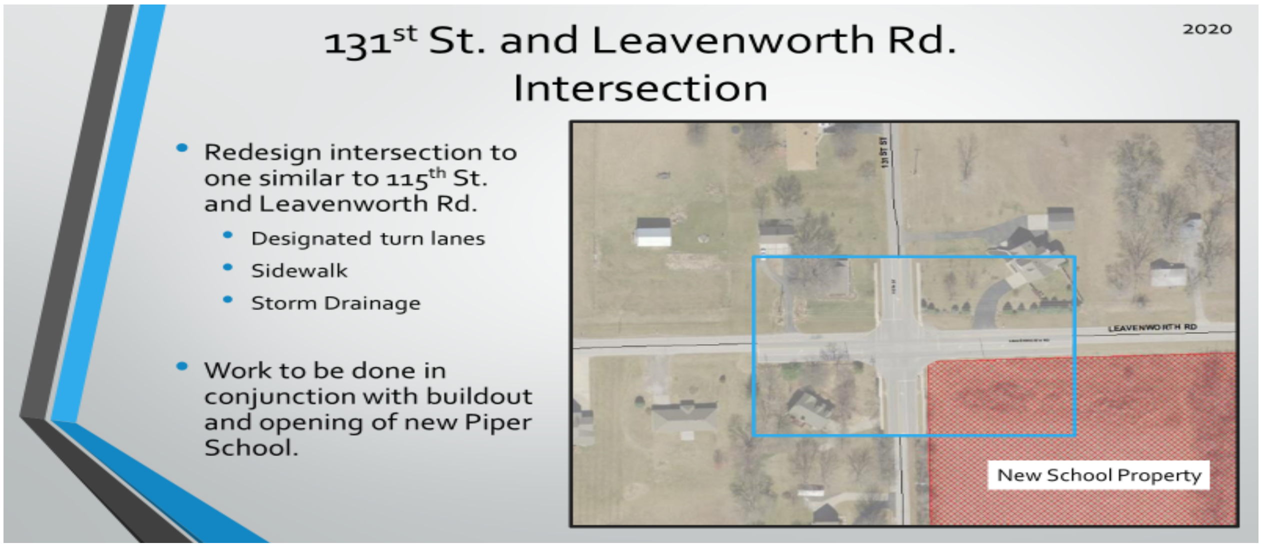
The Wolcott Treatment Plant, an update for everybody, we have currently accepted a bunch of Construction Manager at Risk Proposals. We're working with them to figure out which one we're going to with so we're really trying to push that one forward in a really effective manner that would get us a really good product and keeps us on that budgetary line which is what a construction manager at-risk process does.

The Kaw Point Biosolids is improvements to our current Kaw Point facility to handle our solids and, not only ours, but other adjacent cities solids as well. Jeff will update you in our next little discussion about an agreement with KCMO on that.

The Minnesota Avenue Improvements, this is the next phase of what we've currently done over the past several years before 7th and 8th. This is moving between 6th and 7th. It's mainly streetscape work, improving some of the esthetics around there and some of the parking. You may have noticed, you've already seen some of the planters removed on the far east end, that was due to a BPU waterline issue that had to get fixed. We will be putting appropriate plantings back in those areas that are easy to maintain and still hold the look that we're going for as a true downtown type corridor.



Our final phase of the Holliday Drive Bridge replacements, this will be Phase 4, which is the large box structure that is right outside the WaterOne Plant. There have been several, not really issues with this, but several large pieces and large players with the adjacency to WaterOne, and a couple of the utilities that are really close to the north side of the road, so we're really focusing on that. We're looking at doing an alternate delivery type construction method with this, like a design build or another method similar to that, that we can discuss more at a different time, whenever we get to it. This one isn't really slated to begin construction until like late 2020.

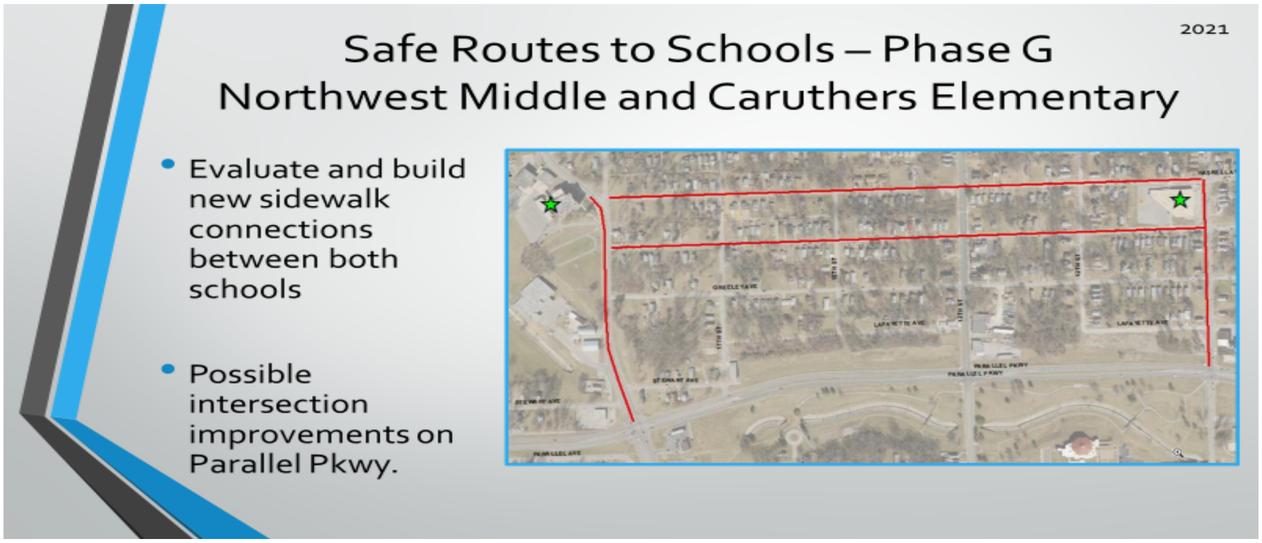


131st Leavenworth Road Intersection; this is an intersection to redesign that is in conjunction with the new school build-out at the southeast corner of 131st & Leavenworth Road. The current layout that we're looking at is one that's really similar to 115th & Leavenworth Rd. Designated turn lanes, designated three lanes, storm drainage enhancements and sidewalk connectability for future improvements because there's not any sidewalk out in that area now, but if we're building something, put it in, that way it's there.

In 2020 we're also looking to make some fire alarm adjustments to the courthouse. Our current system, as well as some new systems we're going to be putting in that have a non-audible system to them to meet ADA compliance, that way everybody is notified and not just people that have hearing capabilities. We're also currently working with the Sheriff and PD to determine if there are other security or safety needs on the justice side while we're going to be there and just get it all wrapped up together.

We also have in the budget for 2020 and 2022, some budget monies for a new fire stations. We've got $3M in 2020 and $3.5M in 2022. Currently there hasn't been any discussion about what sites we can potentially look at. Based on the current estimates for the new Piper Fire

Station, we're currently looking at there could be some budget adjustments in the future depending what dollar we come in at, and depending on if the template we come up with is something that's easily replicable, fairly simply. That'll be something that gets brought back before you in a future update when it gets time.



In 2021, we've got our next phase of Safe Routes to Schools which is creating sidewalk and connectability between Northwest Middle School and Caruthers Elementary which is just north of 18th St., around Parallel Parkway and 18th St. We're looking at sidewalks, connecting the two, and throughout the neighborhood, and also some possible signal improvements at 18th St. and 12th St., if the funding levels cooperate or if the dollar values of the project cooperate.

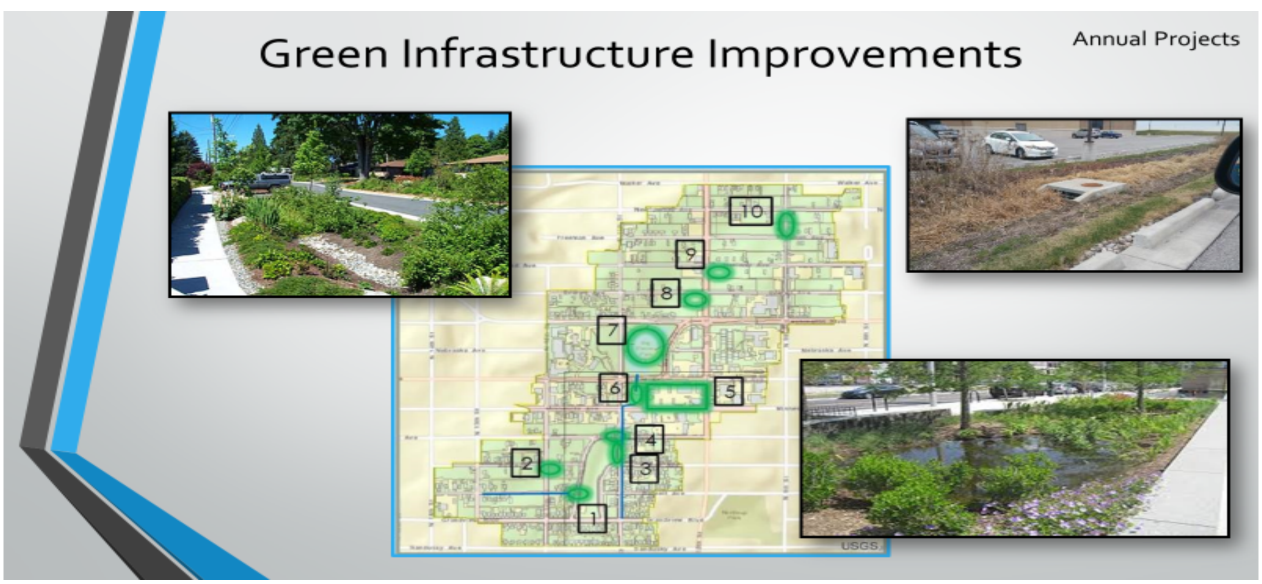
Hutton and Leavenworth Road Intersection Reconstruction; this is a multiphase project we've talked about with you in the past. Phase 1 will be the removal of the large hail on the east side of the project, as well as some lane marking improvements going back east towards I-435. Then an actual intersection redesign once we figure out what's going to go there and what kind of development might spur in the area and things like that.

Commissioner Kane said just for the record, no roundabout. You've got the fire trucks coming out of there, they're awful big. It would slow them down to perform their function. **Mr. Shaw** said we've talked it about it before, we've done an initial study on that. That's in the 90th percent complete right, we should have that very soon. Whatever we recommend there will include capability for fire trucks. **Commissioner Kane** said whatever you recommend to us, we'll tell you what to do. **Mr. Shaw** said that's fine, I'll just tell you what's recommended from the engineering staff.

Chairman Bynum said question on this Phase 1. Am I correct that directly east of Phase 1, is that stretch of Leavenworth Road right before you get to Phase 1 four lanes? **Mr. Shaw** said yes, it is. **Chairman Bynum** asked will Phase 1 increase that four lanes all the way to Hutton or no. **Mr. Shaw** said that will be something that we look at. One thing that we've done when we started our initial study is our plan for, we basically wanted to know the grading limits, what it would take to get back there if laid that out as a four-lane section to get the room. Whether we actually build it or not, it'll at least have the right of way and the grading set up, so it can be added to later if it needed to be.

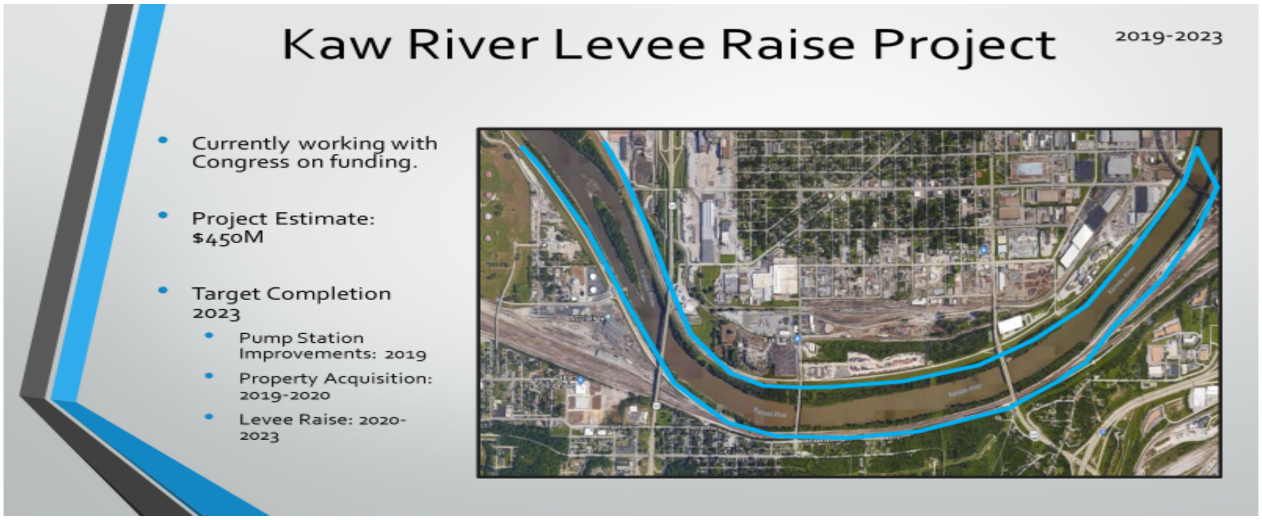
Chairman Bynum said well because in addition to the fire station and the park, you know we're getting a couple hundred units right there of housing, and I just wonder about increased traffic, and whether four lanes would be good. **Mr. Grover** said as Troy mentioned, there's several design options. One of them is a four-lane section but we are looking that as the ultimate build-out. Whether we build that initially, depending on traffic concerns we might not do that, but we are buying the right-of-way, grading everything back, so it would be easy to add those extra lanes if we did. **Chairman Bynum** said okay, thank you.

Mr. Grover said next big project that we've got coming up for City Hall is some stabilization in our lower areas of City Hall. We currently have an Architect and Engineer on board. They're doing their initial study and making some immediate kind of stabilization recommendations. Those repairs will begin in 2019. The full study itself will give us some other details as we move forward and we will be able to come back with some other options and how much those could potentially cost. Currently we're budgeted like about $10M over the next five years, so those are just something to keep in mind as we move forward. Like I said, we'll be back to discuss that at length when the time comes.



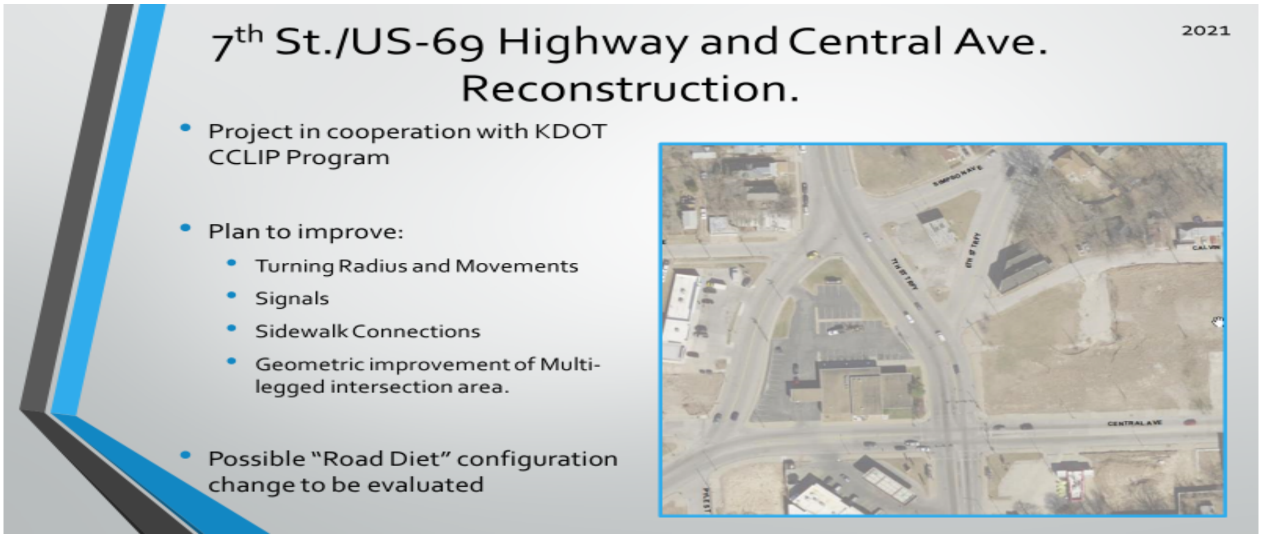
One of the annual projects that's semi new in this year's budget is our Green Infrastructure Improvements. As everybody's aware we're under a consent decree with the EPA to clean up our kind of our stormwater quality. One of the big ways you can do that is creating green infrastructure. You know, rain gardens, catch basins, things like that that hold water and allow it to absorb naturally into the ground as opposed to just flowing and reaching some of our combine sewers and things like that. What we've kind of focused on is a corridor area, kind of stemming from right over just to our west a little bit at kind of the 8th Street Park, moving all the way down through Big Eleven Lake, and ultimately ending up towards Jersey Creek. There are several locations throughout that we'll be bringing forward in the next few years with real concrete plans.

Next, we wanted to highlight a couple of things that currently aren't in your budget, but they're things that are big pieces for us that we will be bringing up into the budget in this next budget cycle. You'll see them coming up, I wanted to give you a little heads up and little detail about what they really are.



The first one we kind of talked about a little bit, the Kaw River Levee Raise Projects. This is as part of the seven levee studies that we're doing and that have been completed. This is a joint operation between us, KCMO, the Kaw Valley Drainage District, and the Army Corp of Engineers; a very huge massive project basically raising the height of our current levees. There are several things that need to happen along with this. In like in 2019 you're going to start seeing pump station improvements to handle increase flow capacity.

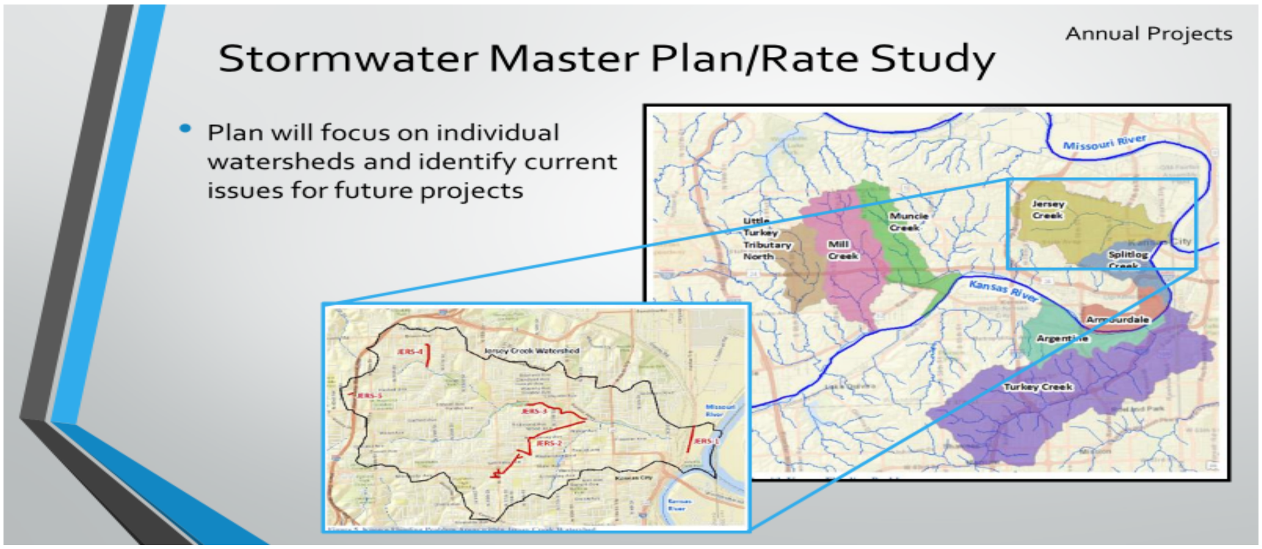
2019/2020 you're really going to see some property acquisitions, its nothing really to see there, but you might hear it being talked about. Then in 2020 to 2023 is when the raise is actually going to really happen. Overall this is about a $450M project. There's a very large portion of this, if not all I believe, that's being federally funded. Most, if not all, is going is going to be federally funded. It's a large number but its not a big impact on us. Jeff can elaborate on that at a future date once we get really in this, but we're still working out details with the government.



The next one is actually a grant application that was submitted and didn't get turned back to us until right after this last budget cycle. As part of KDOT's CCLIP Program, which is the former program that deals with cities that maintain state roads, so for this one, is 69 Highway, right outside of our offices here. We've looked at this intersection several times from our grants and things and it just didn't receive the funding for it. Luckily, we got some funding this time.

At 7th & Central, everybody knows that tight intersection with the bank on the corner. We're look at improving the turning radiuses and turning movements, some signal improvements, sidewalk connectivity. As you can see from the picture, there's a lot of legs in close proximity to this intersection that create turning hazards, sight distance issues with the hill kind of coming to the north and then having people kind of queuing at the stoplight here. We're looking at potentially closing some of those or realigning things to make it a more functionable intersection and allow traffic to flow better. Another element of this is possibility a "Road Diet". As we mentioned with sidewalk allow walkability and bikeability through the area. We will be taking that into consideration as we do our design.

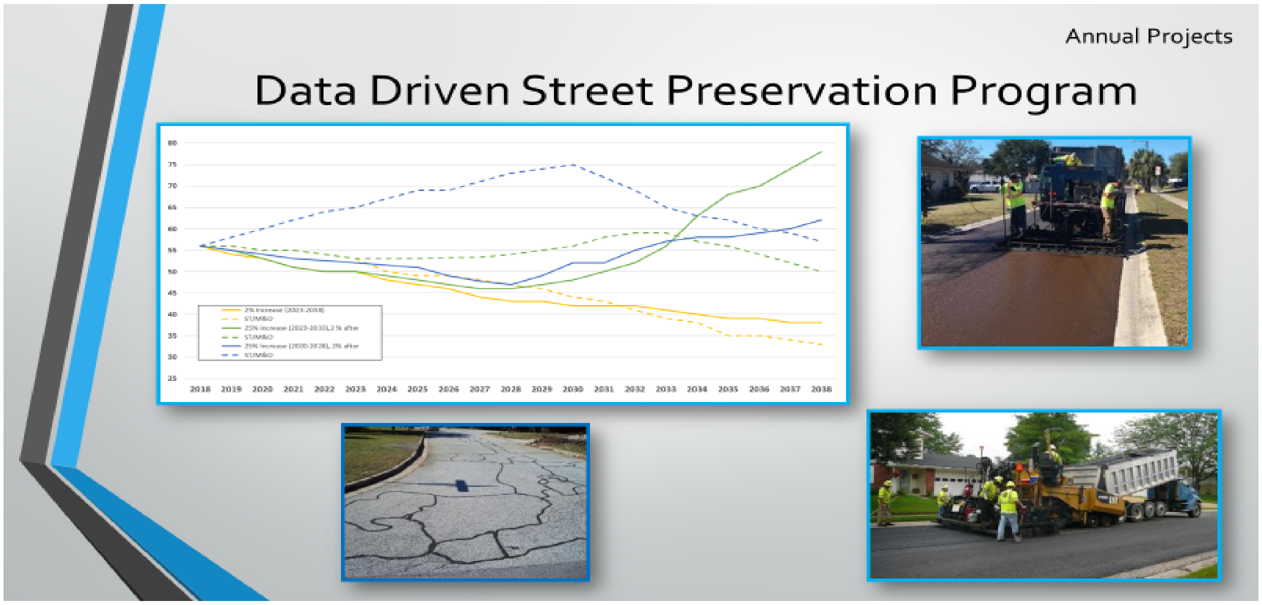
Commissioner Philbrook said between I-70 and 7-Highway, that little section on central, there's a speedway right now. Well I mean you know, I don't want to die walking to Slaps, you know, what can I say. People do have a tendency to really haul it through there as their coming up and is there any plans to quite that down a little bit in this? **Mr. Grover** said not as apart of this. When we redid that portion of Central Avenue, we did try to do a couple traffic calming things by creating some ball bouts through there and allowing parking kind of through there. As you've noticed, it didn't necessarily deter people how we had hoped. I know there are discussions about other possible options, but we haven't hashed any of those out just yet, but it is something that's on our radar. **Commissioner Philbrook** said please hash, because I've been getting feedback from quite a few of the business people when they go down there. We're creating more and more small businesses in that area and so we want people to feel safe when they spend their money with us. **Mr. Grover** said we will definitely keep kicking the tires on that one.



Another big piece that could be seen in the next few years is our Stormwater Master Plan and Rate Study that everybody's kind of been briefed on in prior presentations and other meetings. Basically, this is to help us alleviate some of the major stormwater issues that we're having in the city by possibly looking at taking some of the rate funded money and putting them solely towards a different type of project to scope. Currently, in Phase 1 which is really the next 10 years-ish, we're focusing on the highlighted drainage districts that are up here and within each drainage district, there will be projects that come out of them and they'll be ranked according to some criteria that we've setup. We'll have more concrete projects coming forward as far as to be able to say exactly what we're doing, but this is going to be something you'll start seeing more of.

Mr. Shaw said for the rate study portion of it, this is the one we met with you on the on—threes to talk about this and we've started setting up the neighborhood meetings I believe. In a couple weeks, mid-December through mid-January, we have eight or nine meetings set up with multiple different neighborhood groups on businesses, etcetera to get their input on a couple different scenarios. We're talking about a change in the rates. Once we get that back and we've had time to analyze it, and incorporate comments, we'll be back again to discuss that as well.

Chairman Bynum said could we have the dates, times and places. I wouldn't necessarily want to go to all those meetings, but I might want to go to one or two. **Mr. Shaw** said we just got those set up late last week, right before Thanksgiving so we will send out a notification of when those dates are, we'll have them back together.



Mr. Grover said our Data Driven Street Preservation Program, which we just kind of went over at length so I won't go over this slide with you anymore. It is another big piece that is going to see a lot of emphasis in our implementation of the budget and how we request money from you all moving forward. Anybody have any questions about that?

Commissioner Johnson asked the Safe Routes to School; part of that is funded through MidAmerica Regional Council. **Mr. Grover** said yes, that's correct. **Commissioner Johnson** asked 2021, is that the year, I thought it was 2019/2020, am I wrong on that? **Mr. Grover** said the way it phased out is the major construction won't really happen until 2021. We've got some budgetary dollars associated with design, but you won't see a lot of the work done until 2021.

Commissioner Johnson asked what's the estimated cost on that. **Mr. Grover** said we're still in our early estimation on that. The dollar value that we got from Mid-America Regional Council on that was about $500,000, if I remember right, or is that the one we got more. **Mr. Shaw** said it's more, I think it's more. I think the total project cost, I'm guessing here based off memory from months ago, but I think it was like $1.2M or $1.3M total. **Commissioner**

Johnson said that would be that much, plus some. **Mr. Shaw** said I think we had ended up getting, we had gotten two separate grants from MARC for that. One was the $500,000 what Brandon was talking about, that's what we typically we get for the Safe Routes Project, but we also got a separate one as well to merge together. **Commissioner Johnson** said very good.

Action: Information only.

Item No. 6 – 18523… UPDATE: UG-KCMO COOPERATIVE AGREEMENT FOR LONG TERM BIOSOLIDS TREATMENT

Synopsis: An update on the Unified Government's progress in finding a viable regional solution to manage Biosolids, submitted by Jeff Fisher, Public Works Director.

Jeff Fisher, Executive Director of Public Works, said my report will be very brief and I'll entertain any question you might have and Brown's been involved the whole time too. Real simply, staff along with Legal has been working on an RFQ. We believe that'll be out in the next 60 days and Request for Qualifications for a Design Build Contract. We've also identified our owner's rep and we're negotiating scope and fee there as well. In the meantime, since we last spoke of this project, this is the Biosolids Project, so everybody listening knows; we've had a few discussions with KCMO, those discussions have been very positive. We have a little bit of final testing to make sure the system we understand, by receiving their solids, how our system will handle that, so that should be done this year.

We've had initial discussions about a potential wholesale long-term contract and if everything plays out well, we still have a lot of discussion around rates and that kind of thing. There's still a little way to go on it. We would come to you with a long-term contract sometime in the first quarter to second quarter of 2019, I would guess. In the meantime, if that testing plays out well, and we believe its in the UG's best interest, we would come to you with that agreement. They also have talked about a hard commitment through a letter of commitment or something like that in the meantime.

It appears to be very positive. It would be a two-year construction project and I should say this is very important to the UG. Instead of landfilling our waste like we've talked about, we need to take steps to correct that, and get our plant working again so that we can process Biosolids. We'll need to make a decision if KCMO doesn't appear we're going to be able to come to some agreement, we'll need to go forward without them. We're prepared to do this project either way. I'll take any questions you may have.

Commissioner Philbrook said she doesn't find this very exciting, but then she never worked down there. When you work down there in among it, you know, it kind of comes home till you realize that we have a lot of stuff to deal with. I'm really happy that we're thinking about working with KCMO because that's the only way we're going to get rid of that smell, number one, because it's not coming from us down there, it's coming from them. **Mr. Fisher** said that is correct. **Commissioner Philbrook** said the other thing is, as I understand it, that it's changing our process and bringing them in will help pay for all the changes that we're planning on making in the processing, that sort of thing, so they'll help pay for that. **Mr. Fisher** said they will pay for their project and a little bit extra, right.

Mr. Fisher said I think more importantly the two together generate enough material that there is big potential for UG to generate even more revenue, which is really the thing we would all like. **Commissioner Philbrook** said let's speak it to sell that, right. **Mr. Fisher** said that would help manage rates more effectively than KCMO component.

Action: Information only.

Adjourn

Chairman Bynum adjourned the meeting at 5:59 p.m.

mbb