

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, October 26, 2015**

The meeting of the Public Works and Safety Standing Committee was held on Monday, October 26, 2015, at 5:04 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Johnson, Kane, Philbrook; Commissioner Townsend for Commissioner Markley; and BPU Board Member Jeff Bryant. Commissioner Markley was absent. The following officials were also in attendance: Gordon Criswell, Assistant County Administrator; Ken Moore, Interim Chief Counsel; Terry Zeigler, Chief of Police; Rob Richardson, Director of Urban Planning & Land Use; Chris Cooley, DOTS-GSS; and Wilba Miller, Community Development Director; Mike Tobin, Interim Director of Public Works.

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

There were no minutes to approve.

Chairman Bynum said we are moving Item No. 3 under the Committee Agenda to the top of the order and then we will go back to the regular order in your agenda packet.

Committee Agenda:

Item No. 3 – 1582...REQUEST: HONORARY STREET NAME

Synopsis: A communication from members of the Evangelistic Center Church, 1800 Washington Blvd., requesting an honorary street name designation at 6th Street and Quindaro Blvd., in honor of Rev. Willie C. Vaughn, Jr., submitted by Lideana Laboy, Public Works/Traffic. (Sign to read: Rev. W.C. Vaughn, Jr. Ave.) On September 28, 2015, this item was presented to the committee and it was voted unanimously to hold over until October.

Bill Heatherman, County Engineer, said we do have this item tonight. It's been a discussion item that was held over related to our honorary street naming process. I believe that primarily the

item before us that there is some discussion amongst the community about some items related to the proposal to have an honorary street name at this location. What I might do is allow you all to ask me some questions that you have about the application and then I believe that some folks from the community are here also to speak tonight. Mike Tobin is going to go ahead and hand out the policy that we have related to honorary street name signage request so if any of the conversation tonight relates to the policy, we can address that.

Chairman Bynum said I will tell you that just to back up a little bit for historical purposes, in August when we were looking at the agenda for the August standing committee meeting this was the only item. We did not feel that was a good use of public resources to call the committee and have staff here for one agenda item so we did not hold an August Public Works meeting. Then in September when the item was again on the agenda this committee tabled it for one month because we had a commissioner in the district that had questions and concerns about this particular honorary street naming. I have a couple of questions about the process so I will ask those but I would allow Commissioner Townsend, if you like, to state your position and then I just have a couple of questions about the process itself.

Commissioner Townsend said I attended the the last monthly meeting of the standing committee to speak with the representatives of the Evangelistic Center because it had come to my attention that the request for the street naming did not seem to comport with the guidelines that have been set out. Here's what happened apparently sometime in July, August, the congregation of Faith Lutheran Church, who is one of the churches in the neighborhood and has been there since the late 50's, their congregation received a letter from Evangelistic Center with a petition, maybe one or more letters, but there was a letter that they received saying if we want to rename the street, they gave the reason, and if you agree with this return it to and it named whoever the sender was. The Faith congregation did not agree with the renaming, they felt that the church had essentially abandoned that area of the city even though apparently that's where the church was originally founded so they did not return it. It came to my attention that this was on the agenda and I wanted time to explore why it was on the agenda when it did not appear to conform with the guidelines and I believe these are the same guidelines that have been passed out just a few minutes ago. It says if the renaming, and they're talking about the honorary street request is to be

for a church, as in the case, or a pastor and the street section has other churches along it the petition must be signed by 100% of the churches so that first requirement has not been met.

I also expressed my concern as the in-district Commissioner with a 6th & Quindaro area because there were several plots of land along that strip that are owned by Evangelistic Center and quite frankly the condition of them is something that we would ask Code Enforcement to look at it or send letters to people to cut. We've got crumbling retaining walls, and overgrowth, trees, bramble bushes, now there is some grass cutting that's going on, but I get calls and complaints from neighbors that live on the southwest corner about the condition there. As the in-district Commissioner I have some concerns and reluctance to go along with this.

After the last committee meeting here I think on the 28th or the 25th, something like that in September other groups, neighborhood groups in District 1, in that immediate area saw the broadcast and also expressed their desire not to have the street renamed because it's something that went back related to the Peregrine Falcon and Dunbar development in that area and that's all I know about that so I've made those individuals aware of the meeting tonight and they can come.

One of the things that I think this gives us an opportunity to look at is some changes I would like to see made to the current guidelines. Not only do you need 100% of the churches if you're talking about a street naming, but it says 51% of landowners or tenants on properties adjacent to the section of street that is to have the honorary naming, they must sign the petition as well. I'm not sure how we're classifying what is adjacent because I get so many complaints about the southwest corner heading south on 6th St. from people who live across the street. I think that address is more like 605 Quindaro, 607 Quindaro. The actual renaming was across the street. There are actually several corners with the identity of 6th & Quindaro. My concern is that our procedure and policy take into account those people who actually live and reside in the area and make sure that they have ample time and opportunity to be notified of these street renamings and to have their opportunity to have a say. In this case, where the church knew about it and had an opportunity to express their position, they did not agree. Quite frankly, I think this would be a great opportunity for the church to maybe refocus their energies on maybe not the renaming right now, but to make that area look more honorable so that maybe there's something in the future that can be done that can persuade the current people who live there, who worship there, that the renaming may be okay.

The other hurdle, of course, I said is the neighborhood group. We have to look at what the plans were, commissions and boards may have been involved with it at some point or other predecessors with regard to renaming that same stretch of street Dunbar-Peregrine. Those were the comments and that's why I had asked that this be deferred from last time to communicate that information to the Evangelistic Center. Also, like I said, I would love to see changes made in the guidelines so that not only how does this read, the in-district commissioner, I guess, as currently is, the Public Works or the requestor can go to Public Works or the in-district commissioner. I believe it should be not only Public Works but also the in-district Commissioner. The in-district Commissioners are the ones who should know what's going on in the community as well as neighborhood groups in the community because here you have a request coming from out of the district that the renaming petitioner resides in and that makes a big difference.

Commissioner Johnson said I've been pondering this for a while. As I've now gotten the information about what's been going on it appears to me that we have—I would agree with Commissioner Townsend that we have some internal things that may need to be reviewed. To the best of my understanding the representatives from Evangelistic Center to the best of their ability have tried to comply with the requirements that have been provided to them to the extent that they were not expecting there to be any problems apparently given from what I've read by our own Public Works Department. When we pushed the item back the other day there was some confusion as to what was going on because to the best of their knowledge they've done everything that the UG has requested. Now at the eleventh hour we find out that there is other information, other organizations that have an interest in that and the information seemed to me, my own personal opinion, is that came in late in the process. I understand now, my first initial thought was because of the fact that they've relocated that maybe they should look at a site that was closer to their current location, which is in my district, but I understand also the history of the church and that they've got their start down at 6th & Quindaro and for that reason I understand why they have the rationale to move or to put the sign the down there. I'd like to see it go forward to the full Commission, that's my take on the matter.

Commissioner Townsend said let me just make something clear so that I hope everyone will appreciate this is not an eleventh hour situation. The policy reads that the petition must be signed by 100% of the churches. That never happened, that never happened. The reason that the

Evangelistic Center did not know about Faith Lutherans contest is the letter that Faith Lutheran received from the Evangelistic Center which said if you agree with this, send it back. They did not agree, they did not send it back, that was back in July, August sometime. We cannot infer or assume that the neighborhood or the church or whatever group is called for here agrees if we don't have that agreement that in writing, that's what the process calls for. I do regret anytime that Ms. Chinn of the Evangelistic Center may have lost, but this is what our policy has always said so it's not an eleventh hour.

The other thing, as I said, the area needs to be made to look honorable. They want to honor their founding father, I get that; but if you drive by there it does not look honorable. When this Commission, we go through budget, we ask, I asked specifically, Commissioner Kane supported it, the rest of the commissioners supported taking money out of the budget to cut down weeds to keep our lots done. It is not unreasonable to ask property owners, whoever they are, to take care of their property. That's the real honor here. In a months time since I've that made that known there's been no activity around there to chop down the weeds, it looks the same as it did a month ago. These are the types of things that I believe would sway those people who live there, who worship there, to say well, you know, maybe they do care about this area instead of merely changing a street sign. I just want to make that clear.

BPU Board Member Bryant asked does the party that's requesting this receive a copy of these guidelines **Mr. Heatherman** said yes, they generally should. **BPU Board Member Bryant** said and as far as verifying that all of these stipulations have been met is the onest on the party requesting or the UG to verify. **Mr. Heatherman** said we provide these guidelines so that the party requesting can do most of the legwork to make sure that everything works out. We don't do a lot of second party verification. **BPU Board Member Bryant** said so they knew that they needed 100% of the churches agreement around and there's no verification done at the last minute to make sure before the application is brought to the standing committee.

Mr. Heatherman said let me just address a little bit of the context. These often are not controversial. I mean by their very nature there intent is to honor people in the community. We don't get a lot of them every year. The policy in general has kind of just flowed in the past. You know hindsight being 20/20 might there have been a warning sign or two that would have caused us to pull this or suggest a meeting offline to get everyone together, in retrospect that's probably

what we'd do if we noticed that there were some misfires on this. It's typically not the role of the Public Works Department to tell the Commission whether or not someone should be honored and where they should be honored. These guidelines are kind of here to just try to make sure there's some due diligence before they come and if we missed a step, you have my apologies, but I think in general what's really here is that there is still a desire to do something but there is also some disagreement about what that something should be and what the context should be so whether the policy could have prevented us from getting here or not I think ultimately it is for the Commission to determine how you want to honor the individuals involved.

Commissioner Philbrook said okay so no pointing fingers, just requests for the future is that if we have—this is just coming from me I'm not speaking for the whole Commission, I'm just talking for me. If we have some guidelines like this and if we're asking people to do certain things I would ask that they provide those things so they're included in the information we receive so we know they've met the guidelines. That would be something that I would ask for. I agree with Commissioner Townsend adjacent, what exactly does that mean. Is that like in Planning and Zoning within 200 ft. I mean what is that? Don't know. We don't have—I see that look, he's look oops I asked a question that I shouldn't have asked. **Mr. Heatherman** said I guess what I would say is if we need to be technically precise adjacent means adjacent to the right-of-way of the street in question. Unlike Planning and Zoning though we're not intentionally trying to bring resolution to a highly controversial item so if we had an awareness that somebody kind of adjacentish was concerned we would encourage the parties to sit down and kind of visit about a good win-win. We will try to be mindful of that going forward. I believe the spirit of adjacent is are they immediately next to the right-of-way or when you stand out there and look at it you would say well, that's a pretty significant neighbor to this renaming, you know we would want to know what they think.

Chairman Bynum said a couple of my questions have been addressed, but I think what I would like to see and given that no we don't see very many of these on an annual basis and we don't expect there to be a pushback or controversy around them, but as a matter of policy I would like to see a couple of things when they do come forward. When they are applied for I would like to ask that district commissioner be made aware. I do think that's a part of what has gone on here. This would again, had we held that August meeting; this would have likely been approved and

we would've moved on with the show but being that it's held for a month it had more time for attention to be given to it and I think that's been frustrating for the church. If we just include in our policy and procedure that if and when an application like this comes forward that the district commissioner be made aware of it, then that solves that problem right off the get-go.

My second question really has been in looking at the documentation that goes with this, this question of the petition must be signed by 100% of the churches and I did have a face to face conversation with the Reverend at Faith Lutheran who told me that they did not agree. I guess as a matter of policy is it possible that when the petition is given that a map is drawn up that shows them and us what is where and who needs to comply and if there's a church on the corner, make sure you get their agreement because had I not had that conversation we may not know that 100% of the churches did not agree based on the document that the church apparently interrupted to mean if I agree send it back, conversely if I don't, don't. That leaves me thinking well there's a hole in the process that we need to fill. Those are my two thoughts on that policy part of it. When we hear from a neighborhood group in the area asking us to take a step back because they feel like they had some sort of handshake agreement almost in the past that the street renaming would have been done for another reason and another name, I really need to pay attention to that. When we have a minister in that area saying my church has not supported this because, I think we need to pay attention to that. Those things concern me. That being said I'd like to find a way to come to a resolution, but I would also like at this time to ask if there is anyone here from the public or the church that would like to come forward and address the item and if so please come to the microphone and state your name and we will give you time to address the item.

The following appeared:

Latoria Chinn, Chairman of the Contract Fairness Board for your city but I'm also a member of Evangelistic Center Church, said first let me thank you for allowing this to be pushed up on the agenda. I am in the first of my last Doctorial Program classes and I must go to class.

The question, if you are not clear on your policies, how can we be clear on what we're supposed to do. We we're given everything at that time. We complied with everything. It actually got to your standing commission meeting and then got held up so we did everything we we're supposed to do.

Lastly, good evening, the Unified Government street naming blunder was meant to be. It has served as a catalyst or mechanism in getting to the core of a more severe bleed within District 1 of our city. Vote or no vote, Evangelistic Center we are good. We now exist. There is a saying in business be men, therefore; EC as men and women, we surrender to whatever decision you make. This picture is a much bigger picture than a street rename and there are serious, serious problems in District 1 that need immediate attention. After the last standing committee meeting last month and witnessing its bizarre outcome an unofficial, regionally based group, myself and nine other high-level degreed professionals well versed in the areas of city government, economic development, urban planning, research and reporting, internal affairs, government compliance, community proposals and grant allocations we met and we made a pact to volunteer and dedicate our personal time and monies and expertise to microscopy research every inch of District 1, targeting in retrospect the dates of April 2013 through March of 2017, a total combination of the last and future four years. In this District 1 disparity report, which Group 10 affectionately we call it our D1 project. Statistics will be compiled, produced, rendered and then published in March 2017. We have already begun. We have started with a D1 ride through a few weeks ago. We had our maps, we had our camera snapping pictures and documenting District 1 areas of devastation some of which you have already received. In the last two years, Group 10 sees a lot of things. We have seen a lot of things. We plan to cover area single occurrence surrounding District 1 which is too many to name tonight because time would not allow. There is a significant amount of work to do and goals to accomplish. We honestly, sincerely, thank Commissioner Gayle Townsend for decisions that continue to stimulate Group 10. To take a closer, diligent look at District 1 areas that possibly would not have had this opportunity and this valued attention. D1 leadership is too comfortable, you're too relaxed in your efforts. Between Group 10 and the next year and half or the next 17 months we will be watching and we will be documenting.

Chairman Bynum said I want to go back and clarify some communication I had with the department and that was that a department's role is to gather, to set the guidelines, disseminate the guidelines and gather back the information, but not to approve or deny the application that is the work of the Commission, is that correct? **Mr. Heatherman** said that is correct. **Chairman Bynum** said I would ask staff if you have any mechanism of knowing when we give the guidelines whether the guidelines have been followed because there is concern here at the

Commission level that we do have one item where we feel that particular guideline wasn't met. The question becomes, the question I've been wrestling with becomes how did this come to us if in fact the guidelines weren't all answered. We may not arrive at a solution for that tonight, but I think that's been a sticking point for us. Is there any other comment?

Commissioner Philbrook said bottom line, as we've heard here tonight there's information that came forward that said that 100% of the churches did not agree. Is there any argument with that? I'm just asking him and I want to make sure I understand. I know what I've been told but I haven't heard it exactly from anybody. All I've gotten is hearsay back and forth. **Mr. Heatherman** said the intent of that is to make sure that those churches that are in immediate of proximity have had a chance to be consulted and if there's been some concerns, that those are raised. In retrospect I would say that we don't feel that 100% of the churches have approved.

Action: **Commissioner Philbrook made a motion, seconded by Commissioner Townsend, that we deny for the fact that we haven't met all the guidelines.**

Ken Moore, Interim Chief Counsel, said a yes vote on a motion to deny would deny the vote. Four yes votes would deny the application.

Roll call was taken and there were four "Ayes," Bryant, Philbrook, Townsend, Kane; and two "Nos," Johnson, Bynum.

Mr. Moore said the motion to deny passes.

Chairman Bynum said I would like at some point to see a revision of the way the policy is handled.

Commissioner Townsend said point of clarification, so this will move on to full Commission. **Chairman Bynum** said it will not.

II. Measurable Goals:

Item No. 1 – 15162...MEASURABLE GOALS: PUBLIC WORKS

Synopsis: Update of measurable goals for Public Works including Fleet Maintenance, street sweeping, and mowing, presented by Mike Tobin, Public Works Interim Director.

Melissa Mundt, Assistant County Administrator, said tonight we thought that we might try something a little different with these goals so I'm kind of throwing the staff here for a bit of a loop but they're onboard with me so that's good, they didn't run from the ship so that's great. What I did was work with Joe and Gordon and we're going to go through each of the goals and we're going to talk. I also put up here what we we're talking about our strategic planning session which are your goals or pillars. As you're thinking about what we provided you a few weeks ago and we go through each of these how they are meeting a pillar, if that's what you want to look at, and is the goal kind of something that you can understand; how it's meaningful to the community when you're done and going back to answering our question that we we're wrestling with is how does this move the community forward is kind of what we're looking at. I'm going to start with Public Works and Mike, which one did you want to start with first. **Mike Tobin, Public Works Interim Director**, said Engineering. **Ms. Mundt** said what we'll do here is Gordon, Joe and I will try to capture anything that you don't necessarily say this is the way you want it or if there is some tweaks you want just kind of express those and we'll try to capture that. We'll let Bill Heatherman do his talking around the two goals that he has. I have one as Track Active CMIP projects and Major Study under Management Coordination in 2015 and the second one that he'll probably address is track the number of resident request calls to the Engineer of the Month.

BPU Board Member Bryant said I never received a copy of those. Do we have a spare copy? **Ms. Mundt** said the answer to that is not right now but we do have them here so you will see each one as they come up. We're moving through this for the first time and one of the things we realized is we need to put those in the packets and you'll see the next agenda actually has them.

Mr. Heatherman said one of our primary missions in engineering is to manage projects and move them through construction and many of them are multi-year. The processes are very long so there's really two numbers that probably give you a good order of magnitude feel for what we have. One is just the total number of active projects and studies that we are tracking and for 2015

it's about 108 and of those the number that we have planned to begin construction in a given calendar year which is right now 40. The project management duty and the design role is probably about 60% to 70% of the efforts that we undertake and many of the other efforts are in direct support of those either the planning work that goes in the projects are that are longer term, studies, etc.

The second is that we also do a lot of customer service and many of you know about six years ago we instituted kind of a particular role that we call the Engineer of the Month. That is basically not a parking space for our folks, it's a guarantee that one of our knowledgeable staff is going to be out there ready to try to help run down issues that might come in. What we've seen is every year the number of calls increase and we're on track to have 1,100 in 2015 and that's increased over 900 in 2014 so those are the two goals that we proposed for starting on the tracking.

Gordon Criswell, Assistant County Administrator, asked, commissioners, are you wanting other kinds of measurements that Bill has laid out or do these get at the questions that you all raised related to what are those pillars. If there are other things that you want him to measure that's what I need to get here.

Ms. Mundt said the other question is this something that you're interested in looking at and getting reports on on a regular ongoing basis as it relates to some of your things such as infrastructure would be one of them, environment might be another, economic development perhaps, is this the first one that we have under engineering something that you would like to see us tracking.

Commissioner Kane said I absolutely want to know what Bill just talked about but I think it would be more suited for a night that we have less things on our agenda then we have tonight.

Ms. Mundt said we're not going to go through the goals tonight other than we're going to talk about is this a goal that you're interested in us tracking. **Chairman Bynum** said so the answer on this one is yes. **Commissioner Kane** said correct. **Ms. Mundt** said is there any other feedback on this item number one for Gordon to capture.

Ms. Mundt said this is the other item that Bill mentioned. Is the resident calls to the Engineer of the Month. Is this something that you'd like to see tracked and is there anything about it that you'd like to see more detail on, less detail on so on and so forth. **Mr. Criswell** said and this is your customer services goal primarily.

Commissioner Philbrook asked are these broken down into different types of requests from customers to street or is it just the number of calls for a whole bunch of different things. **Mr. Heatherman** said well as I understand I think the goal is to brainstorm the kind of information the Commission wants so we can take any feedback. Right now we don't have it set up to do a lot of breakdowns but overtime that may be something that becomes easier to do.

Ms. Mundt said so that's the type of feedback we're looking for, Commissioner Philbrook, is exactly that if you're wanting to see the types of calls or questions we're getting in; that's the type of thing that we want to hear?

BPU Board Member Bryant asked do you track the number that you respond to. **Mr. Heatherman** said yes, we respond to all of them.

Chairman Bynum said I'd like to just stop for a moment and recognize Commissioner Murguia is at the table. She is a commissioner and you are more than welcome to participate in this just so you know feel free if you see something also that you want included. **Commissioner Murguia** said okay. Thank you very much.

Commissioner Philbrook said the only other thing in that breakout type I would like to ask you, Bill, if there's certain things that you believe that you can help us with because I don't know how you would break it out in types, that's your job. I would like it to be as efficient and effective as it could be for you as well as us to know if we're taking care of our constituency and which things they are most concerned about. I don't think it needs to be everything, it just needs to be the top two. **Mr. Criswell** said so if Engineering came back with sort of some ideas of how these could be broken out we could talk about what that looks like at a future standing committee. Can you do that Bill? **Mr. Heatherman** said yes.

Ms. Mundt said this is exactly where we're heading with this because when we give you information to tell you something useful and also help to better support the pillars that you've laid out for the community. It's a little tough to get it started but I think you're understanding. That's all we have for the two goals for Engineering. Is there anything else that you can think of from an engineering perspective because we will cover street, sweep and mowing tonight as well. **Chairman Bynum** said and we may have a thought later when we get home that we could certainly share. **Ms. Mundt** said yes, if could send those to me, that would be great. I would capture them and work with the departments on them.

Ms. Mundt said the next one up is street sweeping. I'm not sure if that's where you wanted to head Mr. Tobin. Do you want to do street sweeping next or Fleet. **Mr. Tobin** said we'll do fleets next if we could.

Mr. Tobin said when we came before you last fall and talked about fleets the Fleet Services Division of the Public Works Department basically is totally a service provider to the rest of the department and much of the UG including all of the police cars. We have approximately 1,150 vehicles that translates into many thousands of vehicle repair units with a fleet value of about \$32M. As such, it is a very valuable asset of our government and we take this role very seriously. Please note that the numbers I just gave you in terms of value and fleet units that does not include the Fire Department, they are totally separate. **Chairman Bynum** asked what was the number of units? **Mr. Tobin** said about 1,150 vehicles and that's rolling stock. That doesn't include trailers or compressors or things like that. Now I'm going to turn it over to Murrell and he'll tell you in a lot more detail the goals that we set out for this.

Merle McCullough, Fleet Manager, said I kind of want to get your guys insight of what kind of goals you want. I think that's the objective here. Some of the readily available goals to us with our fleet management system are preventive maintenance compliance is if we're being consistent. The goals the standards that we use for goals are industry wide standard. They're used in the fleet management industry. They do cover private and public sector the numbers we're using for goals. The PM compliance is an important one. I think another important one that you might be interested in is asset availability. Like Mike said we got \$32M worth of assets and we don't want

\$10M of them sitting in the garage waiting to be repaired on, that's something we can track for you.

Technician performance. That's kind of on me. That's a management issue. We have a \$250M worth of inventory, parts inventory, turnover rate on that should be industry standard about four units a year. We're actually a little low on that right now but that's another possible goal that you might be interested in. Basically, curious as to what you guys want to see.

Ms. Mundt said what we've just heard are a few other items. We have one that we submitted to you and that's the one that's up there by Gordon which is track the work orders for preventative maintenance which Merle obviously indicated was a critical one, but he gave a few others and if there's interest in those are there things that you are already tracking that you can share in the future with them if they're interested. **Mr. McCullough** said yes.

Chairman Bynum said I'd be interested in asset availability. Just a question in general because if you start seeing cost trending on upward in an area that might be important to bring to us. It might be indicative of something else going on somewhere that's impacting that. **Mr. McCullough** said I overlooked that. The first one on my list was vehicle cost per mileage or meter by category. We have 33 categories of vehicles in our system marked patrol cars, sedans, construction equipment and stuff. Those numbers are available.

Mr. Criswell said say that again vehicle cost per—**Mr. McCullough** said per meter, mileage or hour depending on the type of equipment. **Ms. Mundt** said you can put slash hours Gordon because of them clock only in hours.

BPU Board Member Bryant asked do you track total fuel usage. **Mr. McCullough** said yes or not the whole UG. I do for Water Pollution, fire headquarters, and fleet services at 50th & State. We are slowly getting all the UG fueling sites into one system that's recorded at our location. Right now those are the only three locations that I can give you that on. **Chairman Bynum** said I can see that being a goal. **Mr. McCullough** said it would be a goal. **Chairman Bynum** said getting it all consolidated into one place.

Ms. Mundt said we spend a lot of money in this area. As Merle indicated there's a lot of critical indicators here and as we move through these more questions may come up in the future for you guys, but certainly if you think of anything like we talked on the last item please get ahold of us and make sure we share that. There's great benchmarking out in this area as you noted industry wide.

Commissioner Philbrook said, Mr. McCullough, you mentioned assets available and she already said she wants that. Technician performance, do you have that up there? **Mr. McCullough** said not yet. **Commissioner Philbrook** said hey, if he mentioned, then he must think it's important.

Ms. Mundt said, Merle, can you maybe elaborate a little bit more to the commissioners of what that means to you. **Mr. McCullough** said technician performance is recorded in our system as direct and indirect hours. Anything that's not charged to an actual work order for working on a vehicle is indirect time and the industry standard on technician performance is 85% and I want to elaborate. Those are private sector and public sector goal numbers that I'm using. There's a little overlap that does affect some of the goals but 85% is not terribly high but I think I'd say more around 80%, right now we're at 71.6%.

Commissioner Philbrook said and then you mentioned parts inventory which I think should be up there because if they don't have what they need then they can't run. **Mr. McCullough** said actually that goal is to turn over the parts that we have four times a year.

Chairman Bynum said next is street sweeping.

Ms. Mundt said underneath this one I think Tim Nick will run through the variety but there are three different bullet points under street sweeping. I kept them all on one page so we could let you see them together as how they're thinking about it.

Tim Nick, Public Works, said back in January when we presented, as Melissa was saying, we had three categories that our sweepers that we tracked and it was total work hours, total lane miles, and total sweeper loads collected. We run a fleet. We got nine sweepers currently. We

just got two new ones this year. Of those nine we normally have four to five in use per day operated by one driver and there is a dump truck that follows behind to help. The way we do our sweeping is we utilize our snow maps we use in the wintertime and that's the routes that our guys follow. Out of that our goals as far as the street traffic, the major arteries, collector streets, our goal is to try to get to those at least once a month during the sweeping season and then our neighborhoods we try to get two or three times a year. Obviously, the biggest key is weather on whether we get to those. I think along with the three that we put there I think the goals we could track to are we meeting the goal.

Mr. Criswell asked, Tim, what's a typical sweeping season? **Mr. Tobin** said, Gordon, usually it's from the end of snow season about the first of April middle of March some years. It just depends on the winter until the first or second frost so we usually have to quit after that. The reason for that is the sweepers, whether you know or not, are all water based and where to keep the dust down and to meet EPA requirements there's water that's sprayed out as the sweepers go through. The sweepers as Tim mentioned, those are mechanical sweepers and we do about 1,900 lane miles that are in the county. We spend somewhere between \$700,000 to \$800,000 in a normal year. This year we're pretty much on schedule I believe, aren't we Tim? **Mr. Nick** said our numbers are up a little over last year.

Ms. Mundt said this comes to the question. They're looking at tracking already the number of hours worked, number of lane miles swept, and the number of loads collected. Is there anything there that's not meeting what you're looking for or something else that we could add that would be more beneficial to you in conveying what we do with our residents and businesses.

Chairman Bynum asked is there a map kept of we've been there, we've been there twice, we've been there three times. The reason I ask is because when we go to the neighborhood meetings and we hear the neighborhoods say I have never seen a street sweeper on my street then we could come to you and say when was the street sweeper last on that street and report back. **Mr. Tobin** said yes we can, commissioner, and part of the reason they may not have ever seen it is because we do all our sweeping during the day. There's some industrial areas that we could sweep at night but we ran into a lot of citizen complaints when we used to sweep at night. When I first came here we did all the sweeping at night. **Chairman Bynum** said it's good to know that we

can check back and refer back to yes, a sweeper's been there. **Mr. Nick** said we have our logs that we use the same for our snow routes and we get the same complaints from snow routes.

Commissioner Townsend said could you explain for me when we're talking about tracking the number of lane miles swept and the number of loads collected. What is that telling me or telling us with that statistic because I really like what Commissioner Bynum just suggested. I didn't know if those two things were geared toward that, the number of streets swept and when they were last swept. What do those other statistics tell us? **Mr. Tobin** stated well the number of lane miles will tell you, commissioner, how the crews are progressing through the county and the number of times that they get through it. If we're going to do all of the neighborhoods three times in one year, we're going to be up in the 5,000 to 6,000 mile range number of lane miles that will have been swept. As far as the loads are concerned that's a variable. If we have a real bad winter then the number of loads and the amount of debris that we collect is going to be much higher. Due to the recession we went to throwing a lot of sand instead of straight salt and so if we put that sand out there we have to go get it, otherwise it clogs up the sewers.

Ms. Mundt said would it be beneficial for a little bit of clarification. I know that we put that on there and I know when we talk about our mowing we gave some numbers for comparison. Is that what you're wanting to see like number of total lane miles in the community that we sweep versus how much we've done in lane miles for the year, that kind of thing, to help you understand. **Commissioner Townsend** said well I just wanted to know what the statistic meant. **Ms. Mundt** said the targeted. **Commissioner Townsend** said if we're talking about lane miles, it tells you how you're progressing through the district? **Mr. Tobin** said yes, through the whole county, commissioner, and by district. **Commissioner Townsend** said you would be able to tell me in District 1 we've done x number of lane miles over a specific amount of time. **Mr. Tobin** said yes. **Commissioner Townsend** asked would that be by street so you could identify we went from 5th & Quindaro to 47th & Leavenworth Road. I mean what does that really mean? **Mr. Tobin** said in the logs that we have, we have a monthly log that our crews keep, it's broke down by district of how much is done. As far as knowing the exact street that's going to entail having to go back through the maps that tell when it was done. We could find it for you but that will take a little longer. **Commissioner Townsend** said I'm not suggesting that, I was just wondering again since you're keeping these statistics what information that gives us. The loads collected are

what debris after the winter or what is that. **Mr. Tobin** said or in the industrial areas. People discard everything from tires to lumber to whatever and the sweepers pick it up and then we collect that and take it out to our site at 47th & Orville and then it's stored there until Deffenbaugh picks it up. **Mr. Nick** said 4th of July is big for us.

Mr. Criswell said, commissioner, just to clarify are you wanting staff to take another look at these logs to see if they can somehow capture what you just asked or the log books that they currently use, is that the question you posed? **Commissioner Townsend** said as I understand now better what those statistics are supposed to tabulate and keep track of I'll consider what Commissioner Bynum some of the people in the district want to know and then can come up with a better request. For right now it's just information for me so I understand what those statistics are that are being kept. **Ms. Mundt** said I think that what they're trying to tabulate on their end is the efficiency and the utilization not only of resources, but staff time and also if the demand is changing that they have that information when they go into budget time so that they can make sure they adequately meet their resource request to the Commission.

Commissioner Philbrook said part of the reason why we're here tonight is because there was some of us that actually there are things we really don't want to know about, believe it or not, until it comes time for you to tell us about your budget on how your using your staff. I don't have people asking me how many loads of stuff you guys are dumping. That's not one of the questions that I get. As a commissioner that particular thing is great if you want to keep it but it's not a high priority for me to have to track or pay attention to. Now the lane miles and hours worked are very interesting to let them know and the other issue around where have they been and how many times. Those things are interesting and good information and the other I really can't do a whole lot with because they'd be laughing at me.

Mr. Tobin said one last thing I'd like to say is this is not an inexpensive operation. It's expensive to do that. The value of those nine sweepers those are about \$200,000 a piece.

Chairman Bynum said so you bring up actually a good point because we know that we're in a city that likes to have festivals and parades and I know that after every parade the street sweeper is the last parade entry. A lot of times that's being done on a Saturday or a Sunday. I'm sure that

you've been doing it long enough that you're factoring that extra cost into budget but that might be an additional item. I would never suggest we don't have the sweepers after the parades. I'm aware that there's a cost. **Mr. Tobin** said we need to and most of those it won't, if a parade is on Saturday it won't wait until Monday to clean it up so we do factor that in commissioner.

Public Works and Parks Measurable Goals

Mr. Criswell said we combined a joint measurable goal with Public Works and Parks. **Chairman Bynum** said I see we have now Jack Webb and Jeremy Rogers of Parks joining us.

Ms. Mundt said we have two goals submitted. One is more of what Public Works is doing and then the second one is what Parks is handling. I'm sure your operations crisscross back and forth and you may need to explain that. The first one that I have up here is track the number of vacant lots and parks mowed during the year by the streets division including street lots mowed, contractor lots mowed, increase in parks and rec lots mowed as well as looking at right-of-way mowing and clean-up. That's the first one that I have.

Mr. Tobin said the right-of-way mowing and clean-up that is all streets. The vacant lots, there are some mowed by streets but most of those are mowed by either the contractor or Jack's crew. The medians which have been a point of much concern and consternation from the Commission in the past are also done by contract. This is a hybrid program across three different divisions. Merle in fact, in Fleet Maintenance, is a good part of it because he's got to keep all these mowers running. Before I turn it over to Jack or Jeremy one thing I would like to say is please note as they go through this a little bit, the past two years, the past two summers, have been extraordinary mowing years. We are still mowing grass right now. We have blown through the money that the contractor's have gotten and we still have crews going out there every day. We used to quit mowing at the end of July. Having said that I'll let these guys take over now.

Jack Webb, Parks and Recreation, said the changes we made for 2015, the \$55,000 additional funding for 12 summer positions, also some additional mowing equipment, weed eaters and what have you; we dedicated one employee to oversee the contractors and that worked out very good this year. We we're able to track them very good.

The changes we made to the median and the park contractors filled for services. Those were new contracts this year. We re-scoped those and the median, our complaints dropped to near zero. We implemented a median spray program which we plan on continuing for 2016.

Chairman Bynum said being new here I did have the impression during the budget season that in-fact what you just said was what we were hearing was that those decisions made prior had paid off. Things were trending in a positive direction. My only question on this one is, and I think it's beyond just mowing and who's mowing and whether it's a contractor or whatnot, but if there are plantings. When we redo State Avenue and we plant, who cares for those. Is that also contacted? **Mr. Webb** said we do, Parks staff. **Chairman Bynum** said you are caring for things that are planted when we beautify as we do those major infrastructure projects. **Mr. Webb** said yes. **Chairman Bynum** said I would just probably want to understand better like when is it just a decision that's made by the worker that this plants dead or I think this plant could live if I give it a little more—the reason that I'm asking is because what I hear is people thinking, sometimes falsely in my opinion, that we redo infrastructure, we make it look really nice and then we plant things and let them die. I have to tell you that after that was said to me I went looking for that and didn't find much of it. I would like to capture it as a goal for—I get the purpose, right it's beautification. I just say that to you because it's been brought to me as a concern.

Mr. Criswell said I hear you saying when we replant you'd like staff to come back and say we replanted 15 trees—**Chairman Bynum** said whatever it might be and what's the plan for making sure that those stay thriving and not dead really and like I said after it was said to me I went looking for it and didn't really find it. If there is a public perception that we're allowing that, I'd just like to be able to address it.

Mr. Webb said if you're talking about State Avenue, we did have a rose disease we did have to pull out. You have to leave it out of the ground for so many months to kill it, it is airborne so if that's what you're talking about there are roses missing but we plan on replanting them. **Chairman Bynum** said what I really appreciate is that is a plan so I like capturing it. Thank you for that. It's not haphazard, it's not oh maybe if we have time. We actually have a real plan and I appreciate that.

Commissioner Johnson said I would only add to this and this is not something that I think can be tracked per se, but to make sure we have a certain aesthetic for all of our parks so if we are cutting the grass that they're not clumps. You can't track that that's more of a subjective appearance type of thing. I have also noticed in some of the parks in my district where there's no trimming and I've seen grass growing over the curbage and so the aesthetic is something that we cannot track but it's something that I would like to add into this discussion. I don't know you want to integrate that in there. **Ms. Mundt** said, commissioner, I think that's exactly what we were talking about at strategic plan that you were getting at. It's kind of an aspirational statement so what you're saying you have an aspiration that things look a certain way and trying maybe staff can give some articulation to that. What we're going to look at behind that to know that we're meeting is some of these more specifics how many times we get to it, the number of hours it's taking so that we can have that conversation about where do we want to be. Do we want to be at golf course level or something slightly different than that? What we are willing to fund at I guess is kind of the conversation. One of the things that Mr. Connor pointed out that I need to note is that as part of 2016 budget Commission did approve a horticulturist to come on board with Mr. Rogers staff and to help work in that area which is great. Certainly, having that specialist on board will help us when we get diseases such as Jack was talking about. **Commissioner Johnson** said, again, it's back to a subjective thing. I've seen some of the parks in my district where it's an assumption that there is a bush growing when the actuality is a weed that has grown over a course of years and have been allowed to block the passage of a sidewalk, that's just one thing that I've been brought to the attention of. I would just think when we see things like that dead trees and things of that nature that we can be a little more astute in addressing those issues rather than just letting them grow. **Ms. Mundt** said so maybe that's something that Mr. Rogers, do you have anything you'd like to say about what we can maybe capture as an aspirational statement for a goal in your area related to that. **Mr. Rogers** said one of the ways that I look to capture those appearance things are the number of complaints that we receive in my office. I know again, that's still subjective, but at the same time that does give us something to go by of what is out there in our 54 parks.

Mr. Criswell said, Jeremy, I wrote here more situational awareness on part of our staff to sort of get at some of the aesthetic questions that Commissioner Johnson raised. I think that's a conversation with our staff about are we seeing the same things when we drive down the street.

Your staff should see the same thing that commissioners see when they drive down the street. **Ms. Mundt** said and I think what we were talking about is also that Jeremy set a metric is complaint, for doing a good job we shouldn't be as many complaints.

Commissioner Townsend said I don't have a comment on another metric, but while you gentlemen are here I want to publicly thank and acknowledge you for how the parks and streets look now compared to two years ago and again that goes back to the Commission. I appreciate that they supported asking for an additional \$55,000 so these park thoroughfares are cut and manicured so it looks like a complete job. You're correct, the biggest indicator of that success is that we get few and fewer, I know I speak for my district, complaints and more compliments about how it looks. I also appreciate that when I would call and give a heads up, we've got like I said in District 1 the only public pool, some of the other playgrounds, especially around the holidays that attention was paid to that. There have been a couple of episodes in the last month or so where citizens have needed additional help picking up loads of things and this goes to the code enforcement issue and some other things. While you gentlemen are here I want to personally thank you. I see the complaints have dwindled. What I'd like to see maybe not another metric, but more money. If we can accomplish this with \$55,000 and some jobs, Commissioner Kane, brought in with that maybe we can extend that for a longer season because as Mr. Tobin said you're still cutting, but now that we've gone from 13 individuals who help cut and weedwack down to one or two the complaints rise. The weather is warmer so it is extending the growing season and as it does in some of these fields and parks aren't cut as often then yeah, you're going to see the complaints go up. The other metric that I think that's important is more money out of the budget maybe next year for 2017 to add to that.

Commissioner Philbrook said another thank you. I've never seen Kaw Drive, K-32 look as wonderful as it does right now. This is the whole time of me growing up. You guys have really mowed that, that place looks like a regular street now and I want to thank you. Usually it's kind of left off in somebody's no man's land but it actually looks very nice and maintained. There's a lot of people that do go up and down that street especially since they've been working on I-70. I appreciate that and there's a lot of good work you guys do in my district. Welborn Park is in wonderful shape, thank you very much and so is Eisenhower.

Ms. Mundt said here's the other one that was under the same area but it was split up between the two departments, reduce the turnaround time for mowing properties and medians from 10 to 12 days and for a contract mowing operation from 7 to 9 so they we're looking at a reduction in turnaround time. I just wanted to clarify that we had two different ones that we we're looking at there.

Mr. Tobin said I'd like to say thank you for the compliments to all of us. Also, Jack has some more changes ready to implement for 2016 and commissioners you did approve additional monies above the \$55,000. We have \$70,000 to work with for year 2016. Also, one of the things Jack is going to tell you about it might work a little bit different with personnel. I'll let Jack speak to this again.

Mr. Webb said in 2014 we averaged a 17 day turnaround with the additional of the summer kids mowing we were able to bring that down to 13 days. During April, May, and June we really need to be at 9 to 10 days. For 2016 our goal is to continue the summer mowing program with a 12 summer employees. Our problem is they cannot start until like June 4. We start mowing mid-April. To get to that 13 day turnaround we mowed 2,500 overtime manhours to sustain that 13 days. Our goal was 12 so you can see we didn't meet that even with the summer kids. We also with the extra money, the \$70,000, return of the 12 summer employees and add additional 6 seasonal employees, we believe we could do that with that money. That would reduce the mowing turn-around to 10 to 12 days. We continue and upgrade the median spraying program that we implemented in 2015 and continuing that detailed work with the mowing.

Commissioner Philbrook said so my question is so you're saying you think you can accomplish that with the \$70,000 or are you saying you'd like more above that to accomplish that. **Mr. Webb** said I think we can accomplish that with the \$70,000.

Chairman Bynum said I appreciate this. I think you've captured it as a goal so that's totally fine. **Mr. Criswell** said no additional thoughts. **Chairman Bynum** said not right now. We're getting ready to go into non-growing season. We'll come back to you in March when it starts growing again and we'll have all kinds of thoughts for you. I want to thank you all for what you

brought to us. If you look at what time it is and where we are in this agenda we still have Justus Welker with Transportation and Fogelsong with Waste Water and then after that we still have a couple more items, big items. I don't want to take away from anyone's time but if we could laser like in our focus that would be helpful would it not.

Action: For information only.

Item No. 2 – 15162...MEASURABLE GOALS: TRANSPORTATION

Synopsis: Update of measurable goals for Transportation, presented by Justus Welker, Transportation Director.

Ms. Mundt said next up we have Justus Welker, he's with Transit and he has I believe three different items. The first one is to increase ridership by 5% within the existing transit service areas through cost effective transit improvement. So Justus, if you want to kind of explain why you chose 5% with the Commission and then see what feedback you receive.

Justus Welker, Transportation, said 5% is a very large number. Regionally we have lost ridership as you compare all providers together. We're actually the only provider at this time whose ridership is increasing and so 5% overall. I'll run through some numbers of each of our systems and a majority of these ridership increases were met through strategic scheduling, strategic asset allocation, we've done some re-route designs and realignment to facilitate new service areas, but running through our ridership from January this year through September of this year compared to 2014 our fixed route transit is up a .25% overall which doesn't sound like much but you look at gas prices are falling. Typically, when you reduce gas prices ridership also falls. You look at the numerous construction projects in the Kansas City area as a whole. You look at the weather, in May we had three dry days the entire month of May, that affects our ridership also. You look at our ADA paratransit, we are up 4.27% overall this year compared to last and our largest number we're up 29.7% compared to 2014 and this is for our senior paratransit. Overall we're right at that 5% benchmark that we set for ourselves. I think that's very ambitious. I believe we'll continue to meet that number as we progress through the rest of this year.

Ms. Mundt said any comments on questions on this. We're looking at it as an impact on our efficiency and effectiveness providing service. This is how Mr. Welker is trying to anticipate our service needs with the budget and kind of having a good understanding of what ridership trending is looking like as we move forward.

Commissioner Philbrook said so you said our ridership in the call to ride area was the highest increase and you said it was what? **Mr. Welker** said it 29.7%. **Commissioner Philbrook** said that's something that you're really going to have to pay close attention to I imagine especially since we're aging considerably. What kind of percentages do you expect that to blossom to in the next two or three years? **Mr. Welker** said it's hard to put in and that's part of the process. Right now our program is designed for senior citizens 60 years of age or older, regionally it's 65. We need to come to the conclusion whether or not we want to adopt that regional number of 65%, if we're going to continue at 60, if we're going to grandfather our clients in at that 60 year age as we move to 65. I think that's definitely going to play a part in whether or ridership continues to increase. At the numbers, if we continue at 29% we won't be able to keep up with the demand at current funding levels.

Ms. Mundt said and as we're looking at how our administration of this function we're going to be talking to you throughout the spring and early winter about some items that are necessary to help make sure that our customer service stays at the level that you're looking for. From an aspirational standpoint I'd ask you to look at what that looks like for the UG as we move forward when we're providing those services because clearly the increase ridership in several of those areas makes it and harder and harder for us to provide top-notch service to folks or perhaps not able to provide some service to those who want it due to those constraints being placed on the system. **Commissioner Philbrook** said with that in mind then because we have several different types of levels of service that we operate with—here's the thing, I don't how you set goals with this. I want to take care of more people with less money. I'm mean that's a lovely goal and we're all for that, but we also know that we have a transit system that is woefully behind large cities but then that's because we're mid-westerners and we like to drive everywhere. I'm open for suggestions on goals and where we're going on this. It's complicated. I guess I would ask within that how much of it we handle ourself versus how much we turn over to the ATA. **Ms. Mundt** asked would you like us to come back with some other metrics or—**Commissioner**

Philbrook said some other metrics on where we see things going. **Chairman Bynum** said I wonder if you could develop a metric around customer satisfaction, I don't know but that would be interesting. **Ms. Mundt** said absolutely. **Commissioner Philbrook** said that would be great.

Commissioner Johnson said of that 5% increase and guess overall just to see where that would apply across the city. Is that a flat 5% just stretched across the city or is that 5% more going to be more visible in certain areas of the city. **Mr. Welker** said we can definitely define those numbers. **Ms. Mundt** said like by route, that type of thing. **Commissioner Johnson** said and just a sense of where those routes are.

Chairman Bynum said anything else on Transportation.

Ms. Mundt said the next one is enhanced local and regional transit connectivity which is a goal that we have with the KCATA, our partnership with them.

Mr. Welker said this revolves around the Ride KC regionalism aspect and some things we've done. We initiated ourselves the reciprocity agreement whereas every provider accepts each other's passes. That came from us. It's a huge step in regionalism, you know, user friendly customer service. We've also realigned some of our routes to provide better connections to other routes. We actually implemented our first innerstate route that started October 1 where we're now serving directly to the City Market area, which previously riders who needed to come to Wyandotte County relied on other services to get to Wyandotte County and then they hopped on our service. Right now we are providing non-stop from the City Market area and this serves primarily the Fairfax Industrial area. It's employees that are working in Fairfax.

Starting January 1 we're going to have a connection to the Mission Transit Center in Johnson County and also we're exploring routes to Edwardsville and other local municipalities around us to provide additional connections.

We've actually received 4.7% more inter-regional fair media's compared to the same timeframe last year.

Chairman Bynum said so that's what I like because that's measurable and I guess that's what I'm appreciating. This is a nice goal and then to put a measurement under it when we know we

see increased fair or increased miles or increased ridership then we know we've measured. **Ms. Mundt** said the cross-connection between the other the ATA clients basically.

Mr. Criswell said so it's a percent of additional miles traveled. I'm trying to capture what you just said. **Chairman Bynum** said I was just repeating what he said. **Mr. Welker** said we're already tracking it. **Chairman Bynum** said I'm just saying articulate below the goal what you're tracking and that helps us know the measurement and how it's improving. **Ms. Mundt** said you're giving us the kind of vision, the aspirational statement and then what Justus provided there was the metric that we can say yeah, we're getting there.

Mr. Welker said our final goal resolves around performance and these are where we define specific measures within our services or programs. What we've done is we've determined five performance measures for fixed routes and we've done six for paratransit. I'm not sure what you have on the list.

Ms. Mundt said meter feed national averages for agency to fine ridership and resident performance measures.

Mr. Welker said what we've done is we've chosen five benchmarks for fixed-route which are our costs per passenger mile cost for vehicle, revenue hour, on time performance, miles between road calls and revenue recovery. We've compared what we are previously to national averages. We have used regional averages when those have been set, but for the most part it's national averages and we are either meeting or exceeding all of those benchmarks that we have established for those categories.

For the paratransit aspect we're looking at passengers per trip, boardings per vehicle, revenue hour, cost per trip, cost per passenger mile, cost for vehicle revenue hour, and again revenue recovery ratio, and again we're meeting or exceeding the national average or the local regional average as they've been established.

Ms. Mundt said again, Justus is using those to determine sort of where we need to make changes if something is starting to trend in a different way, what's happening there.

Mr. Welker said Transit is full of numbers and metrics and statistics so if there is anything you want to know we are probably already recording it and logging it. **Chairman Bynum** said that might be the easiest to measure. **Mr. Welker** said what might be? **Chairman Bynum** said your department might be the easiest to measure. **Mr. Welker** said yeah, you need numbers, we've got numbers. **Chairman Bynum** said lucky you. **Ms. Mundt** said federal highway likes our data. **Chairman Bynum** said keep on measuring.

Action: For information only.

Item No. 3 – 15171...MEASURABLE GOALS: WATER POLLUTION CONTROL

Synopsis: Update of measurable goals for wastewater, presented by Trenton Foglesong, Water Pollution Control Director.

Ms. Mundt said the last one we have up tonight is Trenton Foglesong. He is here on wastewater measurable goals. I know that everybody's conversation about wastewater is their favorite. We've got two that he's identified that we're provided sanitary line miles clean and the other one is storm and sanitary lines televised. Trenton has got a lot of things coming down the pike and maybe this is a start conversation with him where he can come back in a lot more detail with our compliance stuff that we're doing.

Trenton Foglesong, Water Pollution Control Director, said for the sake of time I'll be very brief. Justus has a lot of numbers maybe but we're headed in that direction too. As part of the Consent Decree we're working on we went through an information management system upgrade and we went over to a GIS System and Work Order Management System. It's all computerized integrated with GIS. Anytime a crew goes out to fix something or to do preventive maintenance cleaning we know where they're going, we know when it started, when it finished and then we can run all kinds of reports on the backend to count up quantities and summarize that, but not only that but generate a map to show you where they we're at and what they did where. That's really the power of the GIS and the scene on that. We can spot trends where we're having problems, where we're doing good jobs, where we're kind of maybe not getting back to the area as quick as we would like to. With all that we have all this data. We can track all different kinds of perimeters, all different kinds of performance metrics. We can overwhelm you—if you

thought the number of loads of sand and rock from the street sweepers was boring, we can probably bore you to death.

We are currently working on our own internal key performance indicators to track how we're doing our job, not only how we're doing our work, how efficient we are, but also what the end result is. How many overflows are we seeing from the sewer system, permit violations, those are pretty easy because there are very few of those in a year. Over time most of these goals, we're working on these key performance indicators there's really not a hard number we are shooting for. It's more just continuous improvement so over time we'll be trending them and then we'll see the bad things going down and the good things going up.

The two that we came up with to show which are actually two perimeters that we're required to meet by our partial consent decree was the miles cleaned and the miles that we've inspected and televised. Obviously, if we keep the lines clean, they flow, they carry the flow, we don't get backups. Then the inspections we do are, hopefully, to find deficiencies and able to correct things at a much lower, easier, lower cost than to wait for something to fail and then you're out there in the middle of the night on the weekend digging things up and disturbing the public. I don't know if there's any specific questions that anybody has on these. The goals that we have the miles cleaned, televised, we don't have any problem meeting those at this time but that will be continued to be pushed up.

Ms. Mundt said these are not necessarily aspirational as much as they are metric so certainly we can come back with something. I'm sure Trent has quite a bit of aspiration right now. **Mr. Foglesong** said we got a whole list but we can come back at a different time.

Action: For information only.

III. Committee Agenda:

Item No. 1 – 15170...UPDATE: SOUTH PATROL SITE

Synopsis: Updated information regarding a proposed site for South Patrol, presented by Doug Bach, County Administrator, and Terry Zeigler, Police Chief. On July 20, 2015, the committee voted 2 to 4 to approve. Motion failed due to concerns, specifically being asked to take on more property than necessary.

Project History

- A. TIF Development
- B. Property Donation
- C. Project Financials

Doug Bach, County Administrator, said as we're coming back for the South Patrol presentation really from our last standing committee action I wanted to kind of give a quick run through. Just a quick project history before we get into really the evaluation of some of the things we're looking at tonight. This project started because we we're going into a TIF Development area, the redevelopment down in Argentine, that site the Neighborhood Walmart came into that area. We also have a Save-A-Lot, other developments which will be developing in this area. The opportunity came, Commissioner Murguia came forward with a recommendation that we could get a donation of the property to come back to the Unified Government where we could build our South Patrol and we could work with that and really hit the project financials where we could utilize the TIF from that development to pay for a new South Patrol Station to come into that area. 1) It's a needed thing. We really haven't built into our performa anywhere where we we're replacing facilities, but as we had looked at it clearly this an older house. Being able to move our South Patrol into a new facility is something which our government could use, which our Police Department could use. Those project financials showed that we could do that over the course of the 20 years. It could produce enough revenue to offset what the cost would be. There is some

project risk in it based on the fact that would all the TIF revenues come from this site, but assuming a fairly conservative estimate we felt that it would cover close to maybe a couple hundred thousand dollars from covering all the cost at which South Patrol would be over the years.

*PW/S Standing Committee
July 20, 2015*

A. Property Agreement

1. Proposed site – Brownfield concerns
2. Property Restrictions
3. CAM Charges

B. Action

1. Agreement failed to advance as presented
2. Direction to improve our position
 - a. Meeting with Developer
3. Move Project Forward
 - a. Evaluate alternative sites
 - b. Demonstrate financial difference of proposed site

At the July 20 standing committee meeting came forth and presented what was a little bit change in the deal to the governing body so they would understand where we were at. As we had noted we we're looking at a gift of ground to the site. That ground was going to be 2 to 3 acres and we would build the facility on that site. As it laid out we we're going to be gifted all the site to that area which would be a little bit more a Brownfield and I'll go through that in just a second as to where that came. We had some understandings of property restrictions and CAM charges. Let me talk about these three items first.

Site Location

approx. 2300 Metropolitan



First, I'm going to go back to the site. This is the location at 2300 Metropolitan. You can see the Walmart site on the left. In this part of the area was really the area that we were going to receive to come into play and it comes back in through here so this would be all the area. Initially, I think we thought we were going to get a little piece of property in here and instead we have all this. A lot of times you look at that and think more property is good. The concern we had and what was expressed at the standing committee last time and here's really the outline of that property.

Site Breakdown



We have a usable area right through here. We would have detention here and we'd have to build another detention here. This area up here is limited from ever being used for anything because that's where they buried the old Smelting Plant on that, that's about an acre and a half. You have to recognize that it's a fenced in area. Lane4 has done a great job closing it off and you would just have that in your inventory forever. Back in here KDHE has approved this for contamination fill. Now, there has to be an area designated to this for contamination fill going forward forever. We probably could get this area restricted down so it's not such a big area.

I think this was the new point that came to the committee that was different from where we originally thought that we we're just going to have a smaller piece of property in here, but instead we were going to now going forward own all of this property, assume the responsibility or any liability associated with that. From that point, that's where the governing body or you all gave me direction to go back and work on that point. The property restrictions we'd looked at how we we're looking at it from a donation purpose that we were going to have to take the property into our inventory and use it for non-profit purposes over the next 20 years. I will say that after we got back together with the developer and really get into in the last week, this is a different understanding of how this works. We only have this restriction for three years so we can actually develop that for for-profit reasons after three years. I don't have anything immediate

in hand so that's a restriction that last time was before you. I was concerned about going forward that we could only have non-profit, that restriction is no longer in place after three years.

Then the CAM charge item. Last week the developer also agreed this is the common area of maintenance that we would have to pay since we brought in the South Patrol station, they agreed that we would no longer have to pay for that. In the last week we've really taken off items 2 and 3 of being concerns of this site. The Brownsfield site still exists and that was direction from this governing body that as this agreement failed to advance at our last standing committee that I was to go work on improving the overall agreement and see if the developer would relieve on those nine acres. They still want us to take all that property and their main emphasis is they think by really when you go to this property if you deed out a chunk right in here, that whoever's owning that really can be responsible for the whole area and I understand their logic behind it. If you're going to have they would just as soon have that person have all of it going forward and take care of it each year and mow it as you go through the time period. You gave me that direction, met with the developer, they wanted us to own all those nine acres. What I took after that meeting with the developer and realized I wasn't coming back to be able to say we just have to have 3 acres could kind of be where I think this committee was indicating they wanted me to go, I decided to go out and take an evaluation of alternative sites.

Realistically, thought that looking at alternate sites that we got into this because we realized we could build a South Patrol in this area and that would be a very affordable cost. I really believe that if we went out and looked at alternative locations we couldn't find anything that we could do for the same cost that we were doing it in this TIF development site. We went out and looked at a few and that really was the case. We weren't finding much in terms of other buildings. We weren't finding vacant ground. We were going to have to start from scratch to come up and build there, it was going to cost more. In the end though, another building showed up which is the one that's in your packet now over on Shawnee Drive. A good building that really just almost fit how we would want to build out a South Patrol station to a tee so our renovation costs were low and it's proximity. The highways are very good. Probably to my surprise, not probably, very much so to my surprise it came back with data showing here I can do this in another site at a similar location. I put that on so I could at least demonstrate to you where this comes. I don't think there are others that are out there. I had Mike Tobin look through different locations to see what else might be available. I put those financials in here. The reality is after Lew Levin and Mike Grimm ran through those number and used comparable revenue

streams that could come into play by looking after this TIF district paid off, not using the grant money that's coming into play from the Department of Commerce for this, we even took the Shawnee site and backed out any property taxes assuming it would now be not-for-profit so we didn't assume any property taxes would come off that site. Essentially, the cost to put our South Patrol over on the Shawnee Drive site was essentially the same, maybe even a little cheaper even over a 20-year time period, then going into the Argentine area. From a financial perspective that kind of worked out pretty close. A few things I want to go into now and I guess I'm going to ask Mike and Chief Ziegler to talk about this as we started to do some comparison because that kind of brought this up to a head to say okay we've got comparable sites. One issue is we wouldn't do it because if we're saying we just want to stay away from the Brownfield site, but I wanted to look alternatives and then do some alternative comparisons and that's what we're bringing forward tonight. I'm going to ask Mike Tobin to talk a little bit about the two locations or the new location we've brought forward.

Site Comparison

- A. Locations
- B. Building design and operation
- C. Location operations
- D. Financials
- E. Community/Development Impact

Mr. Tobin stated as Doug stated we looked at some alternate sites and most of the time when you're looking at older buildings or used buildings that's a very frustrating experience. I've done a lot of it in my tenure here and not found very many of them that were really going to be usable.

However, 4215 Shawnee was quite a surprise. It's a building that is set up really well for our intended use. I'll that let the Police Chief speak to that but it's a building that's adequate in size, on an adequate lot, with good access to the highways and the local roads. It's about 25 or 30 years old. It's in very good shape. The renovation required is basically cosmetic and would be all similar to what we did at the NRC at about \$40 a foot and the time scheduled to do that would be relatively quick as compared to building a new site. Now, renovations are never as good as going in there and building a new one with its intended use, but this is pretty much as close to one as I've seen in a long time. The cost for doing this, as Doug spoke to, are relatively similar; maybe a little cheaper here with the changes to the parking lot and the sally port to be constructed you're probably looking at about a tenant finish number somewhere in the \$400,000 to \$500,000 range. Having said that I'll turn it over to the Chief, but if there's any other questions about this building, please let me know.



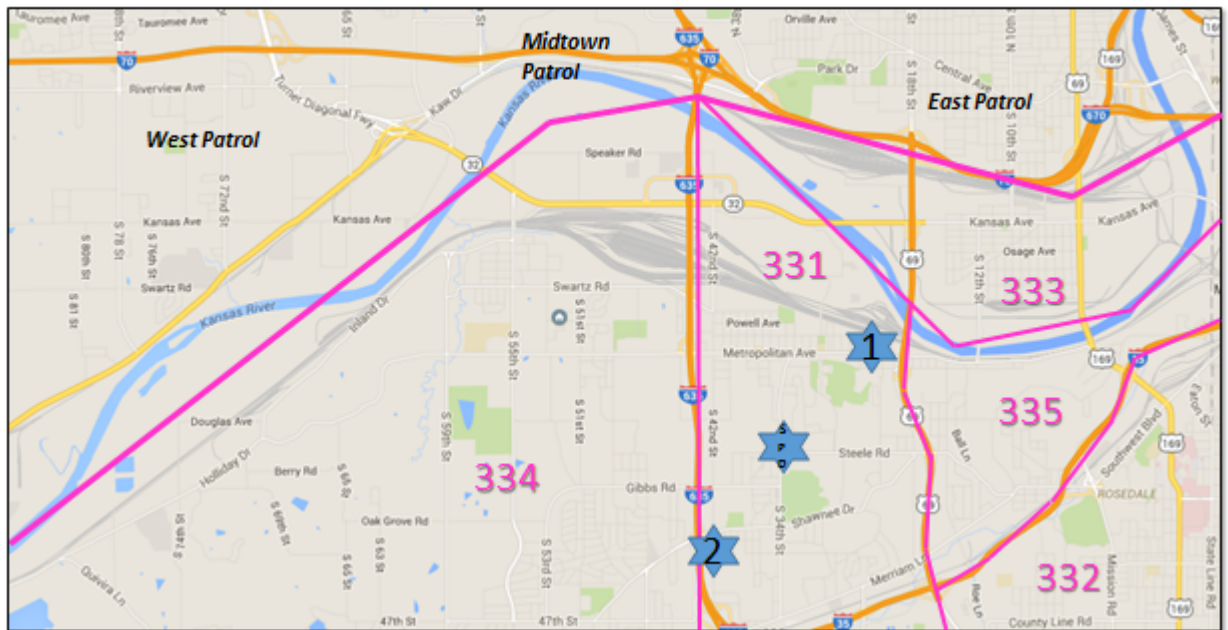
Chief Ziegler said the Police Department we went through a design scenario awhile back and created a South Patrol Division and what we thought it would like functionality taken into consideration. When I got called to go to look at this building that was the first thing I started looking at. It would be workflow and how does this fit into what we want to do as a Police Department. On the front here this is actually a covered carport so the first thing that comes to mind is we could put in a report desk for individuals who are wanting accident reports completed. They could come in Monday – Friday, 8 to 4, pull underneath the carport, we complete an accident report for them very easily and it would give us another location to provide report service to the community.

On this end of the building there is a large open—we would use it as a community room it has sinks in it. The way this building is setup we could partition that off where our community partners could come in have their meetings and other events without officers necessarily having to be there to let them in and out.

On the opposite end of the building there is another large room that we could use as our roll call room. When we went and looked at this the functionality and workflow for the Police Department, it would work very well. There was discussion of adding a carport on the back here which we would put our lockers in the center, officers would grab their equipment and go right out the door which would be there by their lockers. I really, really like the layout of the building if you have any questions about that?

BPU Board Member Bryant said I have one. What negatives would there be for this building? **Chief Ziegler** said probably I would tell you that the location of this building is probably not one where the police cars coming and going would add to detouring crime in south patrol. Where this is located is kind of a commercial setting, some residential, you wouldn't have high visibility in the community as you would down in Argentine.

Mr. Bach said, Chief, maybe you just want to talk about that from an overall location of the two sites, how they compare, any thoughts on that.



Chief Ziegler said this is where we're currently located. This is South Patrol. This is the boundary north, South Patrol runs this entire area. You can see our current station is kind of in the middle. This is the Argentine location, good access to Metropolitan, good access to 18th Street, kind of centrally located where most of our calls for services are at.

The second location that we looked at on Shawnee Drive this one truly is kind of in the middle of the division. We don't dispatch calls from our substations though so what happens is our officers are on patrol in all these different districts so deployment really isn't a concern per se or an issue. The second location does have good access to I-35, Shawnee Drive that cuts through, 42nd Street that cuts all the way down to Speaker Road and you also can go south on I-35 which can get you up in the Rosedale area pretty quickly.

Looking at the two sites, the question was the drawback. This site is good for accessibility to roads but it really doesn't put us in the community like we had planned. The community room was important because we had hoped by going to Argentine there are a lot of residential housing in this area which would see our police cars coming and going from that patrol station. Provide an opportunity to interact with the citizens. The original plan that we

came up with had we were going to put a basketball court outside the patrol station so that when our officers got off they could interact with kids playing basketball. Out of the two I favor the Argentine location just because I think we're going to get more bang for our buck when it comes to the impact of police coming and going from the substation conducting regular business.

Mr. Bach stated I think as we take that list and these are probably five different scenarios in looking at and answering some of those questions, the location of the two as we've gone through it and really talking about the building design and the location. The building design is kind of a wash because somewhat finding that this new building there's some layout things in here we preferred. We're on a build design on a new location so we may, if we choose to go the Argentine site, we would incorporate some of those things and maybe go even though we had an architectural firm that had volunteered a lot of their time in working with it. We'd probably use some of the concepts from this design into that one because once you walk through it and see how free flowing it kind of works well with it, it would be things that we would probably use for it if we were going to that location. Chief just went through the location operations, both work well within the community.

The financials, I think that's noted here. If you want more detail, if you want us to get into it, but my assessment in that with our Chief Financial Officer is there about a wash. A couple hundred thousand dollars difference between the two but over a project that's \$2.5M over 20 years and the cost that there be about the same, I consider that about the same when you're investing in something that you're going to be in for the next 40 or 50 years.

From a community development impact I think the Chief spoke to it from a community perspective more from I would say having the advantage of having our South Patrol in a part of the community where we interact more is probably more advantageous. I will also say that I believe that it's better from an economic development standpoint. Hunter Harris is here. He is with Lane4. I asked him if wanted to come tonight to speak to anything about this whether or not it's something he would see as an advantage to his project or not. As part of that, Hunter, you're free to speak, I would welcome your comments for the committee. You've been a partner in this project since we started.

Hunter Harris, Lane4, said first and foremost we appreciate your partnership in this project. It's been a five-year process or more. I was kind of counting it all from up from the first idea that

we could take a former EPA superfund site and deliver a world class grocery store to a food desert. As I'm sure you can imagine based on working with EPA and KDHE you're process here, it was a very, very challenging project. With that being said just a couple of pieces of information, obviously, Lane4 is very thankful to be involved with the Unified Government. We've accomplished some really great projects together, 39th & Rainbow, the Northwood Shopping Center Renovation at 47th & Mission, Argentine and we're constantly out working on others. With that as part of this partnership we're very pleased to offer this site at no cost to see this development happen here at Argentine. While we are a for-profit developer you might ask why that is. It's really because we think when Walmart's lease comes up in about 19 years now if there's a South Patrol here or not South Patrol here we think that's pretty fundamental in their option to choose to renew. We'd definitely prefer to see them stay. We have no understanding of their decision-making particularly 19 years from now, but we imagine that your continued commitment to this project by placing the South Patrol here is going to aid in their favor.

In addition, we strongly feel that placing South Patrol on this project is going to better enable us to continue to market pad sites for retail users. We all started here together. We made a large financial investment in this project as did the Unified Government in what I think is a very, very successful role model for how public/private partnerships can work and we look forward to continuing that and with all that said support your decision either and look forward to continuing to make investments in this community.

Mr. Bach said so I guess in the end, you asked me to do some evaluation of the area, to go it, see what I could do to improve the development agreement from where we were. It is a better development agreement in terms of we no longer have the CAM. We have clarified we don't have a property restriction on this site for 20 years, it is there for three but I don't really consider that to be too big of an issue. There's a lot of development happening there before we'd be back in this site.

We do have the Brownfield issue and that was the issue I was trying to make clear last summer when this came before you. We are assuming a greater responsibility in having the whole site and we do have a piece, an acre and a half, that we would have to take care for as long as we owned the property going forward. Essentially now that's just to make sure that the cap stays on, it stays mowed and it stays clean. There are a couple payments you have to make to the EPA in the coming years. They're not huge amounts, I think they're like \$12,000 or \$15,000 so

there are notable amounts a couple times in the future and you would have to take that on, but I also looked at here's alternatives, from a cost perspective the alternative is about the same. We could provide a good, new or rehabbed South Patrol station. If we don't want to take on that Brownfield liability, but if we go to this area with that taking that space we are making a greater presence of our Police Department in our community, in an area that taking that space is being redeveloped and as Hunter said they've invested quite a bit of time and money in as well as our community has in making that a new part. So with that myself, or any member of the committee, I'm sure Mr. Harris too would stand for any questions you may have.

Commissioner Kane asked what is staff recommending you know, for a while it's kind of like you want to go there and then you said you didn't. Staff, you tell us what you're recommending. **Mr. Bach** said I don't know that we're coming in with a hard recommendation commissioner. I struggled with that, stepping back from it and saying after I've gone through and done all of this evaluation I really thought it would quite clear from a financial perspective, it didn't work out that way. I don't feel that the concern of the Brownfield is really a big issue and I think the impact of South Patrol in the Argentine area is greater for our community for the long term. I would recommend we would probably stay with our original plan and go into the Argentine area.

Commissioner Johnson said I was going to ask you that. Chief, are you in agreement with that general thought? **Chief Ziegler** said yes, I am. I like the building on Shawnee. If that was put in Argentine that would be ideal because walking through and being able how to see how the work would flow was real important so it kind of brought the whole thing together, but I liked the Argentine location much better.

Commissioner Kane said well I talked to a couple of the officers that work for us. They weren't interested in moving. They were more interested, which is different monies, more interested with updated equipment then they were purchasing the property. I think that needs to be told here as well. **Mr. Bach** said just clarify how that works? **Commissioner Kane** said no, everybody wanted this South Patrol down there by Walmart, but as it's taken all this time to come around and their equipment has gotten older, they're saying they don't care about moving; they care about updated equipment. I think I told you that the other day. I know its different pots of money, but I think you need to know that our guys are more worried about their equipment than

they are moving. **Mr. Bach** said you know I think, commissioner, that is an excellent point. It's probably why most of our facilities don't get updated on an annual basis when we go and we try to buy as many cars or other equipment that our people need to use day-to-day actively on the street. As you know this goes into our debt area and how we finance and in this case we're using new revenues coming in from this TIF area to make this work. We can't use that TIF revenue over to buy equipment so that's why it's not really crossover money is how you look at it. We could look at it and say 15 or 20 years from now when their project pays off we could redirect some of it, but it wouldn't be anything we could make a difference with today.

BPU Board Member Bryant said there was a point earlier where you were discussing or commenting on part of the lot may be able to go back to KDHE and talk to them about minimizing the containment fill area so that it would open up new pads for potential retail. **Mr. Bach** said yes. Ken, I'll let you talk about that I think you've had some conversation. That's this area outlined in the purple. You see KDHE and currently this is the area that's designated for that. **Ken Moore, Interim Chief Counsel**, stated that's correct. Due to the nature of the site any contaminated soil from any development if we build South Patrol and dig, it has to remain on that site. Also, any development on the pad sites around Walmart, any contaminated material has to stay on that site. That is the area that KDHE is designated as the proposed soil fill easement where all this contaminated material would go. It doesn't have to be that big and quite frankly it could probably be cut in half. That's just the area they've designated for that purpose. **Mr. Bach** said that gives us a little flexibility then. If you were to say draw this outside line around here and put all that fill back in here then we would have a little bit more we're working with. **BPU Board Member Bryant** said so that would open up lots for sale potentially. **Mr. Bach** said potentially. **BPU Board Member Bryant** said and what about streets and thoroughfares for that. Would that be available? **Mr. Bach** said that would be part of development costs that it would come into it. You can see that little stub street as it feeds off there, that's essentially the line coming in right there is where that stub street ends. You would continue that on really through here, I guess if you were to get that long and connect to whatever you may want to work with. You're not going to be down on this end of it because we're going to move our detention area. We'd probably grow it along there, something like that. This is just the detention area that serves the rest of the development. We'll have to have one over here. You've got to get all the area for

detention on this site because it's all got to flow down and then get under the river because it is a Brownfield site, your limited in how deep you can go in an area.

Commissioner Townsend said I would like to understand what has changed from the concerns or what the issue was with the Brownfield site based on this comparative that you've done. I did not participate with this committee the last time this came up so as I read through the packet I understand there were some concerns about having to I guess take on additional land. What has changed since then to alleviate those concerns? **Mr. Bach** said I don't think anything has changed from my perspective. These are still areas that we have to take on and I think that's an issue that I made clear with the governing body when we had that last standing committee meeting. Initially, we were coming in thinking we were only going to take 2 to 3 acres of property. I conveyed to this board that we were going to be taking on 9 acres of ownership, an acre and a half, which included this area which is clearly restricted from anything ever going on to it and is nothing but a liability to take care of as long as you're the owner. We didn't go into this project—it was clearly never conveyed to this governing body when we said we were going to get a piece of property that we were going to have an acre and an half that we were going to have to care for the life of it, go in, mow it, clean it, whatever. I was making that point clear to you and I think the concern of this group was that let's go out and work this deal and see what else we can do. If we can better the deal on our part and whether or not we want to take on that responsibility, it's a cost to go in and mow it a few times a year. I think you just had a discussion on that. Anytime you take on additional property you have to take care of it. This will be ours. No one else is ever going to take that property from us. The rest of the property over here, you know I'm hopeful, and since we don't have the restriction as to it can only be non-profit, we ought to be able in some term maybe get somebody else to buy part of it and then they can take care of those out lots in and around there.

The concern we're taking on a Brownfield is still there. It's a bigger parcel of property and I was just making that clear to this group when it came before you last time and that's what I was given direction to go work on. **Commissioner Townsend** said something I just heard you say from the last time there is some restriction now that it has been alleviated related to the Brownfield how it can be used or the possibility it can be purchased. **Mr. Bach** said that really didn't have anything to do with the Brownfield itself. The developer is donating the property to us. Most of this is probably just clarification we had from a legal perspective with them. How

we had that in play was that if we were being restricted that we could only do non-profit use of any property we took ownership of for the next 20 years or while we had it. Their intention was that if we just met what the IRS restriction was on this property which is really just a three year restriction to be a non-profit so we clarified that with them. They're fully on board that three years is all they are concerned about so that gives us more latitude as to what we'll do with that property going forward.

Commissioner Townsend said and one other question I had about the design. It sounds as though Brownfield issue aside, the location in Argentine, I guess the first site that was selected for new construction seemed to be favored because of the visibility impact. If there's new construction, what is the possibility of taking some of the design aspects that you like of the building already constructed and having them incorporated into a new design. Is that possible or would that significantly raise cost? **Mr. Tobin** said, commissioner, that is definitely possible. That's something that we would consider. As Doug stated earlier it's a design build project. The property in question held us up moving into design, but certainly once we start moving forward with that we will certainly incorporate what the Chief likes into the design. **Mr. Bach** said and, commissioner, I think you're question or that of the way the layout is, is probably not a cost increase issue. The finish issue is usually where you come in the way you're doing it. I don't think that's what the Chief is concerned with or those costs associated with that. It's just maybe the way the building lays out on the site.

BPU Board Member Bryant said and the CAM charges. That basically was 16% or 13% or 16% the UG would be responsible for the snow removal and—**Mr. Bach** said ongoing road repair of those coming into the site. **BPU Board Member Bryant** said just up to the property line that would be UG right? **Mr. Bach** said correct. It would essentially be this road coming through here and this road coming down off there and we'd have percentages of those cost coming in. We will have whatever charges we have to upkeep our property. **BPU Board Member Bryant** said the charges that were going to be for the existing will no longer apply. **Mr. Bach** said correct. Once we leave our property the developer and the future owners of this area will assume those going forward.

Commissioner Johnson said to that point then as we look at it from a due diligence perspective the issue with regard to the CAM payment and the property restrictions relative to the Brownfield issues, the fact that we've gotten those modifications now make it a little bit more easier I suppose, or I don't know if the word is easier, but for us to stomach the idea of having the Brownfield, having complete responsibility for the Brownfield since we've had some concessions I suppose. **Mr. Bach** said I think it makes the deal more attractive. **BPU Board Member Bryant** said an add on to that line of the thought would be you know the amount that would be annual cost to KDHE and EPA and anything for inspections and ongoing, how do those dollars compare to the dollars that would have been in the CAM charge? **Mr. Bach** said, Ken, you probably remember. I think the years that they're in play they're about \$15,000. **Mr. Moore** said there's originally four payments of \$13,000 every two years. The first payment due in May, the second payment is due this month. We don't own it. There's a payment in 2015 and 2017 of \$13,000 to KDHE. KDHE has also indicated to us that they think the annual monitoring fees that we have to reimburse them for their cost would be in the neighborhood of \$1,000 a year. **Mr. Bach** said I guess the answer to that question is yes. That kind of allows for that offset. It's not for sure what the number would be. It would be pretty low on that CAM initially, but as you go up those kind of CAM charges increase over years, but I would think that it's probably similar to that so it's really kind of a direct offset in that regard for those years.

Chairman Bynum said in the packet site number one was 2300 Metropolitan and the cost was \$2.6M. Alternative two was S. 42nd Street or Shawnee Drive and the cost was \$1.7M so that's a million dollars difference in cost. I've heard you say tonight that you believe the cost differences between the two projects to be almost negligible. I guess I have a couple of questions wrapped together. The governing board voted a year ago or so \$1.8M in bonds. Is that correct? **Mr. Bach** said I believe that's correct. **Mr. Moore** said that's correct. **Chairman Bynum** said the cost of a South Patrol building on Metropolitan is \$2.6M according to the packet. Where is the other million going to come from or I should say \$800,000? **Mr. Bach** said the difference and I'll let Mr. Levin come up if I slip or something here. Essentially, the difference is it's the cost to the Unified Government. What we're doing is utilizing the full impact of the TIF. Since the one on Metropolitan is being built within the TIF area and it is a public building we are authorized to use the full revenue coming from all the tax dollars within the TIF district to pay for that building. Once you go offsite then we we're just assuming what would be the growth in our tax

dollars as a result of this project area so we lowered that amount. It is still a cost to the community that occurs because of that but our cost as a Unified Government to pay for it is about the same. Lew, any clarification there? **Lew Levin, Chief Financial Officer**, said the \$2.6M includes the principal of approximately the \$1.8M plus interest over 20 years and so that's the differential. What Mr. Bach said is correct about that we would have full access to the TIF revenues from all taxing entities if it remained in the Argentine area.

Chairman Bynum said the second question is just to clarify that there's been a change in the restriction on the balance of 6 acres that we do not need in order to build the South Patrol Station, and the newly negotiated agreement could include future potential development there of a for-profit nature. Is that correct? **Mr. Bach** said that is correct. **Chairman Bynum** said and that's a three year wait. **Mr. Bach** said after three years then we're free. Ken, is that correct? **Mr. Moore** stated that's correct. Initially the deal as proposed—because they're donating the land and they're getting a charitable contribution from the IRS. The restriction was that it had to be used for public purposes and that would prohibit us for doing for-profit activity. Now it's just we have to comply with the IRS code and the IRS code requires that we fill out forms with any change of use within a three-year period so then after that we have no further obligation to the IRS.

Chairman Bynum said my last question is more of the community nature so really there might be answers from a variety of places and I'm kind of looking at the Chief. You stated that you feel the Argentine, I think you said from a community perspective, you feel the Argentine location is better than the Shawnee Drive location and the reason I'm asking is because they both strike me as a mixture of commercial and residential and so I just need more clarification on how you see one being better than another from that standpoint. **Chief Ziegler** said if you look at the Argentine location, everything south of there from Metropolitan is completely residential so our cars coming and going are going to be in that area. We also have some multiple-family housing units in that area that have been problematic in the past and have been high call for service location. I do think by putting the South Patrol station there that will help stabilize some of the activity there as well as just we will be much more visible in the community.

Chairman Bynum asked, Commissioner Murguia, do you want to weigh in on that piece of it or any piece of it. **Commissioner Murguia** said I feel very strongly about this project. I have a very definite opinion about this. For those of you that don't recall or weren't even on the Commission at the time let me explain to you how, from my perspective, the project occurred. It was probably two years ago, I may have the timeframe off a little bit but the situation is accurate. Former Commissioner from District 4 was being forced to accept a parole office within his district, without his knowledge. Half of the parole facility that they were looking to develop was already halfway completed in construction. He was very upset about that and didn't want to have a parole office in his district. No other commissioner was willing to step up and take that parole office in their district, but I stepped up and said I would take that parole office in my district. We had a superfund site that had some available land that I would talk to the developer and convince him to donate it free so that we could have a parole facility. Then, on my own, I went to the state of Kansas and I spoke to our Governor and told him there's no reason for all this fighting. I'll take it in my district. As a result, because it was a brand new Walmart Neighborhood Market and it created 95 new jobs for low to moderate income people, the Governor worked with the Department of Commerce to provide our government \$400,000 in cash to help build the facility plus the lease agreement with the parole office plus the excess revenue from the TIF plus the fact the Argentine Neighborhood Development Association received a federal grant for \$680,000 for the Sav-A-Lot grocery store, \$720,000 for the new Goodcents you'll see next summer and an additional \$500,000 for a new Dunkin Donuts that you'll see which will add to all the revenue, the tax revenue that Lew Levin is referring to. I've been on this Commission for eight years and I have been told repeatedly every time I bring up public safety and the need for better facilities for all of our public safety departments not just police, I've been told we don't have the money to do that. I took the time to work with my other commissioners at the time and figure out a way to make this financially feasible without having to dig into the Unified Government's General Fund. I do agree, it's a Brownfield site. I have a little different philosophy on the role of government versus the role of the developer. I think that Hunter Harris and Lane4 do a phenomenal job. They are one of the very few developers that are willing to develop Wyandotte Counties urban core. They've asked a very small thing in my opinion. I want to keep them developing in the urban core of Wyandotte County, all over the urban core, not just my district. They've asked a very small thing. They said we don't do environmental issues, they're developers, they develop stuff. Government, they protect their citizens by supervising and

overseeing environmental issues. I believe, again, just my opinion, I'm just here to state that; I believe it is our duty and our responsibility to accept responsibility for environmental sites that have no way possible of being developed. Hunter Harris and Lane4 are in no position to deal with any kind of public health issue that could result from a site like that.

Obviously, I'm very much in favor of the Argentine site. The proposed site off of Shawnee is very different makeup then the site down in Argentine as the Chief has spoken to. There's a much greater concentration of residential housing. The other thing that I would like to add and I think the Police Chief will acknowledge this. About a year and a half ago the Chief came and met with me, he told me, I believe it was four divisions is what I believe you referred, I may have the terminology wrong; but the bottom line is he said that he was going to have to remove one of the divisions from my district which happened to be down in this lower area and he wanted to put it downtown because crime was going down in my district and crime was going up downtown. I could have made a really made a big deal about that but I didn't. I never mentioned it to anyone. I said to the Chief the area that you are talking about is slated for the construction of a new police station. Since that's going to happened it's simple physical presence should help with the deterrents of crime. He agreed. He admitted that he had even forgotten that. I said with that knowledge and with the fact the Commission has approved the South Patrol go ahead and take that division, move it downtown, move it where crime is highest. That never came in front of the Commission. It was an administrative decision and none of you were ever talked to from me about hey, I'm giving up a piece of my public safety in my district for another district. Again, I feel very strongly about this project. I'd like to see it move forward and I'd like to see it stop bouncing back and forth.

Chairman Bynum said for the Unified Government to take on the nine acres with the understanding that three would be for the station and six could be potentially be developed, I think I heard you say that really private enterprise shouldn't be as responsible or accountable for those Brownfield types of areas as a government. **Commissioner Murguia** said yeah, just for clarity, if Hunter Harris and Lane4 had caused the contamination, that's a whole different game. This contamination was caused years ago by completely different entity. Nobody is letting them off the hook. We are acting as good partners.

Commissioner Townsend said if we, meaning the UG, take on that property isn't that letting them off the hook. **Commissioner Murguia** said it's not their ground. They took on dirty ground for us in a poor urban district to try to redevelop it and I thank them for that. This is probably the real deal. I bet if I talked to Mr. Harris, because I work with him on the regular basis, I bet I might be able to convince him to not make that piece of ground part of the deal but I truly believe I don't want him to own that ground and the other person that doesn't want him to own that ground is the Environmental Protection Agency. After the first conversations about this potentially moving to another location and the government's unwillingness to take this ground I contacted the Chief Legal Counsel for the Environmental Protection Agency. He wrote a letter to me which I forwarded on to Administrator Bach and he specifically states in his letter, and you're all welcome to a copy if you'd like to see it, that he truly believes very strongly that this ground is best suited to be owned the Unified Government, not a developer. In fact, he went so far as to say that he would have issues transferring free ground to the Unified Government for the development of a police station if they were unwilling to take the contaminated fill site along with the free ground that is developable for the new station. **Commissioner Townsend** said if we take this on, will we have to set up some type of fund? **Commissioner Murguia** said no. **Mr. Bach** said well I mean we have an Environmental Trust Fund already. We've had discussions on it so having some money there in case something comes up those issues could happen.

Chairman Bynum said so anyone from the public. I know we had Commissioner Murguia. Does anyone from the public want to speak on the issue? You're more than welcome to step forward to the microphone and please give us your name, city of residency and please speak into the microphone.

Darren Fulton, Bonner Springs, said I am a Police Officer with the Kansas City, Kansas Police Department. I firmly believe that having a new patrol station would be ideal for our officers. I speak to officers everyday who work in South Patrol. Using the other building at 42nd & Shawnee, it's already 25 years old another 25 years it's going to be 50 years old. You're going to be doing all kinds of upkeep on that compared to having a brand new building. The Police Department has never had a brand new building provided by the Unified Government. I work in midtown. We have a new facility. We enjoy our new facility. It's not just about having new

equipment and better cars. We have to go to work every single day at that station. We have to sit in the roll call room, we have to right reports, we have to put on and take off uniforms, use facilities and it would be nice to have something new that we can call ours and putting it in an area in Argentine that is visible to the public where everyone can see us going in and out and being in those neighborhoods that is beneficial on the cities end but it's a benefit to us too. It will help detour crime. I would appreciate the consideration to build a new building to give us something that we can be proud of that we haven't had some things to be proud of for a while. I believe it would boost morale. There are officers that are loyal to South Patrol that have worked there for years. Giving something to give them pride in and give them a little payback for their loyalty for working there for so long, I believe they would greatly appreciate that.

Theresa Gardner, Kansas City, Kansas, said I've heard very logical arguments for and against this facility to go in Argentine. What I'm not hearing is what is more important. Financially it's about the same. To me the most important part is detouring crime, reducing the crime rate in the area, helping the businesses that are trying to grow and the commercial development grow in the area. You don't get that in Shawnee. That to me is much more important than the building, the financial costs. I think you need to look at what's more important when you're weighing the differences.

Mario Escobar, Kansas City, Kansas, said I live right there in the community in Argentine. I think, like the Chief said, it will be a big asset to the community. The relationship that it will build, the exposure it will have for the community will just be better overall. I think also it will help bring in new businesses, more people coming to live in the community. Like I said with the exposure the community will be a tremendous asset to Argentine in general and I think that's the important part. Like the officer said, with the new facility I think the morale of those officers will be much greater as well.

Carol Nichols, Leawood, Kansas, said I tutor students in the Argentine area. My kids in Argentine Middle School that I tutor, it's just a no brainer that they get to see the police officers, that they have that presence, that they interact with the community. While Johnson County might like having your Shawnee building a little closer to Johnson County I think the building in Argentine is just a no brainer.

Nicole Ortego, Bonner Springs, said I am a patrolman with the Kansas City, Kansas Police Department. I have been on for 13 years and spent many years in South Patrol patrolling the area, an excellent community of people. The best location would be the 2300 Metropolitan. It is visible, seen by the public, most of the calls for service come from that area. The second site that has been proposed have been there on alarm calls, it's very secluded, it's very overgrown with trees, it's not visible and definitely not open to the community as the new site on 2300 Metropolitan would be.

Chairman Bynum said, Mr. Bach, I see that the next step is that you are looking to this standing committee for direction so would that be to move forward to the full Commission with one or the other location. **Mr. Bach** said yes, that would be that. That way I would just move forward with the final property agreement on either site.

Action: **Commissioner Townsend made a motion, seconded by Commissioner Johnson, to approve alternative number, which would be the new construction in the TIF District, 2300 Metropolitan location.** Roll call was taken and there were six "Ayes," Bryant, Philbrook, Townsend, Kane, Johnson, Bynum.

Chairman Bynum said it's a long night folks but it's important work and thank you everyone for presenting and all the work that went into the information, thank you Doug Bach for going back to the developer and clarifying how we could resolve the concerns that we had. I really appreciate that. The Police Department is staying put because Item No. 2 is an update on the grant for body worn cameras for the Police Department. We have Jenny Meyers with Legal joining us and Chief Ziegler and Major Smith.

Item No. 2 – 15168...UPDATE: BODY-WORN CAMERAS GRANT

Synopsis: Update on a \$352,500 grant from the KS Department of Justice for the Body-Worn Camera Policy and Implementation Program, submitted by Jenny Myers, Legal. Monetary match required.

Mr. Bach said, commissioner, as Chief Ziegler is getting his remote maybe we can ask him about his hat. I think I noted it but I kind of like his ball cap sitting out in front and what he's doing this week with his officers. **Chief Ziegler** said because the Royals win and they are going to the World Series we authorized all the officers on the department to wear a Kansas City Royals hat while they're on duty through the duration of the World Series, hopefully, to support the Royals to bring home a win.



Chief Ziegler said I'm going to cover the Body-Worn Camera Project the Police Department has been working on for some time. There's a lot of pieces to this, but we applied for the federal grant which was for approximately \$352,000 and we were notified that we will be receiving that funding. Before we receive that funding I kind of wanted to step through the numbers with you all so that you would understand the long-term cost of this project.

The first piece here is the number of cameras that we're wanting to purchase is 235. Every five years the cameras have to be replaced. We built this thing out for a 10-year period so years four and five we're going to have to purchase half of those cameras those two years to kind of spread out the cost.

When we come down we look at the total number of cameras that run 24 hours, that's 89. Those are the ones that are in our patrol stations where officers patrol 24 hours a day, those cameras have heavy usage. The ones that are used eight hours, the number of those cameras is 67, those would be in units like Community Policing, Traffic Support, and our Tact Team.

Now we start getting down to factors that impact the amount of storage we have to have for the camera project. These are all guesses. There is no good study out by any agency regarding how much the video cameras are used, how many hours of footage are recorded, what percentage of the footage is short-term storage and then long-term storage. We're guessing on these numbers at this point. We're guessing that on average we're going to have about 360 minutes of recorded time or six hours per officer, per shift. Out of that 360 minutes we're looking at short-term storage in the number of days. Our thought is to have a retention period for videos that are not connected to a criminal case for 120 days or four months. Out of the videos that are captured we're anticipating 20% of those videos would need to be saved long-term, three years or until infinity if it's a homicide. These are the numbers that we use in trying to figure out how much this program was going to cost us.

COST OF BWC PROGRAM

Enter Variable Here	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Number of cameras purchased		235				118	117				118	117
Number of cameras in use 24-hrs (patrol stations)		89										
Number of cameras in use 8-hrs (COPP5, TSU, SOU, etc.)		67										
Average minutes recorded per shift (per officer)		360										
Short term storage duration in days		120										
Long term storage percentage		20%										

Estimated Costs	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
New Cameras Purchased	\$0	\$111,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Camera Updated/Replaced	\$0	\$0				\$56,050	\$55,575				\$56,050	\$55,575
Client Software License Fees	\$0	\$0	\$15,275	\$15,275	\$15,275	\$22,945	\$22,945	\$22,945	\$22,945	\$22,945	\$22,945	\$22,945
Short Term SAN Purchased	\$0	\$673,334										\$673,334
Long Term SAN Purchased	\$0	\$134,667					\$134,667					\$134,667
Google Fiber	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Admin. Support Specialist (salary \$38,397 + benefits \$21,850)	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247	\$60,247
TOTAL ANTICIPATED YEARLY COSTS	\$560,247	\$979,873	\$75,522	\$75,522	\$75,522	\$139,242	\$946,768	\$83,192	\$83,192	\$83,192	\$139,242	\$946,768

Total Cost of Program (10-years) =
\$3,347,150

The next thing we did is we built out the cost in this slide. I'm just going to try and hit the highlights here real quick. Google Fiber, initially we didn't know if we were going to get Google Fiber so we ended up looking at BPU and what the cost would be to the department to install fiber. We have to have fiber in order for this project to move forward. Fiber is important because we need to download the videos recorded at the patrol stations at the patrol station and then it's transmitted down to police headquarters where it's put on our servers.

The cost if we use BPU was \$500,000. We were told late last week that we believe that we can install Google Fiber for less than \$100,000 so we could back \$400,000 of that out.

The next thing we looked at is when we talked about our short-term storage, to buy the storage spaces that we need it's \$673,000, to buy the long-terms storage that we need it's \$134,000. The first year we're looking about \$160,000 which would need to be spent this year to connect our Google Fiber and to hire an additional employee.

This employee cost here we have 19 video cameras in our patrol cars approximately. We have one employee that spends half her day burning those videos to CD's that are connected to criminal cases, 19 cameras. We then have 235 video cameras and we're going to have to have a full-time employee to manage this program for us so with salary and benefits we factored in

\$60,000 for that position. As we move across you can see when the buy the servers next year and you buy the first round of cameras, you're looking at \$1M spread out over a two-year period the cost of the program minus the grant money and minus the \$400,000 we'll save by going with Google Fiber you're looking at a \$3.3M project. It is a big price tag. If we move forward with this project, you have to understand this is not going to be a project that the Police Department will be able to back out of at a later time or downsize or say let's defer the cost a few more years before we replace our storage units. This is a cost that will have to be budgeted and spent annually in order to keep this program going.

Some variables that I don't know about. I can tell you right now looking at today's cost the Police Department believes that you are looking at \$3.3M. However, I do not know what the cost of technology will be in the future. Then the other piece that factors in this is the state legislature last year had drafted some language for a state statute that would dictate how long Police Department's would retain videos, who would be entitled to access those videos, what would happen if an officer was sued or a complaint was filed against the officer and for some reason there was no recording. The state could come in and draft legislation that could greatly impact the cost of this project and those things I can't calculate right now. Before we accept the grant I kind of wanted to give an overview of the cost so that you would understand what we're looking at long-term and some of the cost we couldn't determine at this time. I'll answer any questions if I can.

Commissioner Kane asked, Mr. Bach, do you think you're going to have \$3.4M and that's—you're right I was there when the state talked about what they could do to us we don't know. In my mind I don't think we're prepared to move ahead with the cameras because I don't know where we would come up with the money. **Mr. Bach** said and that's why I asked the Chief to kind of lay this out so we go into this with our eyes wide open. I don't think any of us look at it and think they body cameras are a bad idea. You all looked at this and think there's a lot of good that could come of these, a lot of beneficial things that would do it, but the Chief's not there to try to drive an argument home as to why we shouldn't do it. He wants to do this program. He just wants to make sure if we're going to do it, we're going to do it. \$3.3M gets a little daunting. We back out that \$600,000, we'll spend to that \$300,000 in it's upfront year that we have budgeted then I divide over the other nine years. It's a little over 3 but other contingences Your \$300,000 to \$400,000 a year of equipment, commissioner, that you pointed out earlier that we currently are

having trouble updating that we will have to add to the Police Department's budget to get updated every year. **Commissioner Kane** said that's my point. We had to purchase some radios, the radios themselves at \$2M. I was on the Commission at the time and over 2/3 of the commissioners weren't here yet. When they came on they wanted to know why we spent that money. We spent that money so we could be hooked up to the surrounding municipalities and knowing if there was something catastrophic that happened that we would be able to communicate with them. That's just \$2M and a cost that will last a lot longer than this. The reason I'm saying that is because this will be the gift that keeps on giving. Do I want them? I absolutely want them. Can we afford the, in my mind not so much.

BPU Board Member Bryant said, Chief, you mentioned the potential legislation coming out. That would only be applicable if we chose to go with the body cameras right? **Jenny Meyers, Senior Attorney**, said that proposed legislation actually was mandatory for all law enforcement officers so the state tried to propose that every law enforcement officer would have a camera and that didn't go through.

Commissioner Johnson asked have you all explored any other alternatives to this and I don't know what that could be out in the world of cameras and things of that nature. Have you looked any other alternatives to this particular item? **Chief Ziegler** said one of the main driving cost here is the storage for the videos. We went and we looked at what would it cost to be on the Cloud, to contract with a company who would store, purge, manage our videos for us. We we're looking at this project prior to the Ferguson incident. At the time we were looking at body cameras where the videos were downloaded, they were sent automatically to the Cloud. That cost was \$25 a month for storage which is very reasonable. After Ferguson, we got a bill from the company while we were testing these cameras out and it doubled to \$55 a month per camera. We called and said why did the cost go up so much. They said well demand is going to be much higher so we're raising our prices. We feel like by maintaining the storage of the videos ourselves we can control some of those costs. That was an alternative, if you're asking for alternative solutions we did look at think, but I think that the potential for some costs that we can't control is great and this seemed to be the best way for us to manage those.

Commissioner Townsend said I have a couple of questions. I think one has already been answered by the question that Mr. Bryant asked. I was wondering about what the potential for impact as with state legislation. I guess they've already tried to mandate the use of body cameras and that did not go through so I can scratch that one off.

Of the 235 cameras, how did you come up with that number? **Chief Ziegler** said that is putting a camera on every officer that we have working in the patrol stations. There is a duplication there so that when one officer comes in, the cameras will constantly have a charge and be able to download so we doubled the number that we needed for that constant flow in our 24-hour stations and then all of our community policing, tactical unit, and our traffic unit will all have body cameras as well. Any officer that serves in a patrol function or that could take an enforcement action would be wearing a camera including supervisors. **Commissioner Townsend** said that makes sense. That's the two questions I had. I would love to see this instituted but it does go to the question of money and can we afford it. I think there may be a couple more of the Mayor's town hall meeting so this might be something they add to it because I understand this could be the gift that keeps on giving, but it's also a gift we have to keep paying for. You're talking about \$3.3M every year and where is that going to come from right now. I love the program but it's just a matter of how we're going to fund it.

Commissioner Kane said in ten years we don't know what the other cost could be thrown in there as that is going along. **Mr. Bach** said you're cost is like \$300,000 to \$350,000 a year and that's a 10-year accumulative cost. **Commissioner Townsend** said okay. So we're talking about \$400,000 a year. **Ms. Meyers** said up to \$400,000 a year.

Chairman Bynum said for me what I recall from you bringing the grant opportunity forward was I felt like we were putting a grant application in front of policy. We did not stop to talk about policy because the grant opportunity was right in front of our faces and we had to apply for grant or miss the opportunity. I don't think we've ever gone back to the policy question. Although, I'm hearing support I think from my fellow commissioners for the body cameras, I think there are a lot of questions and implications around the body cameras. One of the questions I had way back when the grant application was brought forward is what does it do to just everyday citizen communication with their patrol or community policing officer. Does it stifle that flow of information, that was one concern I had.

Second question is, has it been talked about at all at any community level, has it been talked about at an east patrol division meeting, has it been talked about with your Law Enforcement Advisory Board. What is the feedback you can bring us as to the policy portion of this?

Chief Ziegler said part of the grant allowed for the first six months of that grant for us to develop a policy. Part of that policy development, the grant stipulated that we had to go and visit with our stakeholder, so we identified the District Attorney's Office, Municipal Court, Livable Neighborhoods, the Law Enforcement Advisory Board and the Fraternal Order of Police as all of the stakeholders that we would go and have a conversation with once we kind of had a pretty good draft policy but nothing written in stone. It was a lot of things. We had a conversation with the Law Enforcement Advisory Board. Some of the people in the Law Enforcement Advisory Board wanted us to turn the cameras on when we come on duty and not turn them off until the end of duty. That was also I think part of the legislation was the cameras couldn't be turned off unless the officer was on personal business or using the restroom. I had told all of the groups that we've had this discussion with that once we had a policy we would bring it to them and speak about the key points of that policy. People are all over on what they think Law Enforcement should do with those. I do believe that if we were to draft a policy that was mentioned in the state legislature and some people in the community have mentioned where the camera is on from the beginning when you walk in the door at the police station until you leave, it will have a chilling effect on interactions with the citizens. That is what Chuck Wexler from the Police Executive Research Forum, that's one of the things that he talks about. Some of the impacts of the camera projects cannot be measured at this time because the technology is so new. The policy creation, we do have a policy, it's pretty solid right now, getting close to having it finished, but we still had to step into the next part of that when we go talk to our stakeholders.

Chairman Bynum said okay. I don't think the item is for anything more than information.

Commissioner Townsend said I do have a couple of more questions. You mentioned, Chief, that this was not the kind of project you get into and then get out of later. Could you talk about more why that's the case and also the \$352,000 grant we're talking about. If we're talking about an annual cost of about that much or maybe a little bit more, is this grant annual or this is a one-

time shot? **Mr. Bach** said one time. **Chief Ziegler** said it's a one-time shot grant. You wanted me to talk about the first piece. **Commissioner Townsend** said why this isn't something you can get into and then get back out. **Chief Ziegler** said the reason I made that comment was when our in-car cameras, our in-car video cameras, in 2014 they began breaking. We had no money to replace them. I directed the garage, fleet services, to begin removing those units from the dashes of our patrol cars because when an individual gets pulled over and there's a broken camera sitting on the dash the assumption is that the interaction is being videoed and they weren't so we removed the cameras that were broken. Chief Ellen Hanson at the time, I explained to her what was going on and she found funding to be able to replace all the in-car cameras. Once you put the body cameras on our police officers we will not be able to say hey, we don't have the money right now to be able to do this. I believe this will take a priority over other expenses that the UG has because the community will come to expect and demand it. Meaning, if an officer goes on a call and he or she is not wearing a video camera and an arrest is made and charges are filed, I would speculate that when they go to court jurors will say well there's no video camera; that was intentional, everybody else has got a camera, why didn't you have yours? Well, mine was down and couldn't be replaced. I believe that we are going to lose criminal cases as a result of it if we don't stay on top of the program and fund it appropriately. **Commissioner Townsend** said thank you.

Chairman Bynum said I'll just make one more quick comment more to our Administrator that this is the same Police Department that's been waiting quite a number of years for a raise. It will be another item to balance, to take on this year in and year out budget costs for body cameras. **Mr. Bach** said when you lay this out, commissioner, the amount of cost, that's why I wanted the Chief to be able to make it clear to you. I think Commissioner Townsend kind of stated it well when she noted we're getting a one-time \$360,000 grant to leverage what would be combined, \$4.5M worth of cost. That's a pretty small matching amount of money and certainly doesn't drive our decision-making process, not like it did last summer when we put this before you and had an opportunity we thought to get a \$500,000 grant and we would have to put about \$500,000 into it. As we're looking at policy we also look at what are the costs of the operations. Now we have a better feel for that as we've gone forward to it and if we make a decision to go forward, I don't think it's a decision based on this grant is something that's really going to turn that for us. It's a decision on something we're willing to commit the funding to this to pay for these cameras.

\$300,000 we can buy ten cars with that. There's an issue that comes to what's our priority first and maybe there's a better time for it in the future as we get everything laid out. There will also be some economies to this. This is a very hot item right now. Not saying it's something we shouldn't go in that direction but it doesn't mean we have to go there immediately.

Commissioner Philbrook said I agree with everything that's been said here. We all like to jump on the bandwagon when there is a new latest, greatest thing to do. If we had the money, that's the biggest word in the dictionary, if. Then we could roll the die and we could hope that we would have plenty of money to take care of those things that may jump up and bite us in the fanny that we don't know are coming down the pike. I would rather have money going toward things for our officers that we already know they need then throw money at this at this point and time. That's just my opinion.

Chairman Bynum said, again, I think this is was information only purposes for tonight. We thank you for being so patient and waiting to discuss it.

Item No. 3 – 1582...REQUEST: HONORARY STREET NAME

Synopsis: A communication from members of the Evangelistic Center Church, 1800 Washington Blvd., requesting an honorary street name designation at 6th Street and Quindaro Blvd., in honor of Rev. Willie C. Vaughn, Jr., submitted by Lideana Laboy, Public Works/Traffic. (Sign to read: Rev. W.C. Vaughn, Jr., Ave.) On September 28, 2015, this item was presented to the committee and it was voted unanimously to hold over until October.

Action: This item was presented earlier in the meeting.

Item No. 4 – 15163...REVIEW/APPROVE: SOLID WASTE MANAGEMENT PLAN

Synopsis: Request review and approval of the 2015 Annual Review and the 2015 5-year update of the Wyandotte County Solid Waste Management Plan as required by the Kansas Department of Health and Environment (KDHE), submitted by Mike Tobin, Public Works Interim Director.

Mike Tobin, Public Works Interim Director, said in order to be brief I'm going to turn this over to Tim and Kirk right now, they developed this.

Tim Nick, Public Works, said we're here again, we're here two-fold this year. Not only is this our annual review of our Solid Waste Plan but also this is our update on our 5-Year Plan that we have to submit to KDHE. We had two meetings this year and I'll let Kirk talk more in detail once we get slides going.



Fleet Services KPIs

Key Performance Indicators



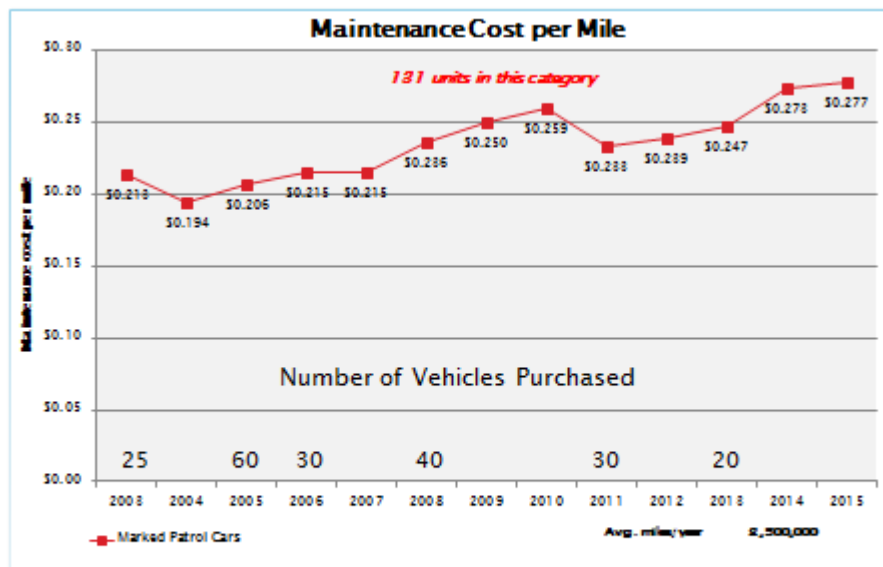
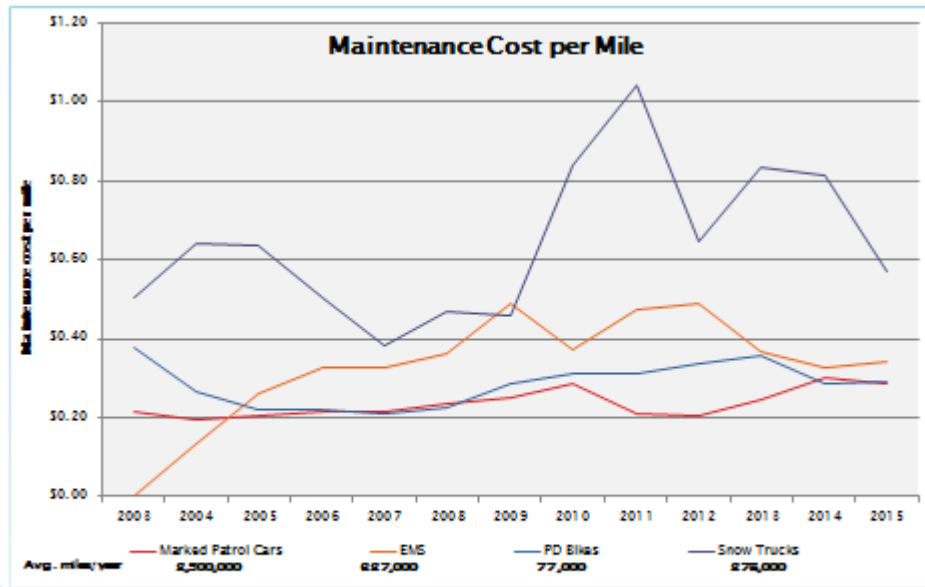
KPIs used by Fleets

	Goal	Current
▶ Cost per Meter		variable
▶ PM Compliance	95%	98%
▶ Comebacks	<2%	.5%
▶ Technician Performance	85%	71.6%
▶ Scheduled vs Unscheduled Jobs	70%	78%
▶ Inventory Turnover Rate (annually)	4	2.3
▶ Outside Repairs	<1.5%	.09%
▶ Asset Availability	95%	94%



Scheduled vs Unscheduled Jobs





\$110,000.00

SAMPLE WORKSHEET				PROJECTED REPLACEMENT CYCLES									
examples entered				As of: 6 2011									
Fleet ID	Fleet Class	Model Year	Make/Model	In-Service Date (Mo) (Yr)	Time Service (Months)	Beginning Meter Reading	Current Meter Reading	Total Use By (Miles)	Meter Type: Hours	Average Annual Use	From Charts		
											Fleet Rplcmnt Target	Rplcmnt Cycle (Years)	Projected Rplcmnt Year
821	Van, mini, passenger	2010	Chev, Astro	10 2010	8	25,412	60,824	35,412	Miles	53,118	100,000	1	2,011
570	Auto, police sedan	2010	Ford, Crown Vic	2 2010	16	-	18,925	18,925	Miles	14,194	90,000	6	2,016
571	Auto, police sedan	2010	Ford, Crown Vic	2 2010	16	-	23,672	23,672	Miles	17,754	90,000	2	2,012
99	Pickup, small, xc, 4x2	2010	Nissan	7 2010	11	-	38,065	38,065	Miles	41,525	75,000	12	2,022
153	Pickup, small, xc, 4x2	2010	Ford, Ranger	7 2010	11	-	49,069	49,069	Miles	53,530	100,000	2	2,012
219	Pickup, small, xc, 4x2	2010	Chev, S10	1 2010	17	-	43,079	43,079	Miles	30,409	100,000	3	2,013
281	Utility veh, AMT	2010	LD, Gator, 4x4	1 2010	17	-	909	909	Hours	642	1,500	2	2,012
3098	Air Compressor, trailered	2010	Solar	3 2010	15	-	417	417	Hours	334	1,000	15	2,025
823	Pickup, full, xc, 4x4	2010	Ford, F150	6 2010	12	-	20,631	20,631	Miles	20,631	75,000	4	2,014
824	Auto, compact, sedan	2010	Dodge, Neon	7 2010	11	20,451	34,065	13,614	Miles	14,852	100,000	5	2,015
822	SUV, full, 4x4	2010	GMC, Yukon	6 2010	12	-	18,833	18,833	Miles	18,833	75,000	4	2,014
52	Auger, hydr attachmnt	2010	McMillen	7 2010	11	-	107	107	Months	117	180	2	2,012
189	Auto, compact, sedan	2010	Ford, Escort	2 2010	16	18,561	21,694	3,133	Miles	2,350	75,000	24	2,034
780	Truck, offroad, sludge	2010	AG CHEM	10 2010	8	-	2,224	2,224	Hours	3,336	3,500	1	2,011
517	Auto, compact, sedan	2010	Ford, Escort	2 2010	16	13,602	16,243	2,641	Miles	1,981	75,000	31	2,041
274	Air Compressor, electric	2010	Atlas	9 2010	9	-	30,002	30,002	Hours	40,003	55,000	1	2,011
286	Trencher, hydr attachmnt	2010	Lowe	12 2010	6	-	78	78	Months	156	180	1	2,011
370	Tractor, ag	2010	IHC	3 2010	15	-	3,149	3,149	Hours	2,519	5,000	2	2,012
372	Pickup, full, sc, 4x4	2010	Chev, 2500	2 2010	16	-	15,963	15,963	Miles	11,972	75,000	6	2,016
177	Auto, midsize, sedan	2010	Dodge, Intrepid	7 2010	11	23,500	28,120	4,620	Miles	5,040	75,000	10	2,020
399	Loader, skid	2010	Bobcat, 753	10 2010	8	-	243	243	Hours	365	2,500	15	2,025
472	Truck, light duty, ftd	2010	Dodge, 3500	3 2010	15	-	5,452	5,452	Miles	4,362	100,000	15	2,025



October 26, 2015

Why Do We Sweep

- ▶ Street Sweeping began in the early 1900's as a way to cut down on air-borne dust and improve city beautification.
- ▶ Modern sweeping still provides both of those qualities as well as compliance of EPA Mandated Storm water Run-off Programs.
- ▶ Regular sweeping is an integral part of regular maintenance and provides for the safety of motorists, pedestrians, and bicyclists.



How Do We Sweep

- ▶ The UG maintains a fleet of 9 Pelican sweepers, with 4-5 operated daily.
- ▶ Each sweeper requires a 2 operator team. One sweeper operator, and one dump truck operator.
- ▶ Utilize existing snow route maps for smooth operations and distribution.
- ▶ Goals:
 - Major Arteries and Collectors - Once a month during sweeping season
 - Secondary Routes - 3 times a year



Multi Year Comparison



U.G Mowing Program 2015/2016



October 26, 2015

Mowing Requirements	Responsible Party	Mowing Area	Frequency
Right of Way	Street Department	250 acres	Bi-Monthly
Code Violation Lots	Street Department	600-800 lots	As needed
UG Buildings	Contractor	25-30 locations	Once a week
Parks Facilities	Contractor & Parks	54 locations 2700 Acres	Bi-Monthly
Cemeteries	Contractor & Parks	14 locations 105 Acres	Bi-Monthly
Ball Fields	Contractor	23 fields 40 acres	(13) 2 times a week (10) 1 time a week
Medians	Contractor	26 miles	Every 7-9 days
UG Owned Lots	Contractor & Parks	4550 lots	3 times a year
Land Bank Lots	Unfunded	2100 lots	As needed

Changes Made For 2015

- \$55,000 Additional Funding
 - 12 Summer Positions
 - Additional Mowing Equipment
- One Employee dedicated to oversee contractors
- Changes to median & park contractor scope of services
- Implement median spray program

Modified Contractor Specifications

- Additional detailed weed eating and mowing.
- Vegetation removal from walking trails, playgrounds and parking lots.
- Added detail work for medians.

2014 vs. 2015

2014	2015
17 day in house mowing turnaround	13 day in house mowing turnaround
10,912 vacant lots mowed	11,272 vacant lots mowed
No median spray program	1 st year for median spray program
Medians were not edged	Medians were edged using in house labor
1250 O.T. hours worked by parks staff for additional mowing.	2500 O.T. hours worked by parks staff for additional mowing to decrease turn around from 17 to 13 days. 50% increase.

2016 Goals

- Continue summer mowing program with 12 summer employees and add 6 seasonal employees
- Reduce mowing turnaround to 10-12 days.
- Continue and upgrade median spraying program implemented in 2015.
- Continue added detail work in mowing contracts.

SOLID WASTE MANAGEMENT PLANS

- All Counties are required to have a Solid Waste Management Committee and a S.W.M. Plan.
- Kansas Department of Health & Environment is the state agency that requires this.
- In 2015 an annual review of the Solid Waste Plan was conducted.
- In 2015 there was also a 5-year update of the Plan completed as required by K.D.H.E.

Kirk Suther, Recycling Waste Manager, said all counties are required to have a Solid Waste Management Plan and a Solid Waste Management committee which we do have and that's taken by the Kansas Department of Health and Environment is the agency that requires that. Like Tim said we did have the annual review of the plan plus we did a 5-Year Plan and updated the 5-Year Plan and this is the second time that I've done the update to the 5-year plan so it made it a lot easier.

2015 SOLID WASTE PLAN REVIEW

- Wyandotte Co. Solid Waste Committee performed 2015 annual review of plan on 4-30-15.
- Reviewed solid waste infrastructure in place to manage solid waste, current programming, and goals for solid waste plan.
- Yard Waste updates as Recycling Center converted to Yard Waste Center in 2014 and Deffenbaugh accepts yard waste from Wyandotte Co. residents at landfill.

The solid waste review was conducted in April by the Wyandotte County Solid Waste Committee. We reviewed the solid waste infrastructure in place to manage it both from the public side and the private sector side and we looked at our current programming and we evaluated the goals of the 2010 5-Year Solid Waste Plan.

The major changes that we had this year in the annual was that the yard waste center opened up from the old recycling center. It was converted into the yard waste center in 2014 and also that Deffenbaugh now accepts yard waste and tree limbs at the landfill. Just this year or the first in 2014 at the yard waste center we had 431 loads that came in the first year and through the middle of October we have doubled amount of 863 loads that have come through at our yard waste center so that was a good improvement.

2015 FIVE YEAR UPDATE TO PLAN

- On 7-30-15 the Wyandotte County Solid Waste Committee approved a 5-year update to plan.
- Updates for population, solid waste infrastructure, waste generation, waste characterization, potential changes, community input & education, and goals for next 5 years.
- As required by K.D.H.E., a Public Hearing was held & the Plan was reviewed by Wyandotte County K-State Extension and Research.

The 5-Year Plan, we had that meeting in late July to approve that with the Solid Waste Committee. We had updates for the population, for the solid waste infrastructure, what kind of waste we generate, what type of waste do we have. Potential changes that we saw in the system of things that are happening and changes in community input and education and also some new goals for the next five years from 2015 to 2020. As required by KDHE we also had a public hearing and the Wyandotte County K-State Extension reviewed the plan for us.

WASTE REDUCTION STRATEGIES

- Reduce & Reuse
- Recycling for Residents & Businesses
- Yard Waste
- Food Waste
- Special Wastes

In a nutshell after looking at the waste that is generated we came up with waste reduction strategies and they involve reducing the amount of waste that both businesses and residents generate. Reusing items and secondly is recycling for residents and businesses. Currently, businesses are not regulated so we're going to be coming up with some programming to try to encourage more businesses to do recycling. We are going to continue with the yard waste efforts and strategies to increase yard waste or divert that from landfills. Another one that we're looking at is food waste and trying to divert the food waste. We would really love to see that put into use where people would be able to be feed from that and then some of the special waste. I could go on and on but I'm not gonna.

Chairman Bynum said I just want you to know that you've been tasked for carrying out the strategies and one of them is the marketing and the continued marketing to improve our recycling numbers and the Mayor had said when we we're looking at this item in agenda review that he would really like more of the green bins, but that there is an alternative if you don't have a green bin, you can still recycle and there are ways you can identify your receptacle as recycling and so we're really looking to you to get all that done. Market to the community all of the efforts for reduce/reuse. All the ways we can recycle. If we can get some more green bins we would love

it. We know you're working hard on this. **Mr. Suther** said just one point with that. Since we started it in 2008 curbside every full year it's averaged 4.7% increase in volume over that number of years. **Chairman Bynum** said we appreciate the work. We're sorry about the late hour. **Mr. Suther** said Mike wanted me just to say that we had approximately 22,000 to 23,000 bins that we've put out over the last few years. **Chairman Bynum** said and I know that you're out of them. **Mr. Suther** said yes.

Commissioner Philbrook said you're out of them. I wonder if we were willing to buy our own bin, how much are they a piece. **Mr. Nick** said that's being discussed with our contractor right now. The last ones that we distributed they purchased and it looks like they're more than willing to do it again.

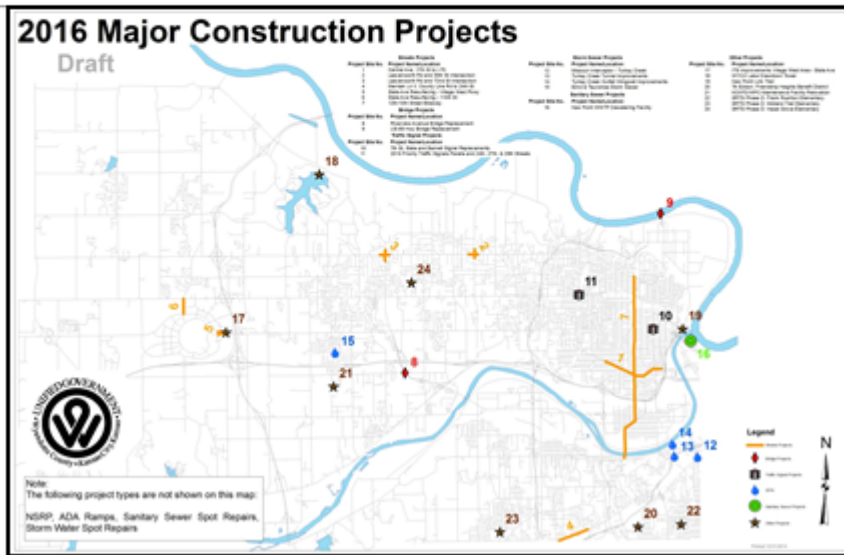
Action: **Commissioner Philbrook made a motion, seconded by BPU Board Member Bryant, to approve.** Roll call was taken and there were six "Ayes," Bryant, Philbrook, Townsend, Kane, Johnson, Bynum.

Item No. 5 – 15136...PRESENTATION: 2016 CMIP PROJECTS

Synopsis: Presentation of major infrastructure projects slated to start construction in 2016, presented by Mike Tobin, Public Works Interim Director. Projects to be discussed include street, sidewalks, sewers and stormwater. This is the first in a two-part discussion of projects.

Mr. Tobin said last our County Engineer, Bill Heatherman is going to discuss the CMIP that you approved with the last budget for the projects in 2016. These are the projects that will be under construction in 2016 that are part of the plan.

2016 Project Map



Bill Heatherman, County Engineer, said I will say this particular map does not show all of the CNIP locations because we've put those together in other maps and there's so many bright stars added. When we show the CNIP projects we wanted you to see the other major construction projects we have underway. We're just going to give a high view of projects that we anticipate to be under construction in 2016.

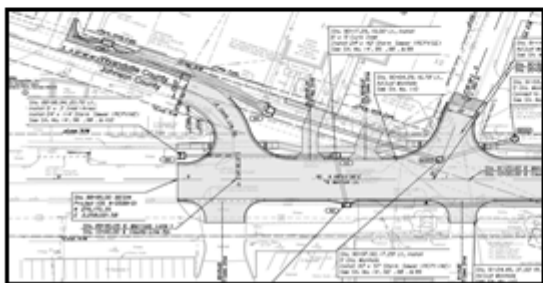
2016 Streets and Traffic Projects

- Streets Debt Projects:
 - Central Ave. Rehab. I-70 to 18th St.
 - Leavenworth Rd. Intersections – 55th St. and 72nd St.
 - Merriam Lane Phase II – County Line Rd. to 24th St.
 - State Ave. Resurfacing – Village West Parkway Intersection & 110th St.
 - 10th St./12th St. Bikeway
 - Neighborhood Street Resurfacing Projects
 - Neighborhood ADA Pedestrian Handicap Ramps
 - Fairfax Industrial Area Improvements
- Streets Cash Projects:
 - Neighborhood Street Repair
 - Neighborhood Curb and Sidewalk Repair
- Traffic Debt Projects:
 - Center City Traffic Signals and 7th Street Improvements
 - KDOT Traffic Message Boards (Village West)
 - Priority Traffic Signals

First our streets and traffic which is a lot of individual projects. This ranges everywhere from federally funded projects like Leavenworth Road Intersections to our Neighborhood Street Resurfacing, our ADA Pedestrian Ramp Program. The commitment that we've made to do upgrades to sidewalks and other infrastructure in Fairfax Industrial. We have a major federal aid project kicking off, Merriam Lane Phase II, which takes the improvements that have just wrapped up, if you've been through lately, we're getting very close on the east side. That same kind of improvement will continue west from 24th Street on to County Line. We are going to get State Avenue around Village West Parkway resurfaced. Next year you approved that in your budget. 10th/12th St. Bikeway. We do a lot of our projects through debt, some through cash, some through a mixture, and over on the right hand side we also have our traffic projects which includes work like you've seen on 7th Street around City Hall, the KDOT Traffic Message Boards Project and we do other Priority Traffic Signals. Many of our traffic signals are quite old and are just basically ready for a planned replacement.

Merriam Lane Phase II – County Line Road to S. 24th Street

Project includes the completion of the Merriam Lane corridor that has been under construction for the last year. This portion will connect Johnson County and downtown Kansas City, Missouri with bike lanes, and sidewalks.



Above: Graphic rendering of what the typical cross section of Merriam Lane will look like once completed. Portions of phase I have already been completed to match this rendering.

Left: A plan sheet showing the reconstruction of the intersection of County Line Road and Merriam Lane.

Want to just highlight Merriam Lane Phase II, County Line to 24th St. That will continue the major upgrades including curb, better control of the pavement edge sidewalks. We are able to include a bike lane in that project, new LED lighting and overall facelift. In the corner there you just see a little piece of the planned street. If you're familiar with kind of where the county line just mysteriously slides through as you're going on Merriam Lane it turns out to be kind of a complicated set of intersections. We've coordinated with Overland Park so that we can bring our project to a nice clean close.

Leavenworth Road Intersections – 55th Street and 72nd Street



Above: showing the addition and redesign of green space, sidewalks, and new signals at the intersection of 55th St and Leavenworth Rd.

Project to include the redesign of two intersections of high traffic along the Leavenworth Road corridor. Improvements to signals, pedestrian consideration, and overall intersection alignment will be made.



Right: Design rendering showing the realignment of the intersection at 72nd St and Leavenworth Rd. Realignment will allow for proper turn lanes, new signals, and pedestrian walk ways.

Leavenworth Road Intersections; I know, Commissioner Philbrook, this has been near and dear to your heart as other Leavenworth projects have been. KDOT projects are a long time in the making. It has already been bid. The contractor is onboard. Because we are going into the winter construction season they're working on their scheduling and deciding what they want to do to kickoff with. That project has been coordinated carefully with BPU because of the Nearman Plant upgrades that will be north on 55th St.

2016 Bridge Projects

- Debt Projects:
 - Riverview Ave. Bridge Replacement

In terms of bridge projects, for particularly 2016 focus the Riverview Avenue Bridge Replacement is the main bridge project. We go up and down in terms of the number of bridge projects we have in any one given year.

2016 Storm Water Projects

- | | |
|--|---|
| <ul style="list-style-type: none"> ■ Debt Projects: <ul style="list-style-type: none"> ■ Missouri Interceptor–Turkey Creek ■ Turkey Creek Tunnel Improvements ■ 82nd St. and Tauromee Storm Sewer Improvements ■ Stonehaven Storm Sewer | <ul style="list-style-type: none"> ■ Cash Projects: <ul style="list-style-type: none"> ■ Turkey Creek Outlet Wingwall Repair ■ Annual Storm Sewer Repair/Replacements |
|--|---|

Stormwater Projects, we've mentioned before. We've done a lot of good on Turkey Creek and we continue to have pieces of the Turkey Creek program that are coming through.

82nd and Tauromee Storm Sewer Improvements



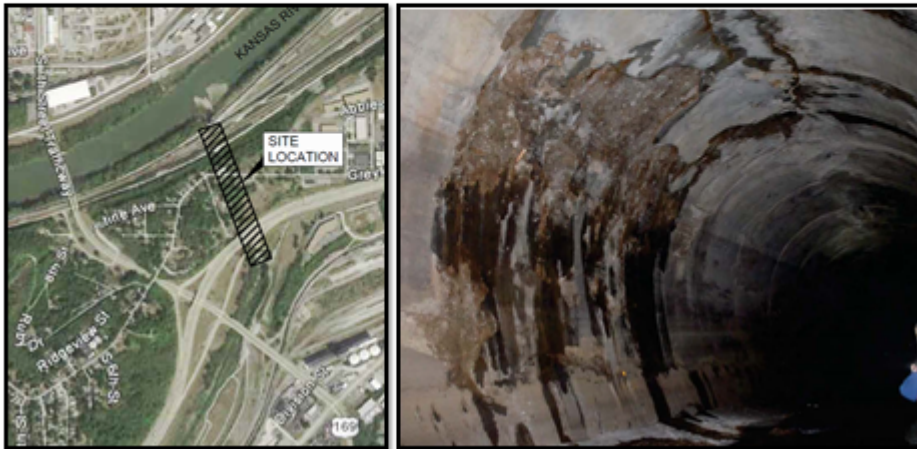
Project to include the removal of existing open channel storm basin, and replace with enclosed pipe system. Also improvements will be made to the existing storm drainage system along the streets.



We also are moving into this era of being able to do major backyard improvements. The 82nd and Tauromee Storm Sewer Improvements is what we also call Stony Point. It is a multi-phase set of improvements. We have another neighborhood that was added to the CMIP Stone Haven. We're doing some of our projects through debt, others through cash funded by the stormwater utility. We do an awful lot of just spot repairs. We have very significant amount of programs that go out and handle individual locations. A lot of them brought forward by our maintenance crews. Wanted to just highlight the 82nd & Tauromee Storm Sewer Improvements. This is basically a major maintenance. There is an existing open concrete line channel. The concrete's pretty spald. In some places it's almost disappeared. It's a no man's land in the backyards of a long run of neighborhoods along 82nd near Tauromee. We're going to be able to put that entire system underground, enclose pipes, restore the backyards, and that system being underground will be less subject to degradation. It will be longer lasting.

Turkey Creek Tunnel Improvements

Project to include the repairs of deteriorated sections of the Turkey Creek Tunnel that flows storm water from under I-35 to the Kansas River. This is a rehabilitation project that is taking in conjunction with KCMO.



Turkey Creek, I assume many of you know Turkey Creek just magically disappears under I-35 and comes out at the Kansas River through a tunnel that was built about a century ago. Extremely major repairs were required to that tunnel, what has it been Mike, 10 years ago. We have ongoing inspections every year that we do and this is a planned improvement basically as going in and shock treating portions of the raw material to keep up with degradation so that we do not have a repeat of the kind of emergency major repairs that were required. This is a pretty big year for us on the Turkey Creek Tunnel. That project is actually split 50/50 with the city of Kansas City, Missouri, but the UG is the lead agency for taking it through.

2016 Sanitary Sewer Projects

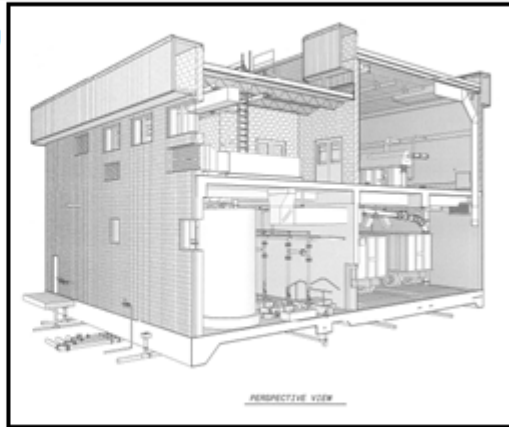
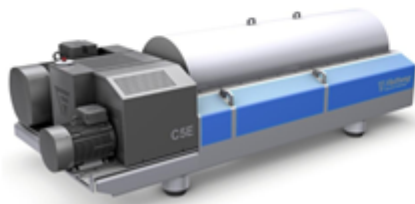
- Debt Projects:
 - Kaw Point WWTP Solids Dewatering Facility and Digester Rehabilitation
 - Plant 20 R&R/Improvements
 - Kaw Point Hydraulic Capacity Upgrade
 - CID Dump Station Improvements/Relocation
- Cash Projects:
 - Annual Sanitary Sewer Rehab
 - Annual Pump Station Repairs
 - Annual Treatment Plant Repairs
 - Pump Station SCADA

Sanitary Sewer Projects, as you continue to hear about the consent decree we have a lot of working going both at the plants and in our system.

Kaw Point Solids Dewatering Facility and Digester Rehab.

Construction of a new sludge dewatering facility to abandon the use of the current sludge incinerators, that due to new regulations would require an expensive upgrade to new air emission equipment. The new facility will dewater the sludge and make it suitable for long term landfilling.

Below: Image of dewatering centrifuge.

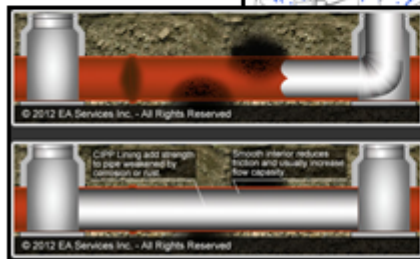
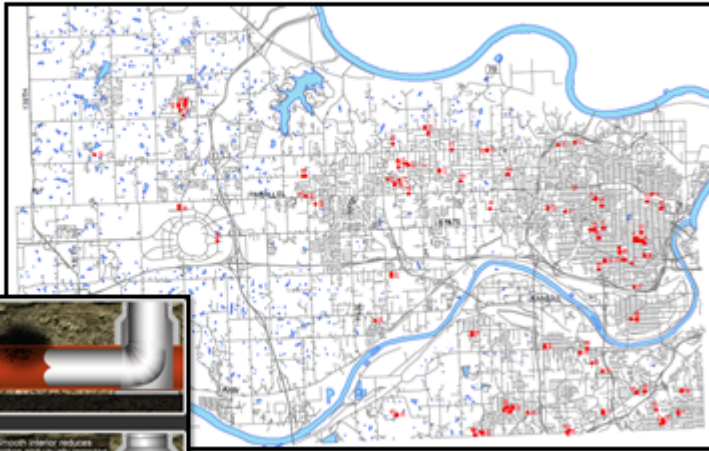


Above: a perspective view of the new dewatering facility.

We're doing a significant project at Kaw Point. Our solids dewatering facility and digester rehabilitation, we used to incinerate our solids. The rules have changed. That's really not efficient to do that anymore so we're doing a dewatering to be able to handle those solids differently. Doing work out of plant 20. We're doing some hydraulic capacity upgrades to the plant and then we also have a lot of collection system work. Pump stations, sanitary sewer rehab, ongoing repairs. This is just a picture of that Kaw Point Solids Dewatering Facility and Digester Rehab. If you're interested and want to see the tour, let Mike know and we can certainly arrange to show you what your money is going for. It's quite a facility that's under construction at our Kaw Point Plant right now.

Sanitary Sewer Spot Repair/ Trenchless Program

Project includes the Cured-In-Place-Pipe lining of approximately 100 sanitary sewer lines identified as needing repairs throughout the city.



Above: A map indicating the project site locations throughout the city. Data in red indicates a project area that can either be a or several pipe segments in need of repair.

Left: A representation of how CIPP lining creates a new pipe inside of an existing damaged one to allow for a more smooth surface and increases flow capacity.

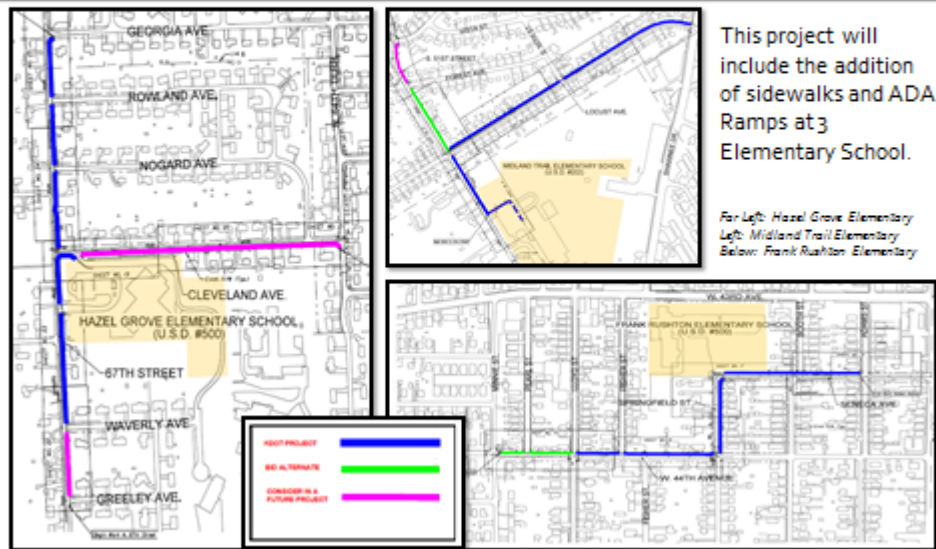
This was just give you an example of the range of places that we are working in any one year on our Sanitary Sewer Spot Repair and our Trenchless Program. What that trenchless is, many of you are aware of the idea of lining the inside of sewers in order to make them water tight without having repair structural defects without having to dig them up. As Trenton Folgeson mentioned earlier we've done a lot of upgrades with our work maintenance and management system in GIS so it's much easier to map and track and see the geographic distribution of these spot repairs then it has been in the past. We do a lot of different types of projects and some of them just kind of seem simpler to put together.

2016 Miscellaneous Projects

- Debt:
 - Bus Route 107 Southern Expansion
 - KCKFD/WPC Maintenance Facility Relocation
 - Kaw Point Park Connector Trail
 - Safe Routes to School Phase D:
 - Frank Rushton Elementary
 - Midland Trail Elementary
 - Hazel Grove Elementary
 - T.A. Edison/ Friendship Heights Benefit District
 - WYCO Lake Drawdown Tower Repairs

We're working with Justus Welker and his group to help with any questions they may have on the Route 107 Southern Expansion Upgrades. There is a study going on on future facility needs for Water Pollution Control. As you all know the Kaw Point Connector Trail project and the Safe Routes to Schools project. The T.A. Edison/Friendship Heights Benefit District and then some work to our Wyandotte County Lake, the drawdown tower. Some required work by the state.

Safe Routes to School – Part D



This is just a picture of the Safe Routes to School. Three different schools that we were able to package together. Sidewalk is very expensive. It's not the concrete of the sidewalk, it's all the stuff the sidewalk would run into if you didn't move it out of its way first that really adds up on these projects. We are learning a lot about what's all involved in sidewalk projects and I think we're getting better at them. I'll just ask if you have any questions.

BPU Board Member Bryant said I don't have a question. I do have just a comment. At our last BPU Board meeting, we we're discussing the new LED lights downtown, the additions and how happy we were to see those and look forward to more of those projects going through our city.

Mr. Bach said maybe this is to you Mr. Bryant. I think one of the concerted efforts we want to work on probably in going forward as we build out our 5-Year Plans is making sure we're doing that in coordination with the BPU. I think that way when we get into some of our major road projects as you're looking at your future years what you can do along, maybe if you're doing pole repairs or changes or, like on State Avenue I think is a great example where the Commission is

really investing more money to beautify that and make that more of a community element then that would be one that you may look at and say we'll we have some above ground lines maybe we'll do something. This meeting we're showing you what we're doing in 2016 so it's hard to react and have as much. The next meeting is when we come and say here is where we're doing 2017 on forward and maybe even you want to have a member of your staff or whatever come over and can see part of that, and I can talk to Don as well, but those might be our opportunities that we've missed the boat on in the past and we want to work together with you guys so we kind of project where we're at in those 5-Year Plans. I think that's kind of what was intended by putting you on this committee so we can look at that. **BPU Board Member Bryant** said that would be great. It brings to mind the recent one that was done up in Spring Valley where there was kind of an alleyway that was resurfaced and at the same time because BPU knew in advance we went in and we did a lot of water main work, a lot of underground so that two years later we're not tearing up a brand new road to fix something that could have been fixed at that time. That would be wonderful.

Action: For information only.

Adjourn

Chairman Bynum adjourned the meeting at 8:15 p.m.

tk