PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, November 30, 2015

The meeting of the Public Works and Safety Standing Committee was held on Monday, November 30, 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, Markley, Philbrook; and BPU Board Member Jeff Bryant. Commissioner Kane was absent. The following officials were also in attendance: Gordon Criswell, Assistant County Administrator; Joe Connor, Assistant County Administrator; Melissa Mundt, Assistant County Administrator; Ken Moore, Interim Chief Legal Counsel; Emerick Cross, Commission Liaison; Justus Welker, Director of Transportation; Mike Tobin, Interim Director of Public Works; Bill Heatherman, County Engineer; and Wilba Miller, Community Development Director.

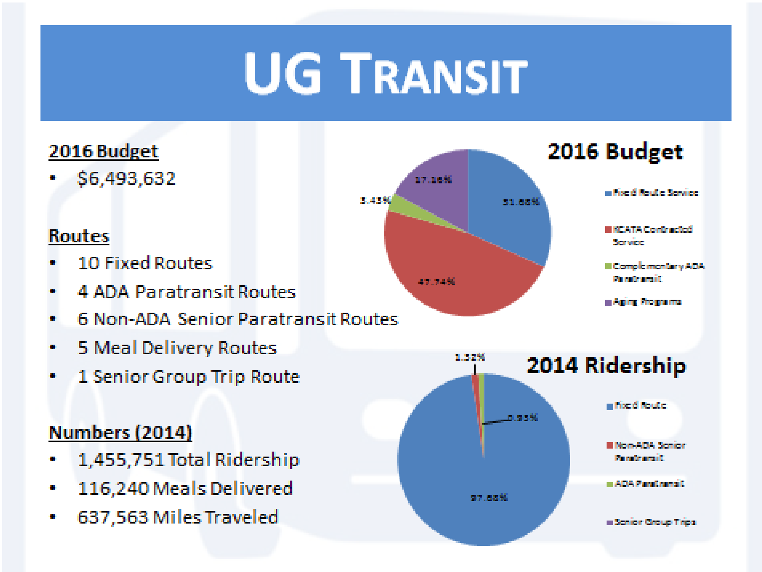
Chairman Bynum called the meeting to order. Roll call was taken and all members were present as shown above.

Approval of standing committee minutes for September 28, 2015**. On motion of Commissioner Philbrook, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 15265…POLICY CHANGE: TRANSIT AND FEES

Synopsis: Recommending various changes to the transit policy and fee schedule, submitted by Justus Welker, Director of Transportation.



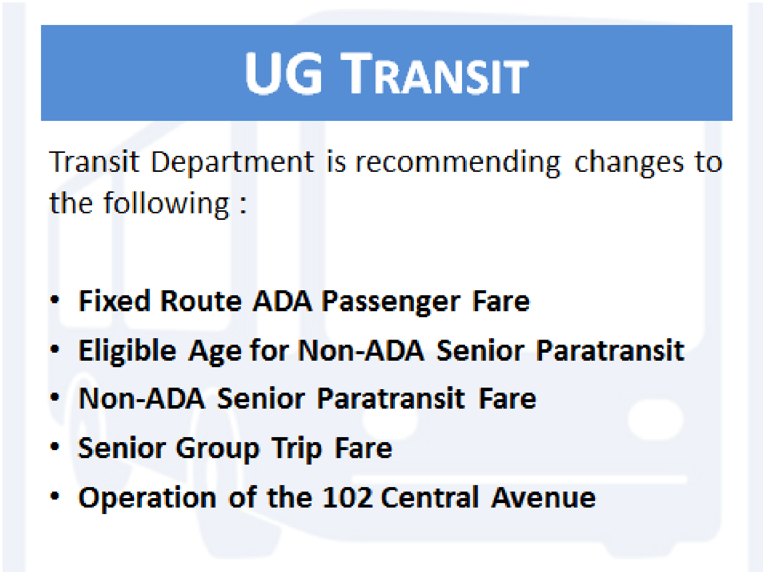
Justus Welker, Director of Transportation, said I'm here before you today to talk about some policy changes for the Transit Department. I'm going to start you off with statistics regarding our department. Our 2016 budget has been set at about $6.5M. We operate 10 fixed routes, 4 ADA paratransit routes, 6 non-ADA senior paratransit routes, 5 meal deliveries and 1 senior group trip route.

Some of our 2015 numbers are still undergoing quality assurance, that's why I' referencing 2014 numbers but total ridership of about 1.5M. We delivered over 116,000 meals in 2014 and traveled a little over 637,000 miles. We have some graphical representation that kind of breaks down where our budget comes from on the bottom and also on the top. You can see a majority of our budget is allocated to our KCATA contract service and also our fixed route transit. On the bottom, majority of our ridership also comes from our fixed route transit.

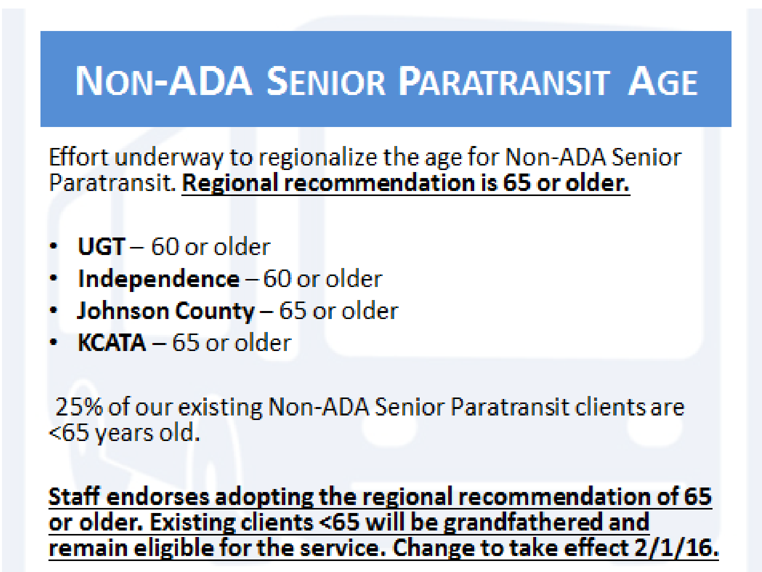
A little regionalism to start also, RideKC is the regional effort to unify transit in Kansas City, KS. It's a regional effort between all the providers who provide public transit in Kansas City. The reason behind this is we want to make it user friendly for the end user, the consumer and the passenger.

We're looking at one name which will be RideKC. We'll have different connotations depending on what type of service you're using. Normal bus service will be RideKC Bus. We'll have RideKC Access for transit and RideKC the max service now, the faster service will have a designation also. I don't believe that's been set yet.

We're looking at one connected system to make it easier for the passengers to travel among the local providers. We're looking at reciprocal fare media so a pass can be used on our system on the ATAs, on everybody's system you'll be able to utilize one pass. Part of the reason I'm here today is to talk about the consistent fare structure and also the consistent policies. We're looking again just to make it easier from the passenger perspective.

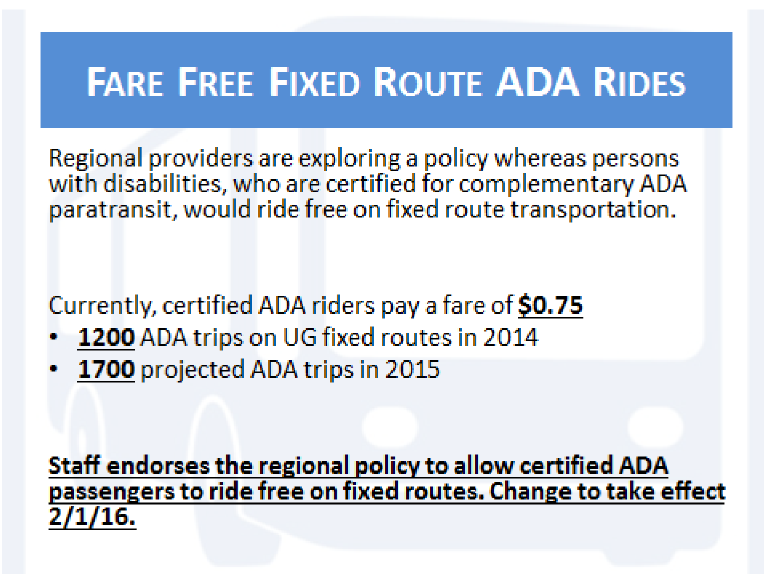


Our department's recommended changes to the following in the spirit of regionalism. We're looking at fixed route ADA passenger fares, eligible age for non-ADA senior paratransit, non-ADA senior paratransit passengers fares, senior group trip fares and also operation of our 102 Central Avenue. I'm going to go to these on the following slides.

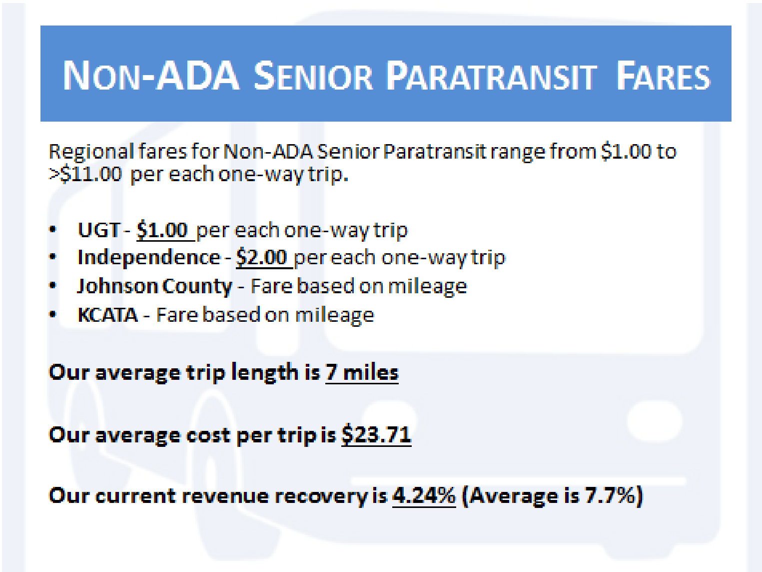


We'll start with the non-ADA senior fare paratransit age. There is an effort underway to regionalize the age for senior paratransit as you can see what some of the other providers offer we're 60 or older. The regional recommendation is 65 or older. Currently about 25% of our existing passengers are less than 65. What we're looking to do is adopt that regional recommendation of 65, go ahead and grandfather in our existing clients so they won't lose any level of service and we're looking to make that change February 1, 2016. This will give us—**Commissioner Philbrook** asked how do you do that. **Mr. Welker** said how do we do—**Commissioner Philbrook** said how do you manage to—I'm sorry to interrupt, but how do you manage to grandfather those folks in. Do you have a list of names? **Mr. Welker** said we do have a client list, yes. **Commissioner Philbrook** said and so those people will automatically get their service. **Mr. Welker** said until they trigger that 65 they'll be eligible to utilize that service. **Commissioner Philbrook** said yay! I'm amazed. **Mr. Welker** said every new passenger going forward as of February 1st will need to be 65 years of age or older. **Commissioner Philbrook** said that's fine with me since I am, but I was like boy that's an extensive list. How many people are on that list? **Mr. Welker** said it fluctuates, about 2,000 people roughly. **Commissioner Philbrook** said wow, thank you.

Commissioner Johnson asked who makes that recommendation. Is that coming from the Mid-America Regional Council? **Mr. Welker** said yes, it's from the Regional Transit Coordinating Council. It's a regional effort among all the providers.



Next, we're looking at free fares for fixed route ADA rides. We're exploring a policy whereas persons with disabilities would ride free on fixed route transit. Currently, they pay a reduced fare of $0.75. They have to qualify for a reduced fare card. There's an eligibility process and we are looking to follow the regional policy to allow free rides for ADA passengers on our fixed routes. Again, this is an effort set forth by the RTCC. It's going to be region wide and we're also looking for that change to take effect on February 1st. You can see we did about 1,200 ADA trips on our fixed routes in 2014 and we're looking at about 1,700 in this year.

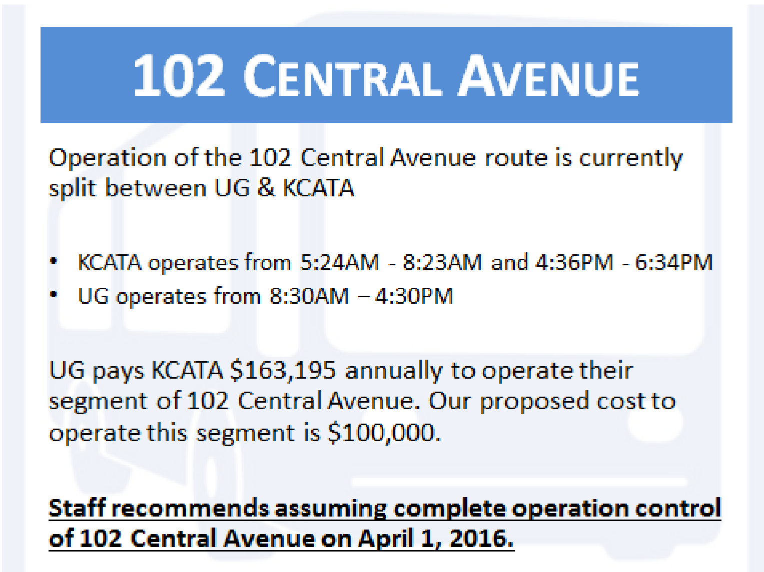


Regional fares, depending on the provider range from $1 to $11 per each one-way trip. You can see the breakdown there. We currently charge $1 per each one-way trip. When I go to the next slide you'll see what other providers charge. Independence is the closest to us as to what they charge, $2 for each one-way trip. This information here on the bottom is going to be pertinent on the following slide. Our average trip length is 7 miles, average cost per trip is $23.71 and our current recovery ratio is 4.24%. This is the percentage of fares that we recover that go towards our operating costs. **Chairman Bynum** said and just quickly, could you walk us through what non-ADA senior paratransit means. **Mr. Welker** said paratransit is just a general term for a reservation based flexible system, it's not designed; it's not a fixed route that goes on a predetermined route. It's a reservation based system. It's basically an origin to destination type of service where people reserve a trip. We pick them up at their origin and take them to their destination. Now the non-ADA means there's no disabled component to this. This is strictly for senior citizens. **Commissioner Philbrook** said so it'd be like going to the doctor, that sort of thing. **Mr. Welker** said majority of our trips are medical trips. We also do nourishment trips, go to the grocery store, that kind of thing and other trips also. **Commissioner Philbrook** asked do we have a limitation of what we use this for. **Mr. Welker** said it's primarily used for medical and then grocery, after that if capacity exists, we'll take people wherever they want to go within the community. We try to give those medical trips priority over everybody else.

Commissioner Johnson said the Johnson County and KCATA, the fare is based on mileage. Do you have the data, is this the data that tells us the average? This right here. **Mr. Welker** said yes, so they're a mileage based system and you can see our average trip is 7 miles so based on those fare structures you can see where the fares would line up for us. Now what we're recommending is a fare increase from $1 to $2 per one-way trip. This would put us in the national average for recovery ratio. It's a small increase but again that'll put us more in line with the other providers in the region. These systems are funded like our non-ADA's here; senior paratransit is funded through our county aging fund. It's locally funded. Again, we're recommending that this fare increase take place on February 1st.

This is a service that is unique to our agency. It started in the late 1970s and we've had a minimal fare increase since then but it's transportation for groups of 10 or more senior citizens to destinations in Kansas within 50 miles of Kansas City, KS. Its availability is determined by manpower and vehicles. Its $1.50 fare per person per trip so for 100 miles round trip, they pay $1.50 at this time. Now our average cost per trip is a little over $234. We limit it. We have to have at least a group of 10. We charge them $1.50 so we're looking at $15 in revenue for a trip that cost $234, which again, this program was set up in the 1970s and it's a unique service, but we are looking to recommend a fare increase of $5 per person and again to take effect February 1st. This will put us—right now we're less than 6% recovery ratio. This will put us over 20%.

The trip will still be subsidized but not to the point that it is now. **Commissioner Philbrook** said so that means round trip. **BPU Board Member Bryant** said it would take it to $6.50, an additional $5. **Chairman Bynum** said no, just five, flat five. **Mr. Welker** said no, $5 total. Yes. Again, the age component will also change with the other age so it will go from 60 to 65.



Right now the operation of our Central Avenue route is split between the UG and the ATA. I've been told the reason for the split was due to a border conflict between the two agencies. They didn't want to allow us in their jurisdiction. Now with the regionalism that's kind of the past. What I'm recommending is assuming complete operational control of Central Avenue.

You can see we operate the route from 8:30 a.m. – 4:30 p.m., they operate it for three hours before and two hours after. We pay them. We contract with them to operate the route and pay them $163,195 a year. Based on our projections we can operate that segment for $100,000 so it will save us a little bit of money. The route is split. When they operate it they make a connection to 10th & Main. When we take it over we just start at 7th St. so this will give us another interjurisdictional route. We'll still provide service to 10th & Main. This will reduce our transfers. We'll be able to pick up our folks at 10th & Main and bring them into our community. Our routes are bid on seniority, so our next bid cycle doesn't start until April so that's when we're looking to make this change on April 1st.

Enhanced RideKC

Consistent Branding

- RideKC Buses, Bus Stop Signs, Transit Centers, Etc.

Consistent Technology

- Fare Collection Equipment
- One Fare Card
- Off-board ticketing
- Real-time Location Info
- RideKC Mobile App

RideKC

Regional Effort to Unify Transit

- **One Name**
- **One Connected System**
- **Reciprocal Fare Media**
- **Consistent Fare Structure**
- **Consistent Policies**

What's next on the horizon, under RideKC, hopefully by the first half of 2016 all of our buses will adopt the RideKC branding as you saw previously on of the first slides here. All of our buses will resemble the RideKC bus as you see in that picture. We're hoping to have that by the first half of 2016. Also our current bus stop signs if you've noticed around the community, we have old Metro signs, we have UG signs, we have ATA signs. Those will all be similarly branded. They'll all have a RideKC image on them. Transit centers will be rebranded. Currently they say Metro Centers, they'll be RideKC Centers at some point in the future. Again, we're looking into consistent technology on our buses, so the same fare equipment on every bus in the region so one fares, you'll be able to swipe that on every bus in the system. Right now we only accept cash pass. When we accept other passes, it's a flash pass. The passenger has to show that pass to our bus driver. We have to check the date, make sure it's valid and then we record it on our log. This will give us the ability to accept all that electronic fare media.

Off-board ticketing, we're looking to have some kiosk at strategic locations around the community where a passenger can buy a ticket off-board; so instead of using cash on the bus, you'll be able to buy a ticket off-board either scan or flash that pass. Right now we have real-time location but it's a little different technology than what the other providers use so we're looking to have consistent technology. So again, when we share a bus location everybody will be on an even playing field looking to design a mobile app where you can buy your fare card, add additional funds to it, check on your bus, see exactly where it's located and just look at the regional map in general. Those are the recommendations that I've set forth. I'd gladly entertain any questions. **Commissioner Johnson** said this is not moving to the full commission. **Chairman Bynum** said it'll be a Consent Agenda item if we have unanimous approval. **Commissioner Johnson** said okay.

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

Item No. 2 – 15231…PRESENTATION: FUTURE PUBLIC WORKS CMIP – 2017 THROUGH 2020

Synopsis: Overview of transportation, storm water and wastewater control projects for 2017 through 2020 in the Capital Maintenance Improvement Program (CMIP) as well as begin a discussion on future project needs or ideas, presented by Bill Heatherman, County Engineer.

Chairman Bynum said Item No. 2 is a presentation on our future Public Works CMIP projects. We've got Bill Heatherman here our County Engineer, Jeremy Rogers with Parks, Mike Tobin and another gentleman. **Trenton Foglesong, Director of Water Pollution Control,** said I'm Trenton Foglesong the Director of Water Pollution Control. **Chairman Bynum** said I apologize for not knowing your name. Who's going to start us off? **Mike Tobin** said I'm going to start you off. I'm going to do a little intro and then turn it over to Bill. What I would like to say, I was going to introduce Trenton in a minute. This is an opportunity tonight for all of you to input the out years of the Capital Improvement Plan. We're going to talk to you about all the different facets of it from bridges and streets to sewers and storm sewers. Jeremy's here, we're going to talk about parks. Justus also has a part of this in the out years of the plan with transit. Again, feel free to ask questions, jump in and let us know what you think. This is your chance. Without further ado I'll turn it over to Bill.

Bill Heatherman, County Engineer, said as you recall last month we walked you through the list of projects in the CMIP for construction in 2016 and tonight we're looking further out, 2017 and beyond. We're also looking, as Mike said, for your input to help us kind of understand where you want to see projects prioritized, what kind of projects you would like to see nominated forward and also a process for handling projects in the future that we'll talk about. Because there are too many projects to talk through specifically tonight, we're going to focus on a couple of featured projects in each of our major categories and we'll use that to kind of have a discussion on how these projects and others like it have advanced.

UNIFIED GOVERNMENT

2015 Amended and 2016 Proposed Budget

2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)

DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
INTERNAL IMPROVEMENT FUND - DEBT FINANCED (990)											
CITY GENERAL FUND OBLIGATION											
Street Projects (990-970)											
			Maintenance Projects:								
		1	1209+ST - Neighborhood Street Resurface	*990-941-0215-5441*	1,900,000	1,900,000	2,400,000	2,800,000	2,800,000	2,800,000	14,600,000
		2	1302 - Annl Arterial/Collect Resurface	*990-941-0415-5441*	250,000	800,000	1,000,000	1,100,000	1,300,000	1,300,000	5,750,000
		3	1113 - Annual Ind District St Rehab	*990-941-0115-5441*	100,000	250,000	500,000	600,000	800,000	800,000	3,050,000
		4	1141+ST, - Neigh ADA Pedestrian Handicd Ramps	*990-941-0815-5441*	100,000	800,000	1,400,000	1,400,000	1,400,000	1,400,000	6,500,000
		5	1306+ST - Neighborhood Street Repair	*990-941-0615-5441*	100,000	200,000	200,000	200,000	200,000	200,000	1,100,000
		6	1307 - Annl R/R Crossing Improvement	*990-970-1307-5441*		150,000	0	150,000			300,000
		17	1332 - Parallel resurfacing 82nd to 89th	*990-970-1332-5441*				430,000			430,000
		19	47th and Orville Resurfacing	*990-970-xxxx-5441*				500,000			500,000
		18	57th Street Resurfacing, Kaw Dr to State Ave	*990-970-xxxx-5441*				500,000			500,000
		7	1023 - Speedway Blvd Resurfacing I-70 to State Ave	*990-970-1023-5441*	360,000						360,000
	New		1227 - State Ave Resurfacing VW Pkwy and 110th Street	*990-970-1227-5441*		350,000					350,000
			Rehabilitation & Reconstruction Projects:								
		18	1202+G - Central Ave Rehab-I-70 to 18th	*990-970-1202-5441*		1,100,000					1,100,000
		8	1174 - Oak Grove Rd - 53rd to 55th Street	*990-970-1174-5441*	1,350,000						1,350,000
		20	1215+G - Hutton Road - Georgia to Leavenworth Rd	*990-970-1215-5441*	-	240,000	1,760,000				2,000,000
		10	1610 - Minnesota Ave, 6th - 8th	*990-970-1610-5441*	1,200,000						1,200,000
		9	1052+G Merriam Lane Improv, County Line to 24th St	*990-970-1052-5441*	1,000,000	1,860,000					2,860,000
	New		7865+G Kaw Point Park Connector Trail	*990-970-7865-5441*	250,000						250,000
		11	3334+G - Safe Routes D (Rushton, Midland Trail, Hazel Grove)	*990-970-3334-5445*	270,000		300,000				570,000
		12	3335+G - Safe Routes E (Edison, White, Noble Prentis)	*990-970-3335-5445*	30,000		140,000	100,000			270,000
		13	1222+G - 12th & 10th St Bike Route, Metropolitan to Quindaro	*990-970-1222-5441*	400,000						400,000
		14	1223+G - Central Ave and 18th Street	*990-670-1223-5441*	220,000	260,000					480,000
		15	1224+G - Leavenworth Road, 63rd to 38th St.	*990-970-1224-5441*	400,000	1,940,000	5,000,000				7,340,000
		16	1225+G - Route 107 Bus & Station Upgrades	*990-970-1225-5441*	180,000		580,000				760,000
		22	1665+G - Major Arterial Roadway Reconstruction (Fed Aid) TBD	*990-970-1665-5441*	-	0	0	1,300,000	3,900,000	4,700,000	9,900,000
		23	Residential Collector Reconstruction, TBD	*990-970-xxxx-5441*				1,100,000	2,200,000	1,300,000	4,600,000
			Total		*8,110,000*	*9,850,000*	*13,280,000*	*10,180,000*	*12,600,000*	*12,500,000*	*66,520,000*

UNIFIED GOVERNMENT

2015 Amended and 2016 Proposed Budget

2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)

DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
Bridge Projects (990-962)											
		1	2301+SH - Emergency Bridge Repair	*990-942-0115-5442*	100,000	300,000	300,000	300,000	300,000	300,000	1,600,000
		2	2132 - North 34th Street Box Culvert	*990-962-2132-5442*		-	80,000	300,000			380,000
		3	2167 - 11th Street Bridge over Jersey Creek	*990-962-2167-5442*		-	110,000	410,000			520,000
			Total		***100,000***	***300,000***	***490,000***	***1,010,000***	***300,000***	***300,000***	***2,500,000***
Traffic Eng Projects (990-970)											
		2	3320 - Center City Traffic Signal and 7th St Improv	*990-970-3320-5445*		1,400,000					1,400,000
			3344+G KDOT Traffic Message Board (Village West - Final)	*990-970-3344-5445*		90,000					90,000
		3	3345 - Priority Traffic Signal Replacements	*990-970-3345-5445*	-	360,000	830,000	1,200,000	1,200,000	1,200,000	4,790,000
		1	3109 +G-Leavenworth Rd Intersections 55th & 72nd St	*990-970-3109-5445*	3,000,000						3,000,000
			Total		***3,000,000***	***1,850,000***	***830,000***	***1,200,000***	***1,200,000***	***1,200,000***	***9,280,000***
Facilities Projects (990-969)											
		4	8167 - Elevator Upgrades	*990-948-0115-5444*	100,000	100,000	100,000	150,000	200,000	250,000	900,000
		2	8513 - Facilities Parking Annual Maint, Repair & Insp	*990-948-0215-5449*	750,000	350,000	1,000,000	1,000,000	1,000,000	1,000,000	5,100,000
		1	8181 - Annual ADA Modif-UG Facilities	*990-948-0315-5444*	175,000	175,000	175,000	100,000	100,000	100,000	825,000
		5	8504 - Parking Lot B Demolition & Reconstruction	*990-969-8504-5449*	-			750,000			750,000
			8380 - Reardon Center Facility Improvements	*990-969-8380-5444*	100,000						100,000
			8439 - Animal Control Facility Expansion	*990-969-8439-5444*	0	100,000	100,000	100,000	100,000	100,000	500,000
	New		8171 - New Boilers Municipal Office Building/City Hall	*990-969-8171-5444*		750,000					750,000
		1	Memorial Hall HVAC	*990-969-xxxx-5444*			250,000	2,500,000			2,750,000
	New		8079 - New Fire Station	*990-969-8079-5444*		200,000	4,000,000				4,200,000
			Total		***1,125,000***	***1,675,000***	***5,625,000***	***4,600,000***	***1,400,000***	***1,450,000***	***15,875,000***
Parks & Recreation (990-971)											
		3	4424 - Pierson Lake Dam Study & Spillway Repair	*990-971-4424-5443*	35,000						35,000
		2	4425 - Wyandotte County Lake Waterline Study & Repair	*990-971-4425-5443*	0	175,000	190,000	215,000			580,000
		4	4023 - WYCO Lake - Draw down Tower Repair	*990-971-4023-5443*	35,000	315,000					350,000
			4022 - WYCO Lake Marina Service Docs	*990-971-4022-5443*	225,000						225,000
			Total		***295,000***	***490,000***	***190,000***	***215,000***	-	-	***1,190,000***
Benefit Districts (990-970)											
		1	1221 - Westheight (Est $2.2mil))	*990-970-1221-5441*	0	0	400,000	200,000	600,000		1,200,000
		2	Westvale (TBD	*990-970-xxxx-5441*				400,000			400,000
		3	1226 - TA Edison/Friendship Heights	*990-970-1226-5441*		400,000	200,000	0			600,000
		4	Curb and Sidewalk Benefit District, TBD	*990-970-xxxx-5441*						400,000	400,000
			Total		-	***400,000***	***600,000***	***600,000***	***600,000***	***400,000***	***2,600,000***

UNIFIED GOVERNMENT
2015 Amended and 2016 Proposed Budget
2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)
DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
Community Projects (990-970)											
			1220 - Fairfax Industrial Area Improvements	*990-970-1220-5441*	100,000	100,000	100,000	100,000	100,000	100,000	600,000
			Total		***100,000***	***100,000***	***100,000***	***100,000***	***100,000***	***100,000***	***600,000***
			Sub-Total City Debt Projects:		***12,730,000***	***14,665,000***	***21,115,000***	***17,905,000***	***16,200,000***	***15,950,000***	***98,565,000***
Community Projects - Casino											
			YMCA Facility	*990-978-4251-5444*	6,000,000						6,000,000
			Total		***6,000,000***	-	-	-	-	-	***6,000,000***
			Total City Debt Projects:		***18,730,000***	***14,665,000***	***21,115,000***	***17,905,000***	***16,200,000***	***15,950,000***	***104,565,000***
DEDICATED SALES TAX FUND (990-970)											
		1	1294+ST - Commission Neighborhood Impr Project (CNIP)	*990-970-1294-5441*	2,000,000	-	-				2,000,000
			Total		***2,000,000***	-	-	-	-	-	***2,000,000***
SEWER SYSTEM DEBT (990-963)											
		14	6039 - Relocation of Sewer Maintenance Facilities	*990-963-6039-5447*	1,800,000	-	-				1,800,000
		12	6040 - Wolf Crk Force Main/Pump Phase II	*990-963-6040-5447*			350,000	2,400,000	2,400,000	2,400,000	7,550,000
		15	6056 - Western Treatment and collections Expansion	*990-963-6056-5447*		250,000	300,000	500,000	5,000,000	5,000,000	11,050,000
		1	6199 - Kaw Point Solids Dewatering & Digester Rehabilitation	*990-963-6199-5447*	3,000,000	4,000,000	-				7,000,000
		5	6216 - Sewer System Repairs - location TBD	*990-963-6216-5447*		-	3,500,000	3,500,000	3,500,000	3,500,000	14,000,000
		13	6197 - Pump Station 6 Improvements	*990-963-6197-5447*	750,000						750,000
			6001 - Sewer Main Extension (septic tank elimination - locations TBD)	*990-963-6001-5447*		1,000,000	1,000,000				2,000,000
			6033 - Plant 20 R&R/Improvements	*990-963-6033-5447*		1,500,000					1,500,000
			6124 - Pump Station Elimination - location TBD	*990-963-6124-5447*	750,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,750,000
			6123 - Kaw Point Hydraulic Capacity Upgrade	*990-963-6123-5447*	-	2,000,000					2,000,000
	New		6125 - CID Dump Station Improvements / Relocation	*990-963-6125-5447*		1,000,000					1,000,000
			Total		***6,300,000***	***10,750,000***	***6,150,000***	***7,400,000***	***11,900,000***	***11,900,000***	***54,400,000***
STATE REVOLVING LOAN FUND (561)											
		12	6181 - Sewer System Evaluation Study (SSES)	*561-049-6181-5421*	3,000,000	2,000,000					5,000,000
		13	6182 - Sewer System Rehab & Repair	*561-049-6182-5447*	2,500,000	2,500,000	2,500,000	2,000,000	2,000,000	2,000,000	13,500,000
			Total		***5,500,000***	***4,500,000***	***2,500,000***	***2,000,000***	***2,000,000***	***2,000,000***	***18,500,000***

UNIFIED GOVERNMENT
2015 Amended and 2016 Proposed Budget
2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)
DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
STORM WATER UTILITY DEBT (990-963)											
		5	5040 - 29th & Ohio Storm Sewer	*990-963-5040-5448*	150,000		800,000				950,000
		1	5005+G - Turkey Creek Improvements	*990-963-5005-5421*	1,050,000	1,650,000	1,600,000				4,300,000
		3	5044 - 82nd & Tauromee Storm Sewer	*990-963-5044-5448*	1,400,000	2,500,000					3,900,000
		4	5042 - 83rd & Ella Buyouts & Capacity Enhancements	*990-963-5042-5448*		-				2,500,000	2,500,000
		6	5043 - White Hills Capacity 82nd & Haskell	*990-963-5043-5448*	130,000			600,000			730,000
			Stream Bank Stabilization Improvements	*990-963-xxxx-5448*	-	-	100,000	100,000	100,000	100,000	400,000
			Leavenworth Road (Phase I Section)	*990-963-xxxx-5448*			300,000				300,000
			5317 - Future Stormwater Enhancements - TBD	*990-963-5317-5448*				2,000,000	3,000,000	1,000,000	6,000,000
	New		5034 - Stonehaven Storm Sewer	*990-963-5034-5448*		400,000					400,000
	New		51st, N. of Cleveland, RCB Replacement				200,000	450,000			650,000
			Total		***2,730,000***	***4,550,000***	***3,000,000***	***3,150,000***	***3,100,000***	***3,600,000***	***20,130,000***
			Debt Projects Total		***35,260,000***	***34,465,000***	***32,765,000***	***30,455,000***	***33,200,000***	***33,450,000***	***199,595,000***
			Total Projects (Cash & Debt)		***46,715,075***	***47,864,000***	***45,397,000***	***43,242,000***	***47,122,000***	***50,058,000***	***280,398,075***
ECONOMIC DEVELOPMENT (990)											
			7867 - Wyandotte County Fairground Improv (requires rev source)	*990-971-7867-5443*	1,724,000						1,724,000
			9242 - South Patrol Facility	*990-978-9242-5444*	1,850,000						1,850,000
	New		1091 - 98th Street Realignment near France Family Drive	*990-970-1091-5441*	4,500,000						4,500,000
	New		9246 - Riverview Avenue Bridge Replacement	*990-962-9246-5442*		7,000,000					7,000,000
	New		8685 - Cricket Wireless Amphitheater Renovations	*990-976-8685-5444*	750,000						750,000
		1	Sunflower Hills Clubhouse Improvements	*990-971-xxxx-5446*		0					-
	New		8078 - Urban Development Acquisition	*990-971-8078-5444*		3,000,000					3,000,000
			Total		***8,824,000***	***10,000,000***	***-***	***-***	***-***	***-***	***18,824,000***

UNIFIED GOVERNMENT
2015 Amended and 2016 Proposed Budget
2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)
DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
GRANTS (266)											
			5005+D - Turkey Creek		-						-
			1215+D - Hutton Road - Georgia to Leavenworth Road (KDOT FFE)				1,400,000				1,400,000
			1202+D - Central Ave Rehab-I-70 to 18th (KDOT FFE)			800,000					800,000
			1052+D - Merriam Lane Improv, County Line to 24th			4,240,000					4,240,000
			3109+D - Leavenworth Rd Intersections 55th and 72nd Streets		2,096,000						2,096,000
			State Ave & Village West Interchange (US73 earmark)		900,000	259,123					1,159,123
			2017 KLINK (7th Street)				200,000				200,000
	New		3326+ST - Safe Routes KCK Walking School Bus Extension		120,000						120,000
			3334+D - Safe Routes D (Rushton, Midland Trail, Hazel Grove)		500,000						500,000
			3335+D - Safe Routes E (Edison, White, Noble Prentis)					500,000			500,000
			1222+D - 12th & 10th St Bike Route, Metropolitan to Quindaro			600,000	200,000				800,000
			1223+D - Central Ave and 18th Street				677,000	143,000			820,000
			1224+D - Leavenworth Road, 63rd to 38th St.				6,960,000				6,960,000
			1225+D - Route 107 Bus & Station Upgrades				908,800				908,800
	New		Route 107 Souther expansion			135,000					135,000
	New		State Ave Resurfacing VW Pkwy and 110th Street			400,000					400,000
			(+D) Major Arterial Roadway Reconstruction TBD (Federal Aid)						4,500,000	4,500,000	9,000,000
			Grants Total		*3,616,000*	*6,434,123*	*10,345,800*	*643,000*	*4,500,000*	*4,500,000*	*30,038,923*

UNFUNDED PROJECTS

ELECTION LEVY FUND (162)

New	Priority	Project	Account code	Total
New	3	Building Repair/Maintenance	162-191-0001-5444	430,000
		ELECTION LEVY FUND TOTAL		*430,000*

UNFUNDED PROJECTS

Street & Park Projects (990-970)

New	Project	Total
	Hollingsworth Road Improvements	3,100,000
	K-32 Quiet Zone	$1M - $3M
	ADA Playground TBD	450,000
New	Leavenworth Road/131st Improvements (TBD)	3,100,000
	Total	*6,650,000*

UNIFIED GOVERNMENT

2015 Amended and 2016 Proposed Budget

2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)

DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
UNFUNDED PROJECTS											
Fire Department (990-969)											
		1	Station 4 Reconstruction								2,200,000
		1	Station 17 Reconstruction								2,500,000
		1	Station 20 Reconstruction								2,200,000
		1	Station 3 Rebuild								2,200,000
		1	Station 8 Rebuild								2,500,000
		1	Station 16 Rebuild								2,200,000
		1	Station 11 Rebuild								2,200,000
		1	2014 7's Rebuild 2019								2,200,000
			2019 5's rebuild								3,000,000
			2020 14's rebuild								4,000,000
			2020 19's rebuild								3,000,000
		1	New Western Fire Station								4,000,000
			Total								***32,200,000***
UNFUNDED PROJECTS											
Public Building Commission (990-976)											
		2	Fire Alarm Exit (Courthouse)								2,000,000
		4	Fire Alarm Exit (Court Services)								500,000
		2	Fire Alarm Exit (Justice Center)								400,000
		6	Fire Alarm Exit (Health Dept)								250,000
		1	Roof Repair (Justice Center)								1,000,000
		1	Roof Repair (Annex)								400,000
		3	Roof Repair (Health Ctr)								550,000
		1	Roof Repair (Courthouse)								1,000,000
		1	ADA Improvements (Heath Ctr, Court Serv Bldg)								1,000,000
		2	ADA Improvements (Courthouse)								250,000
		2	Cooling Tower Repair (Annex)								125,000
		3	Building HVAC upgrade/Repl (Annex)								350,000
		2	Court Services Plumbing Update/Restoration								1,000,000
		7	Exterior Building Repairs (Justice Center)								500,000
		7	Exterior Building Repairs (Health Center)								300,000
		4	Courthouse Plumbing Update/Restoration								1,000,000
			Courthouse- 4th & 5th Floor Renovations								9,500,000
		5	Annex Exterior Restoration								400,000
		2	Courthouse HVAC								3,000,000

UNIFIED GOVERNMENT
2015 Amended and 2016 Proposed Budget
2015 - 2020 Proposed Capital Maintenance Improvement Program (CMIP)
DEBT FINANCED PROJECTS

7/13/2015

Project Type	New	Priority	CMIP	Account code Distribution	2015	2016	2017	2018	2019	2020	Total
		2	Court Services HVAC								
		3	Courthouse Exterior Restoration								1,500,000
			6718 - Health Dept Building Updates								550,000
			911 Electrical Systems Communications Ctr								2,300,000
			911 HVAC System Communications Ctr								450,000
			Total								100,000
											28,425,000
UNFUNDED PROJECTS											
Building & Logistics (990-969)											
	New		Animal Control New Adoption Facility								
	New		Memorial Hall Window/Door Replacement								2,000,000
			Plaza Project renovation								250,000
			Total								50,000,000
											52,250,000
			Total Unfunded Projects								*119,955,000*

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What has been handed out tonight is just a copy of the debt projects portion of the CMIP and so this is just a copy of the same document that you have in your budget book that was adopted in August. We're not necessarily going to go through in much detail, but there may be a couple of items here that help you follow along or that you might want to ask us about. We're going to talk primarily in the first part about streets, bridges, traffic, stormwater and wastewater projects and then after I'm done Jeremy has a separate piece on Park's projects.

Coming back in January, Mike will be back with staff to talk about public buildings. We're not going to cover public buildings tonight. Our goal, as Mike said, is to hear your input and find out both projects and process, what you would like to share with us.

Priority and Structure in the CMIP

- Maintenance activities, including major rehabs
- Legal mandates (ADA, and EPA)
- Grants, Economic Development, or Special Assessment Funds
- Discretionary enhancements that require 100% local funds

In terms of how we have prioritized and structured the CMIP in the past, we have generally tried to use kind of a four layer priority scheme. First priority has always been to take care of what we have. Even when the money is drying up we try to pay close attention to what our core maintenance needs are and when economic conditions allow, we try to be more robust than just the barest minimum. Maintenance and major and rehabilitation are always at the top of our consideration list.

Very closely behind that and kind of really mixed in with it is compliance with legal mandates. You've heard a lot about the EPA, you've heard a lot about ADA and the Department of Justice and there's any number of circumstances that arise in the operation of our waste water system or other systems where we really have to upgrade things in order to stay in compliance.

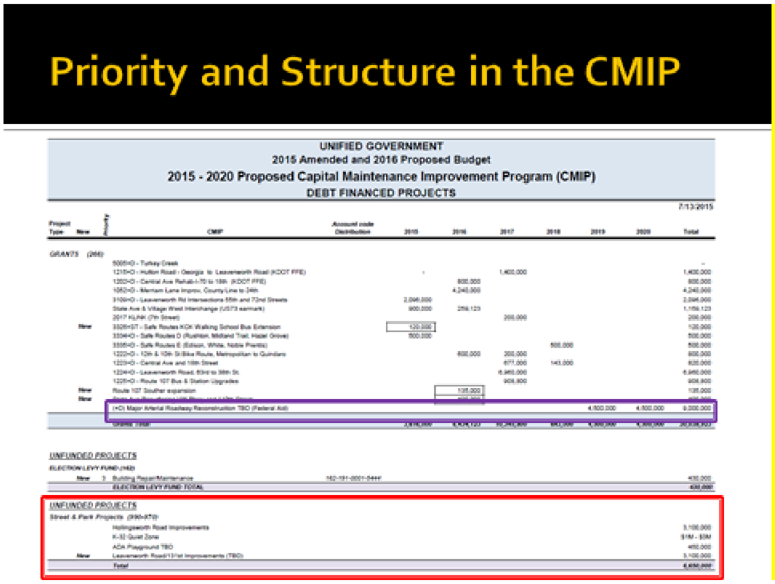
After that we look to provide projects that are our priority but leverage other people's money as well, so whether it's grants, improvement districts, economic development opportunities, those discretionary options where we don't have to pay 100% are very important and then last but not least, there is always just stuff that we want to do. It's discretionary and it's going to come 100% from our funding. When we go through this process we try to keep a mixture of all of these projects in there. During the recession, I will tell you, it was very difficult to keep all four of these categories going to the degree that anyone would have liked. As we climb out of the recession we're seeing the interest percolating as to these discretionary projects.

We also are trying to structure the CMIP to make it easier for you to predict what is possible and easier for you to add projects as we go. A couple of key points is we have in this budget built in money for future match needs for grants that we have not yet received. I'll show you where to find that in just a second for at least a portion of it. We are also making a determined effort to estimate our projects conservatively to build in contingencies so that I can't promise that every time we show you a number the first time that it's guaranteed that won't be exceeded, but we want to have a good strong conservative number the first time you see a project, be able to give you a little money back when we're done. It doesn't always happen that way but that is something that we take pretty seriously.

Priority and Structure in the CMIP

- Build money for the local share to match grants
- Make determined efforts to conservatively estimate projects, and identify adjustments early.
- Placeholder in out years to orderly add projects.
- Creation of the "Unfunded Projects List".

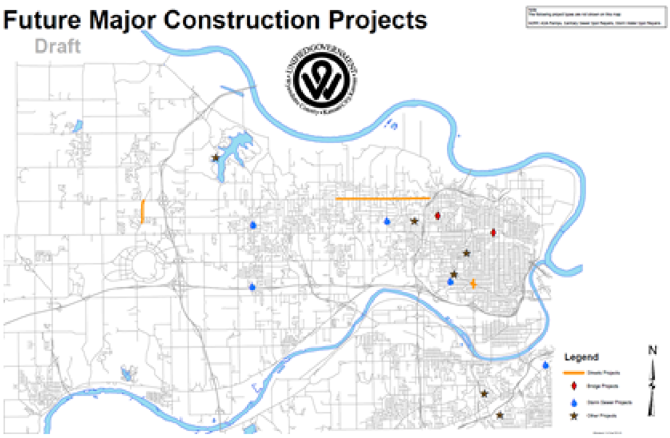
We have a placeholder right now for out years so that you can see about how much money is being banked for things that haven't already been designated and then to go along with that we have created the unfunded projects list. We envisioned kind of a two-step process. As project needs come forward, the first step is using a process that you determine, get them on the unfunded but priority list, if you will, and then that way in a more orderly process each year you as the commission can kind of see how much money might be available to add that project say in the fourth or fifth year out of the CMIP or how to juggle it around. That's a little bit different than perhaps some of the transportation in other parts of the program we've done in the past where it wasn't quite as clear how you go from an idea to a funded spot in the CMIP. This is something we've been doing in the public building site for a while.



This is just kind of a screen shot to show you how to find a couple of these things. If you have your budget book in front of you, on your second sheet, which has the page 390, the last two line items, one of those is a line that is called Major Arterial Roadway Reconstruction TBD (Federal Aid.) It has a total of $9.9M set-aside over the five-year term. That is the placeholder for federal grants that we would get through Mid-America Regional Council which we haven't yet competed for, but which we are going to talk about separately tonight. Right below that is Residential and Collector Street Reconstruction, TBD, which is another $4.6M. That is the placeholder for the local discretionary choices. As you see you don't really have that opportunity until about the fourth and the fifth year out in this CMIP. We have a similar placeholder in the stormwater program as well.

The Unfunded Projects, I guess I'll go ahead and jump ahead to those, those you see on page 394 at the bottom, the Unfunded Street & Park Projects list. This was the first year we developed that kind of a list. It's small right now. Those items were specific items that came up for one reason or another during the budget process last spring. It was not intended that this is the only list of needs out there, but this was the beginning of a list with the intent that we would come back and hear more from you and hear more about the process to continue adding projects to that list.

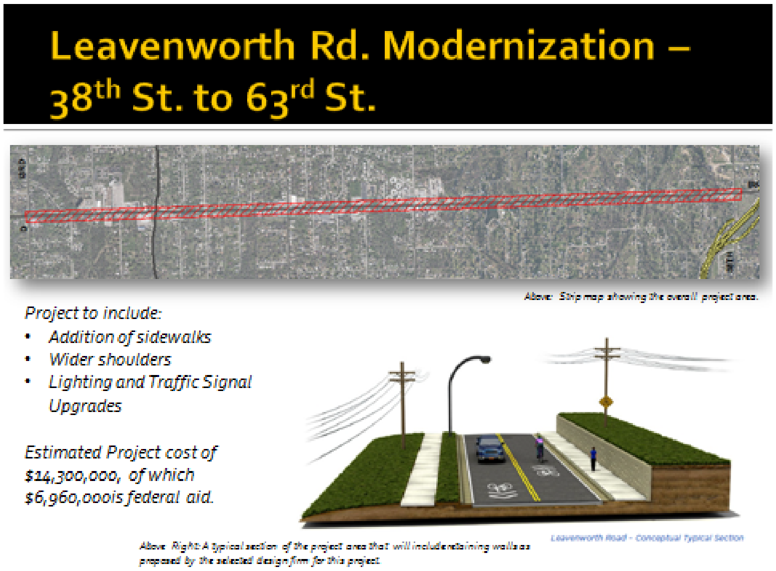
2017 -2020 CMIP Projects Map



In terms of actual named projects in the CMIP for 2017 construction and beyond, we're going to talk about some of these. There's about a dozen projects spread between streets, bridges, stormwater and others. This map does not include things like the Mill and Overlay Project, our Spot Repair Programs, a lot of our heavy maintenance. This is more of the discretionary projects that have been singled out in the CMIP.

Featured Transportation Projects

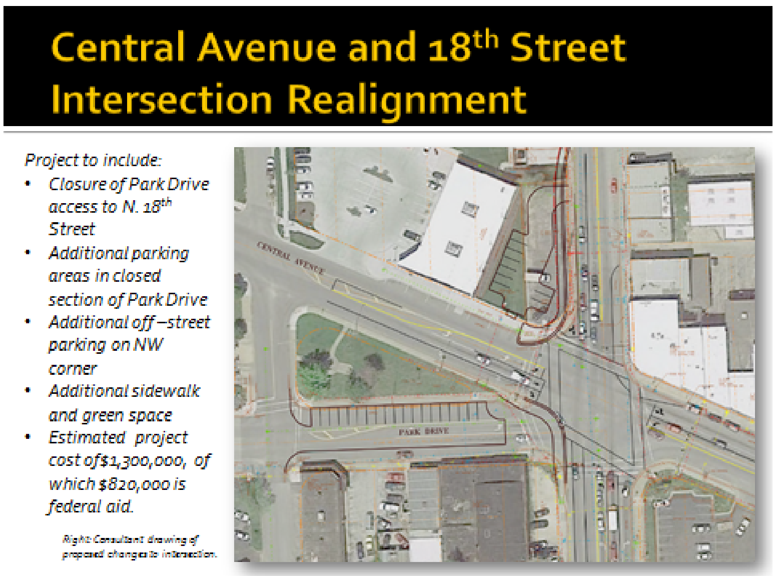
- Leavenworth Road Modernization – 38th Street to 63rd Street
- Hutton Road Improvements – Leavenworth Road to Georgia Avenue
- 18th Street and Central Avenue Realignment
- Annual Resurfacing Projects – Neighborhood Street Resurfacing, Arterial/Collector Resurfacing and Industrial Street Resurfacing
- Riverview Avenue Bridge over Turner Diagonal



In terms of featured transportation, there's five here that we'll talk about. Kind of the big one that you've heard about, Leavenworth Rd., 38th to 63rd, that's a very major investment; about $14.3M of which about half of that is covered through the Federal Aid Grant. It's a completion of the street, addition to sidewalks, wider shoulders, lightening and signal upgrades. We had a public meeting on that here about two and a half weeks ago.

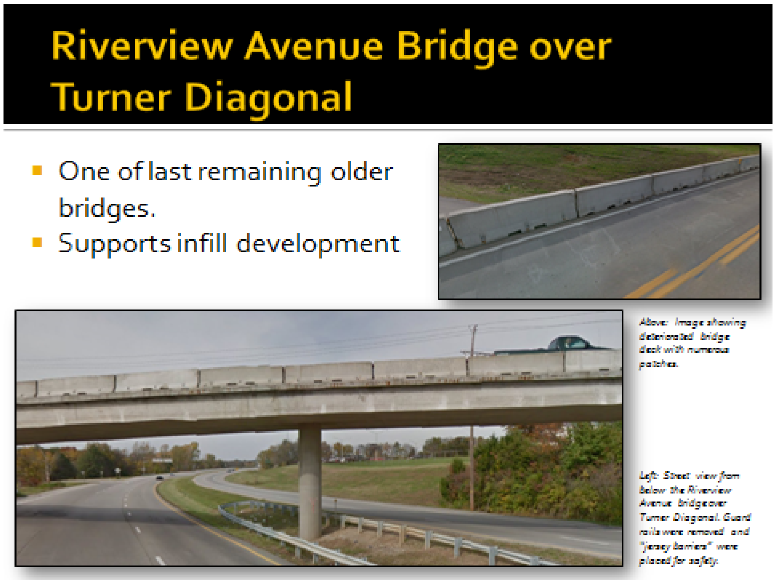
Hutton Road is a project that's been in the CMIP for a long time. It's one of those that had been delayed when the economy hit. We are getting external funds to support that. It's not exactly the same kind of KDOT aid as the Mid-America Regional Council; it's a separate program that we get through our designation as a county as opposed to what we compete for at Mid-America

Regional Council. This will allow us to upgrade Hutton Road from south of Georgia Avenue where it meets the previous project up to almost Leavenworth Road. This project does not include the intersection, just to be clear, because whatever upgrades we need to make at the intersection really need to be made when we're doing improvement to Leavenworth Road itself. It needs to be consistent with what make sense for the gap in Leavenworth from I-435 going west.

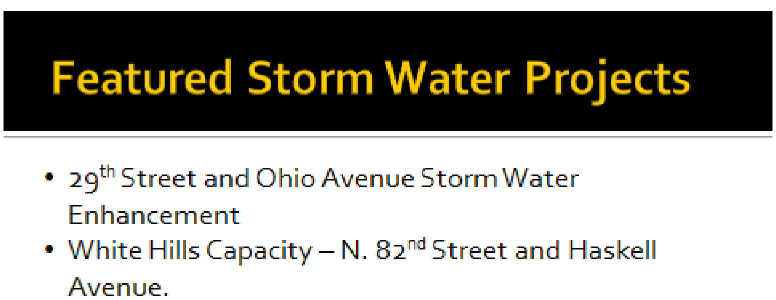


Central Avenue is another federal aid project. I had a public meeting on this two weeks ago. I'm going to take the fifth leg of that intersection out, really improve the operations of that location and that one is about $1.3M of which $820,000 is federal aid.

We do a lot of annual resurfacing and that's an important project in our transportation program. You know the amounts have fluctuated over the years. The mill and overlay extends the life of the roadway, makes a better driving experience, helps seal the road and keeps things secure but it's expensive. We have other things like ADA ramps and other things that have to be done when we're touching the road. It's always a bit of a balance to kind of keep up with the need there. **Commissioner Philbrook** said I forgot what you told me it cost usually per block to do mill and overlay. **Mr. Heatherman** said so there's a lot that goes into it, but I would say that or a more urban type area where we run into ADA ramps and we have to do more milling about $150,000 per mile. Rural areas can be a little less expensive, but not much below $100,000. Brandon may be shaking his head. Those were accurate numbers at one point but every year we kind of have to double check that.

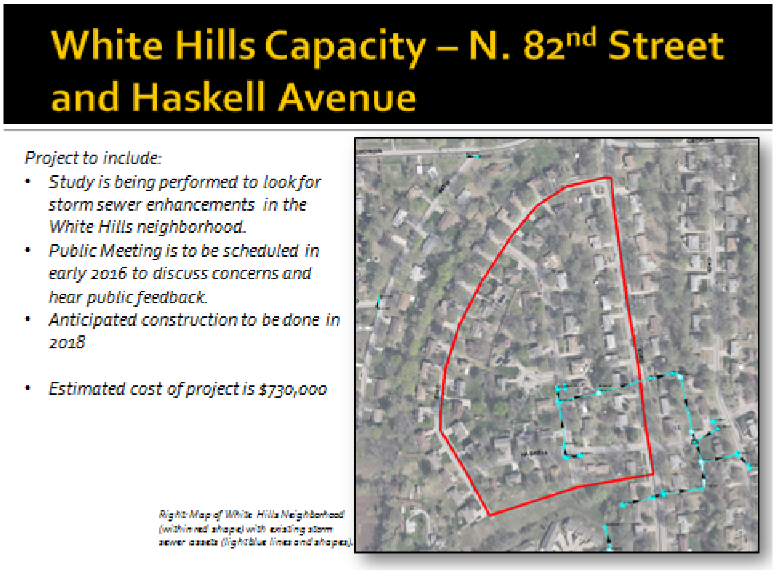


Riverview Avenue Bridge, we're going to talk a little more about that, but we put this slide up here to emphasize bridge projects. That's a very important component due to 30 years of council support a lot of our bridges have been replaced and a lot of our federal aid funding over those three decades was secured for bridge replacement. We're actually in surprisingly good shape overall given the number of bridges and the type of bridges that we have. You know we're a very hilly county and we have a lot of heavy industry so we have a lot of bridges per capita. We're down to a couple of key significant bridges that we're watching plus a lot of smaller boxed culverts and that type that we keep an eye on. Riverview is the next one listed in the CMIP as having a specific action taken.



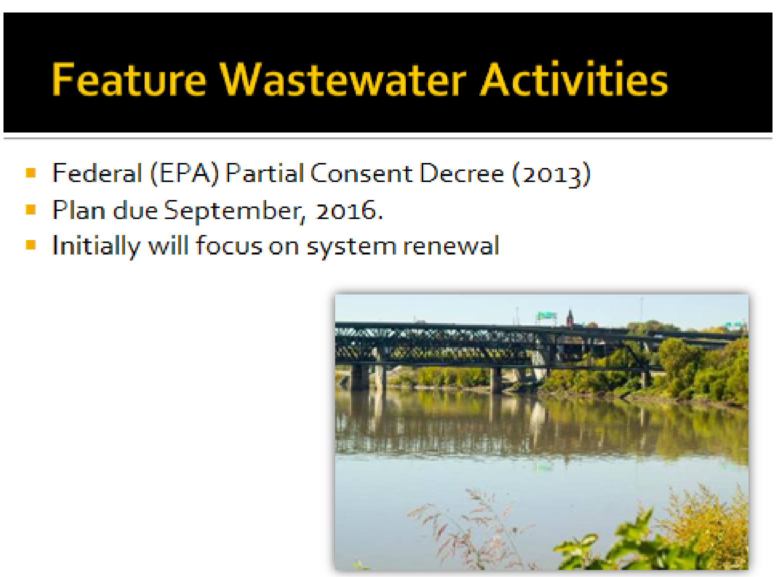
In terms of stormwater projects, we have a couple of projects underway and we talked about those last month. Where we're at on stormwater is we have two projects that are advancing through what we call the preliminary engineering study stage. Stormwater especially you really need to study to get your arms around what you're even going to do before you can really figure your costs. This is a step that's important.

We have two of these studies underway. Both of these projects are listed by name in the CMIP. 29th St. & Ohio. You can see the light blue, that just shows the existing system in place. It's a bit of a hodgepodge. The water kind of comes out of the pipe, goes through the backyard for a while, goes back in a pipe, the pipes themselves are not in that great of condition and just the overall function of that system isn't what we would like it to be.

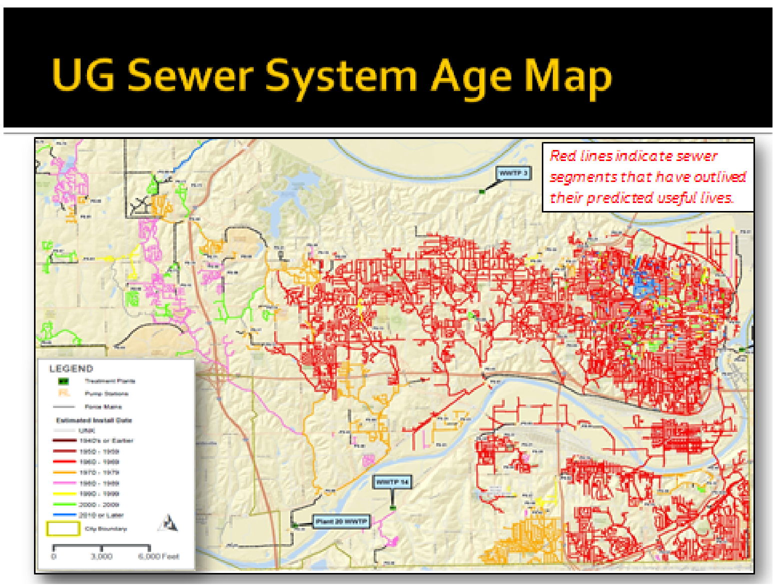


That's on the CMIP plus the 82nd & Haskell area, what's been called the White Hills Capacity Project. Kind of a similar situation, much older neighborhood, does have a system, not really sized for what you'd like today plus just the physical condition. One of the discussions, I know Commissioner Markley has had, that's great now how do we add more to this list and how will we prioritize additional needs. We welcome some input on that.

Future Wastewater Activities, Trent Foglesong is here. I believe you have a more in-depth and targeted presentation on our EPA compliance effort and the long-range control plan. Is that on the 17th? **Trenton Foglesong, Director of Water Pollution Control,** said yes, we've got it scheduled on the 17th for a special session.



Mr. Heatherman said if you look at the CMIP right now, what you see is a lot of funds dedicated to heavy maintenance and I think you've all have had the understanding that the list of the specific projects we need to undertake in order to keep up with our system and comply with EPA is what is underway right now, the studies for that. We're about a year away from having the long-range plan. That plan will then be what drives the specific decisions in the CMIP in the coming years. A lot of the focus will be on system renewal. Trenton, is there anything more you want to—**Mr. Foglesong** said you can go to the next map. We just want to, I guess hit home. You know the value of all of our assets, all the pipes, manholes we have out in our system is about a billion dollars, with a B so huge investment.



All the lines there that are the different colors represent our sewer lines. The ones that are in red are the ones that were installed 50 years ago or longer. When you installed them you'd think 50 years would be a good service life out of these pipes. When you see all that red up there, that just kind of paints a picture. It doesn't mean they're all bad but it's kind of like a car, you know what would you say if a car had 200,000 miles or so, when you get to that point you've got to give it some TLC, come back and renew it so you can keep going on down the road. **Mr. Tobin** said once again, in regards to wastewater, we will be back again on the 17th in a special session to update you on the progress of staff with the CSO IOCP Plan.

Chairman Bynum said I have a question on that map. The area up in the northeast area that's blue, that's 2010 or newer. What area is that? Does anybody know? **Mr. Foglesong** said I don't know specifically if that was all actually new pipe or if that was a system renewal where they went in and did pipelining and basically gave it a new install date because they renewed it and kind of renewed its life at that point. That may have been a focused effort where they did a whole bunch of lining. I can look into that. **Chairman Bynum** said it just stands out amidst all the red. **Mr. Foglesong** said I agree.

Mr. Heatherman said this brings us to the unfunded projects. As I mentioned before, these four that are bulleted are the ones that show up in your listing. This is by no means intended to represent the only priorities, but these were specific projects that had an action taken or a discussion taken during the budget process last year. We really have two questions for you as commissioners tonight. What other projects might you be interested in, but more importantly what process do you envision as the standing committee with jurisdiction over this matter would you like to have so that as time goes on, we're able to administer and manage this list in an orderly fashion because the idea is this is the way you first get on the list is by bringing a project and having the Commission move in some manner to assign it to the unfunded list and then this gives you some working space from which to kind of weigh the pros and cons of different projects. We could talk about those four up there if you like or we could kind of open that more broad discussion of kind of how you would like to see it go process wise.

Commissioner Markley said first thing, I would ask that you send this presentation along to our fellow commissioners because it wasn't included in our agenda packet, at least it wasn't included in the one you download. If you could send that to Emerick so he can send it out to everyone, that would be great, that way if anyone else wants to weigh in from the other committee they have an opportunity to see what we're seeing.

Obviously stormwater improvements are always my concern and some of you have heard my rant before. I'll just say we can't keep telling our neighborhoods it's their problem that their houses are flooding, their neighborhoods are flooding if we want people to stay in our neighborhoods. We've got to fix it and I realize that can't happen overnight, but I would love to see us doing a decent size project every year working through our neighborhoods, otherwise we're going to have no one in our neighborhoods and we'll have no one to thank but ourselves for that. We need to create quality neighborhoods and we need to be willing to pay to make those improvements. Our neighborhoods can't be expected to pay for those kinds of projects. How that happens, I'm not entirely sure. What I'd like to see, ultimately staff knows—Bill, I trust you. We've been through a lot of these projects together. Your staff knows better than we do what storemwater projects look like and which ones are feasible to fix and which ones we probably can't fix and what it's going to take to fix the ones that we're dealing with. You get a lot of complaints through your office or through us that we forward to your office. What I'd love to see is you looking at a few of these every year and bringing forward the ones you think we can feasibly fix within our budget. I do want to make sure that your office does have a list of those projects so that as commissioners we can go back and say, well this guy called in 2015. Is he on the list? Did you ever get back to him? So you have a record of that for your protection as well, so you can say yes, we looked at, it would cost $5M to fix it, do you want to do that and we would say no and at least we would know that it had been looked at. If your office can kind of maintain that file of these are all the stormwater projects we've considered and then what the status was we can't do or we could do it but it's super expensive or it might work but maybe not this year, something like that and then just bring us the recommendations of the ones that are most feasible to fix and we can start sort of one a year is fine with me, just as long as we're doing something to move the projects forward.

Commissioner Philbrook said a side comment is that the K-32 quiet zone, I know that the people in my district are going to be disappointed that they're not part of that, just to let you know. **Mr. Heatherman** said I'll go ahead and just make one clarification though. The quiet zone is connected with a larger study of the K-32 Corridor. The first piece of that included a quiet zone of an evaluation of a specific segment of that corridor, but it is by no means been determined where a quiet zone would begin or end or which locations might be included, at least not from within that entire corridor. I am aware that the actual document that's floating around now is a draft quiet zone study, focused more in one portion but that's one of our comments. I wanted to make sure that—**Commissioner Philbrook** said well, that's what I saw and so it's important to District Eight that we consider moving right on down that corridor to Turner Diagonal. **Mr. Heatherman** said thank you for that feedback.

Commissioner Johnson said I'd like to know the timeframe. You're asking for our input. I don't want to just kind of be willy-nilly with it. I'd kind of like to know what kind of timeframe we're dealing with in terms of identifying these things and I'd also like to be able to sit down with you, maybe talk about historical in my district some things that have been, you know that are—we already know some of the major things. I know that 29th & Ohio is coming up but there are other things that have been coming down the pike. I'd like to have that conversation then but also to know what the timeframes are for you all so that we can make sure that we're all, as all us commissioners are getting back with you in a timely manner to get you whatever our wish list may be.

Chairman Bynum said I would like to speak to Commissioner Markley's point on the stormwater issues. I agree with that and I like the approach that you're asking for, but I recall sometime maybe over the summer where we had this conversation about stormwater projects. I was under the notion that we were going to bring that conversation back at a later time, perhaps during Strategic Planning for development of a process by which we engage the neighborhood, remember that conversation. It's been several months ago, but there were three or four components of that and I'd like to see us talk about that more but I don't have any of that in front of me from that discussion. **Mr. Heatherman** said I think the general conversation we're having tonight is a piece of that. I've had discussions with various commissioners. We do have, from past studies that have been done and just what we've seen in other communities as staff, kind of the idea of the framework of a procedure and a policy that might work. Part of the feedback that I'm hearing tonight is yes, continue on and be prepared to come back to this standing committee with more detail on how we would handle stormwater projects.

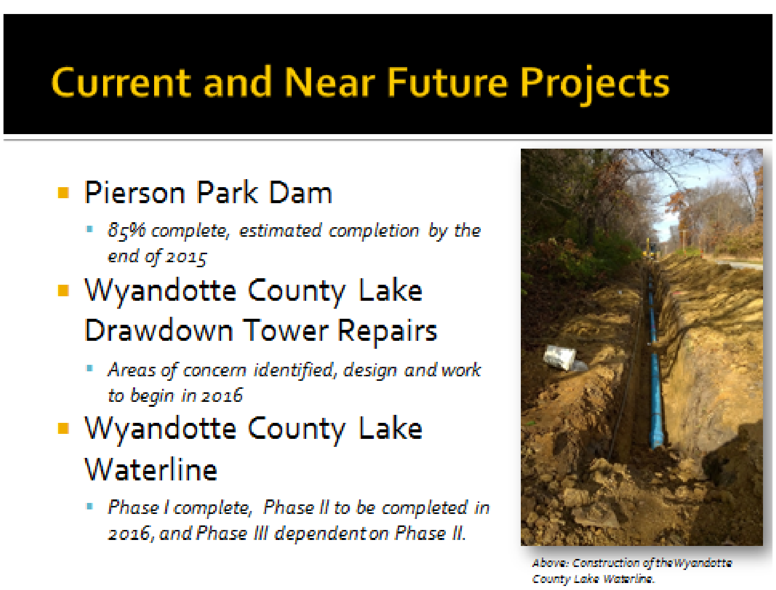
Commissioner Philbrook said when you get a chance I'd like to talk to you a little bit about what's going on in Stony Point North with that project. **Mr. Heatherman** said okay. **Mr. Foglesong** said I was just going to clarify your question on all the blue pipes. That was a comprehensive renewal project that was done in that area of Jersey Creek. That was not new pipe, that was renewal after it. **Chairman Bynum** said, a renewal, thank you.

BPU Board Member Bryant said I don't know how feasible this is but since I don't sit through your budget hearings, as you're getting closer to the projects being brought to the committee, if I could have some advance notice on it or some details because usually I'll walk in here kind of blindsided by most of this. I'd appreciate that. **Mr. Tobin** said, Commissioner, I'm sure you would be welcome at our budget hearings. **Commissioner Johnson** said that brings up a good point. In some of the discussions that we've had, I assume but I don't know this for sure, are we coordinating with BPU when we do these types of things so that we're no putting good money after bad having to tear stuff back up again, you know. **Mr. Tobin** said yes, Commissioner, we are. We have quarterly meetings with the similar staff as to what you see here over at BPU, in fact we have one scheduled for next Monday and then we have the quarterly meetings with the elected officials. If I could, Commissioner, I'd like to go back to the point, Commissioner Johnson, that you made a few minutes ago. You were saying what was the timeframe? I believe you were asking what was the timeframe for input. **Mr. Tobin** said is that—it's now. It's whatever you want to bring forward to us; however you want to do it, emails, memos, and text. Anything you want to get in the system, get in and we'll take a look at it and get back to you.

Commissioner Philbrook said in that case, thanks for reminding me. I would like to talk to you more about maybe the next school that we're going to work on for some sidewalks, thank you.

Chairman Bynum said so this item was for information only and it does take us directly into our next item, but I think is there more from this piece of the agenda item or are we ready to move into the Riverview Bridge? **Mr. Heatherman** said Jeremy wanted to speak to parks' priorities.

Jeremy Rogers, Parks & Recreation Director, said I'm here to discuss with you the CMIP projects as opposed to Parks & Recreation. Currently, we're working on three different projects.



Pierson Dam, it will be completed within the next couple of weeks. That's already funded, paid for, out the door.

Wyandotte County Lake drawdown, the tower there needs repaired. It, as I refer to that, that's a drain plug. That does need some work. The waterlines that run into Wyandotte County Lake, you asked if we were coordinating with BPU, we're working extensively with them tying into their lines. Those lines were put in in 1932. They're very outdated and it's just maps and maps of waterlines going everywhere. We're trying to—that's being done at a phase process. Phase 1 has already been completed, Phase 2 will be done in 2016 and then depending on what work still needs done for Phase 3.

Americans' with Disabilities Act Compliance

- $25,000 per year to do facility and site upgrades at parks and recreation centers
- Prioritized by compliance issue sizes, and greatest public usage.
- Recent Projects
  - *George Meyn Center Kitchen Upgrade*
  - *Davis Hall at Wyandotte County Lake Upgrades*
- Future projects
  - *John F. Kennedy Recreation Center Upgrades*

In order to be ADA compliant, my department every year gets $25,000 to tackle that process. We're a large department. We have a lot of buildings and parks so ADA, we have a priority list and we go through and check them off. Some of the recent projects that we've done are upgrades to George Meyn Community Center as well as Davis Hall at the lake. An example of a future project would be JFK Community Center. It needs a lot of work.

As we go forth and as I present to your on numerous topics, I have four things that you'll see reoccurring. This is the basis of me being the director of Wyandotte County, that is to number one, keep facilities as our—we don't need to bring in all kinds of new facilities. Number one is to take care of what we have. We have great infrastructure here, now it's been abandoned let's take care of it.

Parks and Recreation Theme for the Future

- Bring facilities and equipment up-to-date
  - *Wyandotte County Lake Drawdown Tower*
- ADA Playgrounds/Inclusive Play atmospheres
- Healthy Community Elements
  - *Waterway Park Trails*
  - *Outdoor Exercise Equipment*
- Creation and Utilization of an overall master plan for future progression

Number two, I've spoken to you guys before but I'm very passionate about inclusive play. It isn't one of the unfunded projects, but I don't like to refer to it as an ADA playground. I want to go even further than ADA requires and that's call inclusive play or parallel play, where individuals with disabilities can play right alongside able-bodied individuals. That is a passion of mine.

Healthy Community and Inclusive Play Equipment Elements

Upper Left: Examples of outdoor exercise equipment.
Far left: Wheelchair accessible swing.
Left: Disk swing for multi-person use.
Above: Example of a complete inclusive play equipment set.

Another theme is Healthy Communities. Wyandotte County is striving to be healthy and I think parks are one of the most important processes of that. An example is Waterway Park with the outdoor exercise equipment, very, very popular. I would love to see that going forth in all of our parks. Building up that trail system that we have, taking care of our existing trails and making them more user friendly and usable. All of this goes back to a master plan, creating a vision for the department and then going forth with that roadmap for the department. These are some of the pictures of inclusive play. The top right is some of the outdoor exercise equipment that you might find in one of our parks someday, any questions. **Chairman Bynum** said I have a question. As far as the Master Planning Process, that will commence right after the first of the year or sometime in 2016. Is that right? **Mr. Rogers** said yes. It is funded in 2016. We've already started the legwork on that so as soon as the calendar rolls over, we're going to hit that hard. **Chairman Bynum** asked who all will you engage in that planning process. **Mr. Rogers** said I would love to engage every citizen in Wyandotte County. I know that's not possible, but we'll do everything we can to hear the majority of our community. **Chairman Bynum** said over what period of time do you—**Mr. Rogers** said I'm not putting a timeframe on it, usually when it's something that big it takes 12 to 18 months.

Commissioner Johnson said JFK, do you have a timeline on that. I know that's future. **Mr. Rogers** said 2016 is my goal. It is not funded for. That is something that I'm looking at alternative funding for. **Commissioner Johnson** said I'd like to stay in the loop on that. **Mr. Rogers** said absolutely. **Commissioner Johnson** said in terms of engaging, I know there are certain, there are a couple, two or three neighborhood groups that would love to be engaged in that discussion about that particular center there. It would build some great goodwill in the community to be able to invite them or have some level of discussion with them when we go there, doesn't matter. I just think it would be great for them to know that we are listening to them as well. **Mr. Rogers** said absolutely, I totally agree. I do want their input. It's their community center and I want to do what they want. **Commissioner Johnson** said very well. Thank you.

Chairman Bynum said for this agenda item, Mr. Tobin, are there other items that we need to hear about or are we ready to move into the—**Mr. Tobin** said I believe we're ready to move into Turner, to the next item. **Chairman Bynum** said for the Riverview Avenue Bridge. Thank you for all this information.

Action: **For information only**.

Item No. 3 – 15247…OPTIONS: RIVERVIEW AVENUE BRIDGE REPLACEMENT

Synopsis: Options for the replacement of the existing Riverview Avenue Bridge over the Turner Diagonal, submitted by Bill Heatherman, County Engineer. The Engineering Staff's opinion is that the Bridge Replacement should be budgeted at $8.8M or the At-Grade intersection option should be budgeted at $7.0M to $7.2M. The current CMIP showed $7.0M in financing through the Economic Development category.

Bill Heatherman, County Engineer, said tonight is revisiting of the item we discussed. This item was discussed at the Economic Development Standing Committee and has been a discussion with the full commission in so far as in association with the Turner Commerce Center Economic Development Project, we have both the need and the opportunity to take care of the replacement of the Riverview Avenue Bridge. As part of that we need to make a policy decision as to what type of facility we're pursuing in that replacement.

The two options are to replace the existing bridge with another bridge or replace what's there now as a bridge with an intersection that brings everything at-grade to the same level and provide a traffic signal at that location. Both of those options do involve some realignment of Riverview Avenue. It puts a little bit of a curlicue in the road to help square up the intersection and that realignment is the same in both options. I've had the opportunity to address this with the Economic Development Committee to a degree and would stand for any questions that you may have as to the relative pros and cons.

As it stands right now, by virtue of how the budget process has gone is that if we were to elect to do a bridge replacement with a new bridge, it would require a recommendation action tonight for making that facility choice, then the matter goes back to the Economic Development Committee to approve the change in financing. If it were a preference to stay with an at-grade intersection, no future action is needed, although probably a positive statement by the committee would help just to make sure that the engineering side of that question has been heard and settled.

By and large both projects can be made adequate. They're obviously different approaches to the intersection; one would keep Riverview going over top existing Turner Diagonal. The other would bring everything to an at-grade intersection. Both options will work with the proposed economic development projects with the truck traffic. The engineering staff has looked carefully; we think both options can be built and brought to within a reasonable standard, but our preference and our recommendation has been that if possible, and if financially feasible, we would recommend the bridge replacement with another bridge option. Having said that, it is fundamentally a policy and community choice, it's not an engineering only discussion and that's why it's proper to bring this matter before you, the Public Works and Safety Standing Committee. With that I would probably stand for any questions that you might have. **BPU Board Member Bryant** said with the BPU service center sitting right there, have you had any feedback from them about the truck traffic for that particular site and egress on and off of Turner Diagonal with their trucks. **Mr. Heatherman** said I don't think we've received a lot of specific feedback on that, no. **BPU Board Member Bryant** asked have they heard about the idea of changing it into an intersection instead of a bridge. **Mr. Heatherman** said you know, we haven't specifically sat down very recently to bring all up-to-date. When the items had first been discussed, I believe the operations staff was aware. I would paraphrase to say I believe the bridge option is preferred by BPU. **BPU Board Member Bryant** said I would believe that's true.

Commissioner Philbrook said several things. This is kind of a pie in the sky thing but I want a little feedback from Engineering. If the I-70 intersection with Turner Diagonal were to be changed any time soon, if KDOT decided to help us out a little bit and change that intersection to a—I don't know if this is the right term, an extended diamond type intersection, would that affect us much on what we're doing just down the street a little bit. **Mr. Heatherman** said it would not really make one option or the other change in staff. Both options would work. **Commissioner Philbrook** asked would one be any safer than the other if the diamond was put in. **Mr. Heatherman** said as far as the diamond interchange, as an entirely separate issue, what we have out there for the Turner Diagonal/I-70 is a rather complicated series of looping ramps, all of which made a lot more sense when that was a toll road and when that continued to be the connection to US-24/40 Highway. When those bridges reached the end of their useful life, the Unified Government has said we would really like to see a simpler interchange there. There's no need to keep the complete freeway to freeway style to I t. There's a lot of land that is tied up in ramps and bridges that could probably be put to more productive use. I think KDOT and the Turnpike Authority will probably be amenable to that discussion. We've already kind of mentioned it to them at various opportunities. There's nothing right now pressing us to make that decision as far as the condition of those ramps, but that's been the general thinking is when the time comes, that would be the change to make. This particular adjustment and what we do with the Riverview Avenue should work equally well. **Commissioner Philbrook** said I had some concerns around it being the intersection because when people come off of I-70 heading south on

Turner Diagonal, they're hauling it. Then to suddenly come up to that stop sign and/or if they want to turn left, you're talking about crossing over quite a bit of traffic there, especially with large, you know 18 wheelers which we're asking to come through that so that's why I'm asking that question, if that would make a difference. **Mr. Heatherman** said changing the Turner Diagonal and I-70 to a more tradition diamond interchange would add stoplights at that location as well which would mean that if Riverview were rebuilt as an at-grade intersection, instead of being kind of the only stoplight in what is otherwise a relatively long unimpeded journey, it would be just one extra stoplight in a series. If I-70 were changed someday in the future, it does help make the intersection option at Riverview more comfortable because it fits now kind of the character of a series of stoplights. **Commissioner Philbrook** said in with that questions is, I don't remember the date when we were talking about when we were going to start making the changes, whichever one we decide to do, when we're going to start working on that. When will that be? **Mr. Heatherman** said there is no timeline for when changes might happen for I-70 at Turner Diagonal. **Commissioner Philbrook** said no, but I mean for us at Riverview. **Mr. Heatherman** said well Riverview, because of the timing of the economic development project is whatever choice we make, we want to be able to move forward with the design, start construction as early as next summer and certainly within two construction seasons be finished with whichever option we choose. By the end of 2017 we would, you know if everything is going in a timely fashion with the economic development project then we would want to be in a position to also be reopening the road. **Commissioner Philbrook** asked how much of an effect would it make on this project if we didn't make a determination tonight. **Mr. Heatherman** said I think the biggest issue is that financing for whichever option we're pursuing with the bonds and the notes and all that is underway right now. I believe it is important, if possible, to go ahead and make that decision so the rest of the steps and the financing sequence can be made. If we don't have financing for a bridge option, we would not be able to start construction this late spring or you know go out to bid this late spring or summer. Since we only do financing on an annual basis—**Commissioner Philbrook** said so putting it off for a month would put us into a whole different cycle, is that what you're saying. Well, that's right, sorry, two months. So that would put in a whole different cycle. **Mr. Heatherman** said yes. **Commissioner Philbrook** said okay, thank you.

Chairman Bynum said so if I can clarify, the $7M that's in the CMIP Budget for 2016 was the at-grade, but the bridge is recommended and I know those of us that were in the meeting a month or so ago about this felt like perhaps the bridge was the best option and it looks like it's the option that you're bringing forward as most recommended. I know I heard you say either will work. **Mr. Heatherman** said so the bridge option we have as a budget recommendation would be to budget $8.8M for it. That would be an additional $1.8M on top of the $7M that was shown in the budget. The $7M does reflect closer to a full coverage of the intersection option, but that number is actually kind of designed around a conservative estimate of what the economic development project would generate in return revenue to support whatever project was pursued. I believe that's a fairly conservative estimate. There are other scenarios if things go really well but show even more than $7M being handled just through the economic development recovery, but for financing purposes I believe the way it's recommended is if we go with the bridge option it would be shown as $7M through the previous economic development plus—I'll let Melissa address the financing part.

Melissa Mundt, Assistant County Administrator, said I think just basically what he's trying to indicate is that obviously when we put these numbers together as far as the projects are concerned, we do estimate low so it's quite possible that we could make up the gap between what's currently in the CMIP on some amount, we're not quite, sure versus the bridge option; which is the one that you are all considering tonight. It is staff's recommendation to consider the bridge option. **Mr. Heatherman** said I think the way to look at it, although there are difficult choices to make, the numbers that we're talking about here from a Public Works Safety & Standing Committee was probably best that we simply decide which option we think as a matter of policy is the best one going forward and then in the budget process any adjustments to make that work in the short run is doable.

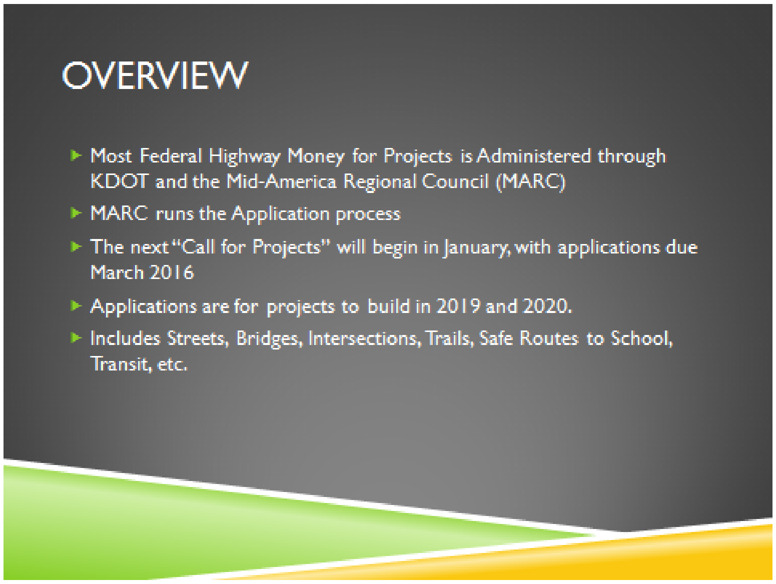
Commissioner Markley said I think policy wise for me I prefer the bridge option. I think it's safer for our neighborhood. I think it has less impact on our neighborhood and I think that's what our people are going to want to see happen at that site. I'm all for saving money but when it comes to the safety and neighborhood well-being of our community in that area, we've already as we've gone through this development project talked to them about how it's going to impact their neighborhood and for the most part has been very receptive which I think is awesome and I appreciate that from them. I think we owe it to them to try to make sure that they have the safest intersection possible and not to try to undercut it just to do something cheaper that may not be the best for them. **Commissioner Johnson** said and to Commissioner Markley's point, I think she has expressed that very well. Do you all share the same in terms of you alls recommendation? Do you all share the same variables in terms of what drew you to that conclusion? **Mr. Heatherman** said yes, that's been what we've tried to take into account as we looked at the pros and cons of the options. **Chairman Bynum** said I think we're ready for a motion and the motion would be for the bridge. I'll put it that way. Is there a motion? Will somebody make the motion? **Ms. Mundt** said the motion would be to forward it to the Economic Development & Finance Standing Committee for final recommendation to the full commission. **Chairman Bynum** said that sounds great.

Action: **Commissioner Philbrook made a motion, seconded by Commissioner Markley, to forward to the Economic Development & Finance Standing Committee for final recommendation to the full commission.** Roll call was taken and there were five "Ayes," Bryant, Philbrook, Markley, Johnson, Bynum.

Item No. 4 – 15232…DISCUSSION: MARC/FEDERAL TRANSPORTATION GRANTS

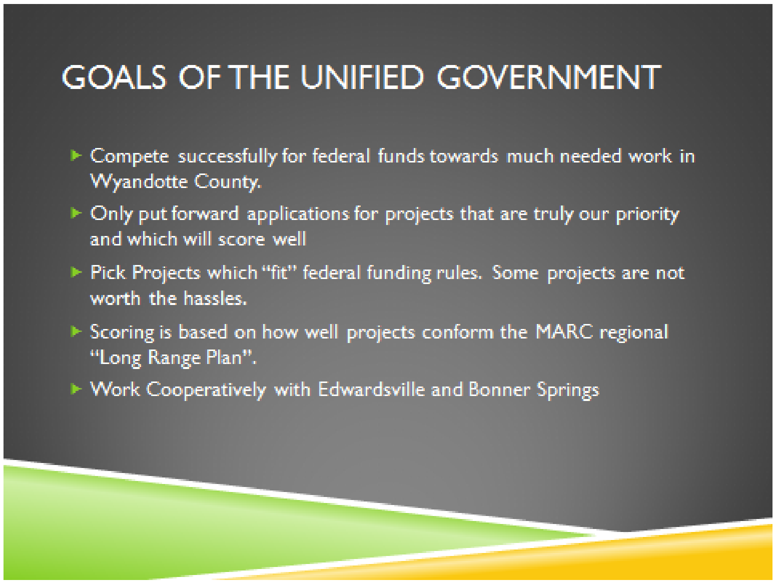
Synopsis: Information on the Mid-America Regional Council's (MARC) process for accepting applications for federal transportation grants and discussion of possible projects, presented by Bill Heatherman, County Engineer, and Mike Tobin, Public Works Director. Eligible projects include streets, bridges, traffic signals, sidewalks and trails. The Unified Government intends to submit several applications. Staff will present information on the MARC process and begin the discussion of possible projects.

Bill Heatherman, County Engineer, said you're going to see similar themes embedded here on all three presentations. In the earlier CMIP presentation I showed you several different projects in which I referenced federal aid funding. This is the part that explains where the federal aid funding comes from. This is important because every two years there's a call for projects and the next call for projects is coming up soon.



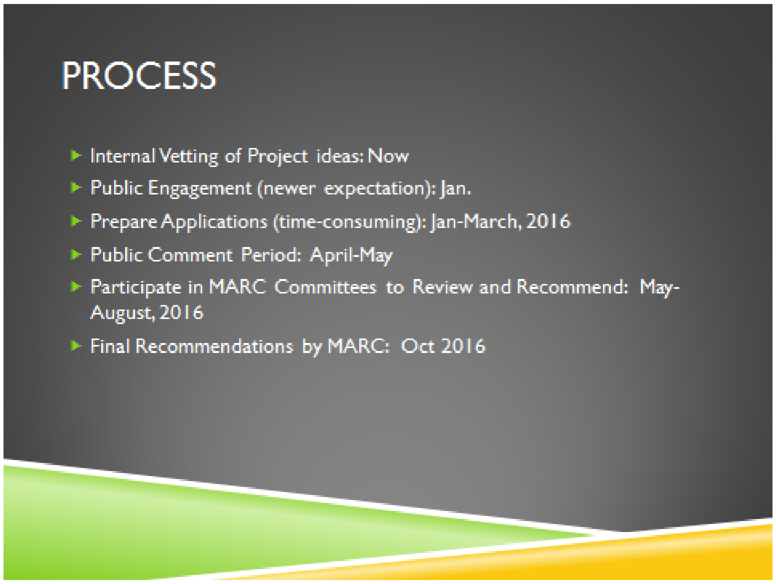
A little bit about that, most federal highway money that we get for projects is administered by KDOT, but the actual selection process and application process goes through the Mid-America Regional Council. It's federal funds. It'll be administered by KDOT once the project is chosen, but the act of getting the project selected is through a process at Mid-America Regional Council. MARC runs that application process, we are members of many MARC committees that has influence over how that application criteria is written. This is very good because it gives a lot of local control to the communities in the Kansas City Metro area to work together on how we collectively think the priorities ought to be.

The call for projects happens every two years. They do two year cycles; the next one will begin in January 2016 with applications due sometime in March. The applications we're submitting then are for projects that wouldn't be constructed until 2019 or 2020 and believe me, it takes every one of those years in between to get a project lined up and through the KDOT process and get all the right-a-way and everything. Though they may seem like a long time, this is actually a pretty reasonable schedule for what it takes to get these kinds of projects up and out the door. It can include anything from streets, bridges, intersections, trails, safe routes to school, transit and there are several other types of categories that can sneak in there too. The kinds of projects that we pursue are varied for these federal aid funds.



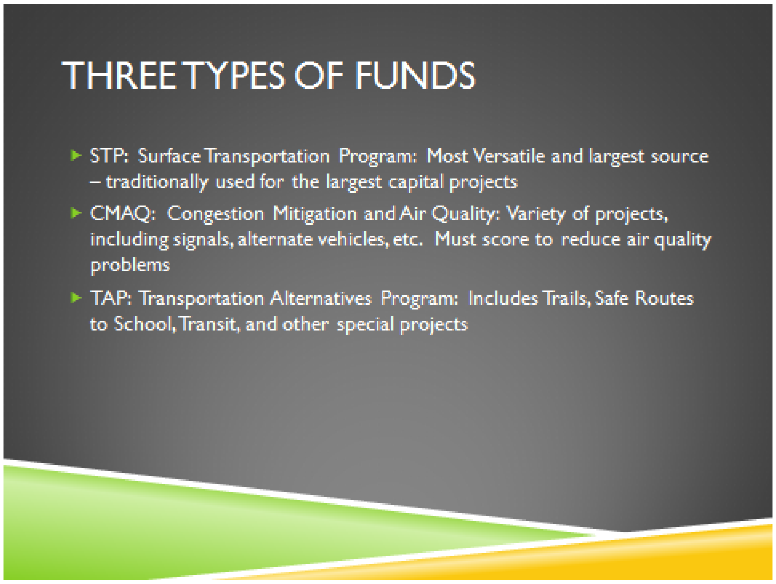
What are our goals as the Unified Government when we put these together? We want to compete successfully for federal funds towards much needed work here in Wyandotte County. We take the competition pretty seriously. We aim to shine, but we're only intending to put forward applications for projects that are truly our priority. We're not just chasing projects because there might be money for it. We're trying to find projects we want anyway that fit well with money that's available. We're looking for a fit. There are some projects that are just not worth the hassles that go with federal funds. There are a lot of rules. There are a lot of hoops to jump through and some types of projects frankly just go a lot smoother if we just handle them through other funding sources.

Scoring is based on how well projects conform to what's called the Long Range Plan. There are all kinds points that you get for one thing or another so we try to find projects that are going to be something we want and which fits the criteria so that they will rank well. We also do work cooperatively with our neighbors, particularly Edwardsville and Bonner Springs so that we can approach this as a unified county and not just as three individual cities.

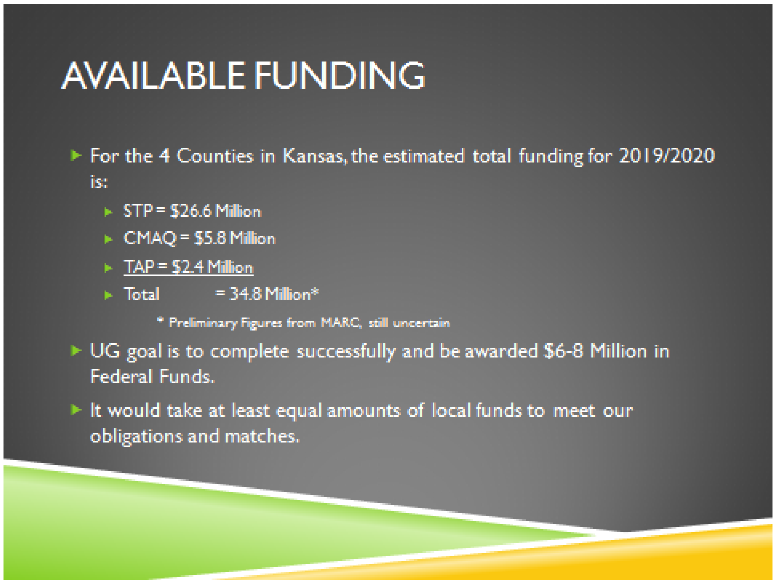


Internal vetting of project ideas, that's now and staff has been underway already with trying to kind of get our arms around what the candidates could and should be. Public engagement, there are more expectations than in past years that we've accepted and solicited public input even prior to the application phase so we will need to schedule some form of public input in January. There are points associated with that. We don't intend to leave those points behind, plus it's a very important thing to do in general.

Preparing the applications, these are time-consuming applications. There are a lot of questions and a lot of data to gather so we can't afford to just kind of do an application for everything we might want to chase. We do have to be strategic but that's going to be what staff works on January to March. There is the then another broader public comment period for all of the applied for projects that happens through the Mid-America Regional Council. That'll happen April to May, the MARC committees review and make recommendations and we are on all those MARC committees. We're part of those discussions and processes. The final recommendations will go to the MARC governing board of 2016. That's the process.



There are three types of funds that are all part of this one application. Surface Transportation is the big pot and it's the most versatile. The other two, we call CMAQ, Congestion Mitigation Air Quality. It's very focused on projects that can show that they would reduce air quality emissions. It's a more technical category. It's a broad range of things you can do but they have to be able to really show gain in that particular type of problem. Transportation Alternatives Program is really lumping together a number of specialty programs that used to be in the federal highway bill, Safe Routes to School, trails, transit and some other projects. Most every project that fits under Transportation Alternatives Program can also compete for money in one of those other two categories but that particular is kind of a set-aside to give those kinds of projects their own space to compete in as well.



This is some preliminary information from MARC so this is not the last word on it yet, but for the four counties in Kansas that are a part of the MARC application process, there's about $35M estimated as available. The bulk of that is $26.6 in the STP Program, CMAQ is about $5.8, the TAP is about $2.4M. Again, these are preliminary numbers. When they do the call for projects they will have official numbers. Even though it's done at Mid-America Regional Council, the money is divided by the state because one is coming through KDOT, one through MODOT. We're actually competing against projects from the other areas on the Kansas side.

Our target is to successfully compete for awards between $6M-$8M of federal funds. That's a little better than our population share, if you will, and it's not an unreasonable target for us to have. It would take at least equal amounts of local funds to meet the obligations and match it. So as we go into it, if we're going to compete for $6M-$8M we need to be prepared to have $6M-$8M ourselves or a little bit more. You oftentimes hear 80/20, you know 80% federal and 20% local. It doesn't really work that way. For starters, the 80/20 is only the share of construction related expenses, so all the money spent on design, right-a-way acquisition; by Kansas policy those aren't considered eligible. You have that money that has to be paid locally.

In addition, the Mid-America Regional Council committees that look at this, oftentimes look at it and say, rather than give a few number of projects the maximum federal funding, why don't we give kind of smaller percentage and go broader. Usually the actual amount is 80% of 80 or something like that. The bottom line when you add it all together is for every dollar of federal funds we might get, we need to budget about a dollar of local to actually pull that project off.

Our potential projects, we usually try to have one really nice big one and probably the two most clear candidates for ourselves is to continue to do the work on Leavenworth Road like we have currently planned, go further west. A good section would be to keep going from 63rd out about 78th Street or do the 65th Street bridge replacement. There's a little caveat to that that I'll explain.

With regards to Leavenworth Road, we do have a history of kind of doing major road projects in pairs. If you look at the work we did on State Avenue, if you look at what we've done on Donahoo, Parallel in the past and now on Merriam Lane, it has kind of worked well to kind of anchor yourself on one end and do a couple of projects in series. It works well for a number of reasons. 65th is also a very large project. It's the pair to the Riverview Avenue Bridge that we just talked about. The uncertainty there is how bridge eligibility works and how many points you get for bridges has been changing and so it's not entirely clear to us whether 65th Street is yet eligible. We have to finish looking at that. If it is and we think it's a prime candidate to pursue, if it's not then we won't. That eligibility has to do with its latest inspection report and kind of what its service ability number is. It will eventually become eligible but with the emergency repairs we did, it may just be just enough above the line to not be a candidate yet and that's something we have to evaluate in the next month and a half. It usually works well to have one other project kind of with it, a smaller one.

We think 7th & Central would be a good location to pursue. There are some geometric improvements to do there and then there are any other number of other type of projects. We would like to continue with the Safe Routes to School type program. We've been very successful with that. We would be looking to kind of package two or three schools in one package like we've done the last two sets. We would be working with the school districts to determine kind of where that priority is. There is a lot of interest around bike routes and trails and given the money and administration, we'd recommend that the net result be one or two applications max for those types of projects to pursue. The infrastructure action team has been pretty active at looking at as well as the Administrator's Office. You all may have some ideas. We haven't necessarily made a staff recommendation yet as to which one or two we think might compete the best, but input including tonight is helpful in that.

Transit, Justus talked about some of the broader regional initiatives going on in transit. We've been awarded transit grants in the past. What Justus shared with me is our strategy, this next round is to be co-applicants with the Kansas City Area Transportation Authority that is going to be making a number of applications to help support and fund these regional initiatives. We probably won't have UG specific only applications in transit, but we will be very much a part of the regional effort to secure transit support funding that benefits our citizens and our riders. I think you will see transit continue to grow as a category that receives funding. The reality is the more transit gets though, there is a fixed pot of money. Where our priorities lie needs to be inclusive of transit, streets, trails and all of those types of projects. With that I would take any comments or questions you may have. **BPU Board Member Bryant** said on the large project, the one on 65th Street Bridge, will consideration be taken that you're looking at 2019, 2020 and if Riverview Bridge goes down, that will be the main. There will be a lot of traffic on 65th Street

Bridge until for two cycles until it gets completed. **Mr. Heatherman** said if we pursued that one, we would make sure that we would only have one down at a time.

Commissioner Markley said I would only ask that you send this PowerPoint along to Emerick with your other one so it can be forwarded to the other commissioners for comment as well. **Mr. Heatherman** said will do.

Commissioner Johnson asked can these funds at all be used for any type of planning for like a master plan. I know there's some discussion that I'm concurrently championing in terms of master planning for the northeast portion of Wyandotte County. Could these funds be used for something like that or as part of an overall plan I suppose? **Mr. Heatherman** said there is but there's a little structure to that. The Mid-America Regional Council itself has a separate program they call the Creating Sustainable Places Program, which is designed for communities to submit applications in order to get planning funding and that program operates on a different cycle, so this is not the call for projects for planning grants, but there is a separate call for projects. It is this funding source though because Mid-America Regional Council will submit a project in this upcoming round to kind of batch together the funding that then goes to support that sustainable place. Ultimately, this is where the funding for planning studies is also coming from, but it doesn't really work to submit these kinds. We don't submit individual planning ideas in this round, we do that later.

Chairman Bynum said I will just say to all of you thank you so much for the work that you do day in and day out. It is so very much appreciated by all of us and we thank you for being here tonight to present all of the information that you've brought to us and we look forward to that new bridge.

Adjourn
Chairman Bynum adjourned the meeting at 6:22 p.m.

tpl