



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC INFRASTRUCTURE COMMITTEE

CITY COUNCIL
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Date: September 29, 2023

Time: 10:00am

Location: 1st Floor Conference Room; Cyrus K. Holliday Bldg *Virtual attendance option available via Zoom*

Committee members Present: Tony Emerson (Chair), Neil Dobler, Michelle Hoferer

City Staff Present: Deputy City Attorney Mary Feighny, Public Works Director Braxton Copley, CFO Freddy Mawyin, Utilities Director Sylvia Davis, Joseph Harrington

Call to Order

Chairman Emerson called the meeting to order at 9:00am. Committee members introduced themselves.

1) Review and Approval of August 29, 2023 Minutes

Committee member Dobler made a motion to approve the minutes. Committee member Hoferer seconded. Minutes approved 3-0-0.

2) 2024 CIP Project Approvals – Traffic Signal Projects

Public Works Director Copley introduced projects to be requested for approval by the Committee as they relate to the 2024 CIP. As part of the adoption process for the 2024 CIP, there is a requirement to present and receive approval by the Committee and Governing Body for any project with an anticipated cost of over \$250K, prior to soliciting bids. He presented the Committee with the resolution and an overview of the projects. The four projects seeking approval are for traffic signal improvements and are as follows:

- (1) Project No. 141033.01 (SW 10th/SW Washburn/SW Lane)
- (2) Project No. 141033.02 (SW 21st/Randolph)
- (3) Project No. 141036.01 (NW Independence Avenue/NW Topeka Boulevard)
- (4) Project No. 141035.03 (21st and Chelsea).

MOTION: Committee member Hoferer made a motion to approve that the projects move forward to the Governing Body. Committee member Dobler seconded. Motion approved 3-0-0.

3) FIRM Repair Update

Director Copley noted that prior to the passing of the 2024 CIP, there was a requirement that any expenditure of FIRM money would need to receive approval by the Governing Body, if it exceeded \$205K. Although the projects seeking approval today do not exceed that amount, staff felt it was appropriate to bring before the Committee for approval.

The projects include:

- Holliday Climate Control Upgrades - Upgrades are needed to automate the air conditioning system at the Holliday Building. Installation of new condensing units requires upgraded control systems and software to optimize and economize the air in the building. The current control systems have been in place since 2005. Expected cost: \$62K
- City Hall abatement and putback - Remediation of ceilings, wrapped pipes and floor tiles that contain hazardous materials. Project includes removal of the materials as well as repair and replace of damaged areas. Expected cost: \$148K
- TPAC Steps Repair - Repair and replace damaged pavers, grout and handrail on steps south of TPAC/Municipal Court. Estimated amount of \$58K is pending a competitive bid process.

Committee member Dobler sought clarification, that the FIRM program is approved annually during the CIP process and a set amount of dollars are allocated toward projects that fall into this category. Director Copley confirmed. He stated that approximately \$2.2M in 2023 was allocated. He noted that the Governing Body made a determination to cash fund the FIRM program, so it is truly operating funds, not a Capital expenditure, because there is no bonding for those, like has been done in the past.

No action is required for this item.

4) Fleet Garage

Director Copley introduced information related to the City's Fleet Garage. The light duty parking garage, located in the parking lot of the Law Enforcement Center needs to be demolished to be able to construct the Polk-Quincy Viaduct. The City must vacate the garage by Q1 of 2025. The Kansas Department of Transportation has offered to purchase the garage from the City for \$2.3M, however this does not include any relocation benefits. Staff has reviewed a myriad of sites, some of which are listed on the table on the second page of the memo. Some of these were dirt sites. One was the existing KDOT Fleet garage. Staff is looking outside of the box, and are looking at a couple of facilities that are not fleet garages, that would have to be retrofitted to accommodate, but bottom line is the problem is not going to go away. The City has a couple of different options. One would be to lease a facility. To retrofit that facility to be able to

operate would also mean paying property tax and insurance. The City would be paying for the profit of the individual who would be leasing the property.

Director Copley identified another option, that would be his preference, which is to make the capital investment to construct a new fleet garage on City-owned property. It would not be subject to real estate taxes. There is an ongoing need to maintain the fleet vehicles through the City of Topeka, but this is a policy decision for the Governing Body members to decide on. He is asking the Committee to review the information and options, and to provide any feedback to Staff.

Committee member Dobler inquired about the square footage that would be able to be built with the \$5.5M? Director Copley responded it would be approximately 14,000 square feet and would include 16 bays, and is commensurate to what we currently have.

Committee member Dobler inquired about the amount being requested to use from the Reserves. Director Copley stated KDOT has offered \$2.3M, that would go into the General Fund. Staff's ask would be for the that money be repurposed and go toward the purchase and construction of this. The rough numbers for the delta would be \$5.5M, however Director Copley stated this figure was a little on the high side but noted the architect wanted to put a number on the project that would not be exceeded. There is an opportunity for value engineering. There is an opportunity to approach this from design build to even further engineering, but the rough numbers for the Delta would be between \$2.5M and the \$5.5M, so that is what the ask of \$3.2M would be. Director Copley stated Staff's ask would be to not bond, but to tap into the cash reserves at the end of the year to get those down to a level that is more in accordance with the policy, as well as to avoid then having to pay finance and interest costs on that.

Committee member Dobler inquired about the timeframe, noting that Q1 of 2025 is essentially one year away. Director Copley confirmed and stated that realistically, the City is looking at a year and a half to two years, in terms of getting it through the design build team, and get it moving, construction permits and then the question is what do we do in the intervening time? Director Copley has challenged his staff to look at that, and to determine if the City has the ability to bring people into some of the City's facilities to basically do double-duty? Does the City need to look at a potential temporary site to get us through until construction? He did not have a clear answer for those questions, but stated staff has recognized that it is an issue, and are looking at possibilities.

Committee member Hoferer inquired if there were any relocation benefits being offered? Director Copley stated there were not relocation benefits. The \$2.3M is the compensation to make the City whole for the acquisition of the property,

including the materials. Relocation benefits would be separate and distinct. Those would be available, for example, if the City were to identify and purchase an existing property that needed to be retrofitted and to be brought up to code. However, those numbers will not be known until Director Copley is able to begin the negotiation process with KDOT.

Committee member Hoferer inquired if the decision was made to take a piece of ground that is owned by the City and decide to build a new facility on that ground, if there would be relocation costs? Director Copley stated he did not believe this would be the case, but would inquire with KDOT on it and follow up.

Committee member Hoferer inquired about the equipment inside of the garage, and if they are owned by the City? Director Copley confirmed. He stated it would be a piece of equipment by piece of equipment basis, in terms of what the remaining useful life is. And is it possible to rehabilitate/refurbish, or does it make more sense to replace?

Committee member Hoferer inquired if the timeline to move into a different space and refurbish would be shorter than a new build? Director Copley stated he felt it would likely be similar, by the time it would be inspected and the analysis done, in terms of Life Safety Codes, Electrical, Plumbing. He also noted there would need to be floor drains and grease traps installed. It would come out pretty evenly, in terms of what the total period of time is.

Committee member Hoferer inquired if the garage in question was for cars only? Director Copley confirmed it would only be the light duty shop. The City has three different facilities for Fleet. The light duty shop, which is mostly the police cruisers as well as all of the vehicles that are in the parking lot. There is a heavy duty facility at 201 N. Topeka Boulevard, which will be the dump trucks, motor graders and heavy duty pieces of equipment. The third facility is for the very specialized fire department garage, which is basically the fire engines and aerials.

Committee member Hoferer suggested it was likely a preference to keep the facility somewhat centralized to the Law Enforcement Center, and it would be her preference to stay close to that. She commented that one thought was an area just east of K4 highway and inquired if that area had been considered? Director Copley stated that the sites staff have looked at are identified in the table of the memo. His proposal would be to construct on existing City properties so that the City does not have to bear the cost of the purchase of new real estate. Committee member Hoferer stated it would also be her preference to build on City-owned property as well, but wanted to consider any options. She noted she was not sure if the park had the plumbing, water, and sewer lines or anything else running to it, but had thought of the location as it was industrial.

Chairman Emerson inquired if keeping fleet was something that the City should be in the business of continuing to do? Director Copley provided context for the public, stating there is a tremendous amount of analysis that needs to be done. The big factor that would be looked at are what is the internal cost of providing the services that are needed for doing corrective maintenance versus preventative maintenance? The best case scenario is that about 80% is preventative maintenance, such as changing oil and tires. About 20% is corrective maintenance, such as fixing things that have broken. That best case scenario would be more likely achieved if the fleet was turned over every three years. The City's fleet is 10-15 or even 20 years old. The current model is much more labor intense, with about 70% being corrective maintenance and 30% preventative maintenance, but our costs are lower than what it would be to contract out. Staff can provide the analysis for cost justification. The major policy question is about what level of funding would be needed to supply a newer age of fleet vehicles? The initial sum will be staggering, and the continued amount will be fairly costly as well.

Chairman Emerson inquired about the life of the smaller vehicles, like the police cruisers, and asked if those were still in the 10-15 year lifecycle? Director Copley stated he was including the entirety of the fleet, noting that there are cases where the City is seeing challenges due to the supply and demand, in terms of police cruisers, and that he could provide an estimate in terms of what that life is. When looking at the entire City, there are some Public Works and Utilities vehicles that are 15-20 years old that are still being used.

Chairman Emerson felt the City's fleet would be something that could receive consideration for transitioning the light duty vehicles over to electric, as they would not require the gas, oil changes, etc. Director Copley noted this would be something staff could review and provide some additional information at a later time.

Committee member Dobler asked if action by the Committee was required at this time? Director Copley stated the item was for discussion only, at this time, and to seek feedback from the Committee on the matter to allow staff to gather information.

Committee member Dobler referenced a lease purchase analysis that had been presented a year or so ago, related to a light duty leasing program, to the Committee and inquired what had come of that? Deputy Director Jason Tryon stated the analysis was started about three years ago, but that by the time the City was ready for implementation, the market had moved significantly enough that it was no longer a viable option and is no longer being pursued. It was something that was heavily considered, but with changes in interest rates and vehicle availability, a lot of factors changed over the course of that investigation.

Committee member Dobler inquired if staff felt they had been able to identify an existing building that would meet the needs for our current fleet? He stated he was against leasing a facility, as he felt it would be setting the City up for trouble later down the road. Director Copley stated staff's preference would be to find an existing building that would not need extensive retrofitting or renovation done. One building that staff had looked at was the old Sears Automotive, however it is their understanding that the owners of the property have had multiple problems with the building and it needs to be demolished. They are the ones who had offered to allow the City to redevelop a part of a large building that they own on the boulevard, to use that as a leased facility, paying of course taxes and insurance. Staff looked at 1900 Topeka Blvd that is currently owned by a third-party. The City's real estate broker made multiple requests to look at the sealed Riker building on the West side. A couple of problems with that includes some damage being done during the Shunga flood that has not been remediated and there is an understanding that there are environmental issues. Additionally, part of that property is in the flood plain, but part of that property is in the floodway. Reconstruction is not permitted to occur in the flood way. The flood plain does allow for reconstruction, if you can elevate a foot above the Base Flood Elevation (BFE), and are able to do a study and get KDA to approve that there will have to have a compensatory cut to offset so there is no rise.

Director Copley stated they had also looked at the Winkley Garage, that is currently owned by Washburn Foundation. The problem was, once again it is in a flood plain, and it only has 10 bays. Staff tried to look at other ones that were there, unfortunately every time there are challenges. The KDOT facility with environmental, and a number of other issues, would not be Director Copley's first choice.

Committee member Hoferer stated it would be her preference to build new on City land. She inquired about the number of bays needed. Director Copley stated there were currently 16 bays, so that would be what he would like to have. However, as more options are reviewed, staff can take a hard look to see if operations could function with fewer bays.

Committee member Hoferer inquired about the ability to adapt the facility, in case for example, the heavy duty on North Topeka Blvd goes out, that there is room to either add on or adapt some of the bays to cover that too. Director Copley agreed and stated they had recognized that there have been a couple of different things that have been pointed out on the heavy-duty shop. One is that the particular tract of land at 201 N. Topeka Blvd potentially becomes ripe for redevelopment, in terms of the Redevelopment of the Riverfront. The other part is that there are some structural issues that are currently existing with the heavy-duty garage, and the facility is not going to last forever without having significant capital investment, in terms of structural repairs that are necessary. The question is, is it

a good money after bad, or do you cut your losses at some point and move the facility? It would be staff's preference to have a single-point for all of the garages.

No additional action is being sought for this item at this time.

Parking Presentation

Director Copley and Deputy Director Jason Tryon went through the parking presentation.

Presentation Highlights:

Director Copley noted it had been about a year since staff had worked through this item with the Governing Body, and that the Governing Body had passed the Parking Ordinance. Some aspects that staff went back and reviewed included:

- Whether parking was privatized
- Maintain parking as public
- Enter into a contract with a third-party to operate
- Reviewed parking rates, asking do we continue the "No parking on the Avenue"?
- Staff made a final recommendation, which was to maintain the ownership and management of all of the City's parking assets.
- Convert Kansas Avenue in the 100 blocks to paid parking
- Increase the parking rates and citations, for the first time since 2010, to be able to fund the operations as well as to fund ongoing maintenance; knowing the City had a \$22M deficit, in terms of deferred maintenance on all of the parking facilities.
- The increase in rates and citations also provides for minimum and maximum pricing range to enable demand-based pricing and inflation-based increases.
- The rate structure change, with minimum and maximum rates being established included:
 - Parking garages
 - On-street parking moving to paid parking on Kansas Ave, as well as the 100 blocks on either side of Kansas Avenue
 - Remove the hoods and get those back to paid parking
 - Price increases in the parking hoods and the fines
- Design-Build team was selected through a competitive bid. Immediate review of safety hazards in all garages. Work was performed in Uptowner, 9th Street and Townsite to address immediate hazards.
- On-street hood prices and citation costs were increased, effective January 1, 2023.
- The remaining changes were not implemented, as staff was directed not to implement them.
- In December 2022, the City received a notice of reduction in spaces for the two largest tenants:

- Townsite Plaza LLC, 226 spaces to 98, equaling a reduction of \$8,672 in monthly revenue
- Evergy, 296 spaces to 44, equaling a reduction of \$13,157 in monthly revenue
- 2023 Projected revenue will be \$2.3M, last year it was \$2.5M. The big delta in that is the loss of the parking being in the garages.
- Capital Improvement Scope - This is the \$22M that was approved. The estimates, in terms of costs of the repairs and rehabilitation of the various garages includes:
 - Structural
 - Waterproofing
 - Mechanical
 - Electrical
 - Plumbing
 - Fire protection and life safety
 - Façade
- Proposed Pricing Rollout
 - Phased price increases as additional improvements are made. Implement 10% price increase as garage improvements are made over next 2 years.
 - 3% inflationary increases, beginning in 2026 with price changes occurring every three years thereafter.
 - The same price increase structure will apply to parking lots
- Implement paid parking of \$1.25 per hour on Kansas Avenue. Payment on Kansas Avenue by pay station or app, no additional meters. The revenue generated from Kansas Avenue would be \$250K a year.
- Restore \$1.00 per hour parking on 100 block East and West of Kansas Avenue. The estimated revenue would be \$100K annually.
- There would be a three month timeline for the Kansas Avenue paid parking implementation. Lead time of pay stations would allow for the City to run a public awareness campaign.
- Future plans are to remove the physical meters and transition to payments by pay stations and through the application. Director Copley's long-term vision is to eventually remove all parking meters and to move purely to the application-based and pay stations. Issues with the parking meters is not if they fail, but rather when there will be mechanical failures. They are also an attractive target for theft and vandalism, as well as it is getting difficult to keep them operating due to age. It is time consuming and staff labor consuming to go out and empty the meters and cap the coin.
- Kansas Ave Paid Parking - The City would need 12 pay stations
- Relax time restrictions outside of congested areas.
 - Increased 10 hour parking options surrounding capital complex
 - Eliminate 1 hour time limits for 2 hour time limits
 - Convert 2 hour parking to 4 hour parking
 - Convert from meters to application-based payment in time zone

- Projections, in terms of proposed rates as well as projections for years 2026, 2029 and 2032. In the projected revenue, ten years out for the End of Year, shows there is a healthy balance.
- The rates are designed to allow for ongoing maintenance, to be self-funded out of the operations as opposed to having to look to the Governing Body for Capital funding assistance, in terms of maintaining. Staff recognizes this is a business and needs to be run as such a way to fund ongoing maintenance, offset expenses. Having enough revenue not only offsets expenses, but also provides for the ongoing maintenance of the parking garages.

Questions/Comments:

- Chairman Emerson recognized Councilwoman Hiller for comments/questions, as the garages are in her district. Councilwoman Hiller did not have questions.
- Committee member Dobler inquired about current occupancy. Deputy Director Tryon responded there is about 75% in all garages total. That percentage will vary by location, and by what businesses are surrounding them. There is currently quite a bit of space at the Townsite garage, but there are renovations ongoing so staff has not made a major effort to get more people to occupy that garage.
- Committee member Dobler noted that a question that had come up before was that the City has eight garages, and questioned if there was a need to have that many? Director Copley responded that a great deal of thought had been put into that consideration. One of the underlying principles of this Governing Body, in terms of its strategic plan, is growth. Director Copley is hesitant to close the garage, because then it becomes a question of needing to demolish the garage, or continue the cost of mothballing with ongoing maintenance without generating any revenue. In terms of today, we would not need all of the garages, however in the future, the direction is to grow, and we want to facilitate the ability to meet that need. Committee member Dobler felt on-going discussion would be warranted related to what post-COVID parking needs would be, and if continuing to keep all of the garages was still needed. Deputy Director Tryon stated that, prior to last December, there was a noticed reduction in occupancy throughout the converted period. Prior to December, occupancy was steadily climbing reaching about a 92% occupancy. Then there was a loss of a couple of major tenants, and those have not yet been refilled, which caused the current numbers.
- Chairman Emerson inquired if the Downtown Stakeholders have been included throughout the various discussions that have been happening? Director Copley stated there had been discussions with Downtown Stakeholders, which is what led the direction to staff to not increase rates, to not charge on Kansas Avenue, to not increase rates in the garages. The Governing Body passed an ordinance last October, and staff needs to know if the intention is to have staff implement the ordinance that was passed? Or is it to cue it up and put it back in front of the Governing Body to repeal? He feels passing an ordinance should

be done by the Governing Body, as it is a policy matter by the Governing Body, and that staff should be directed to implement that ordinance, or cue it up and bring it back to rescind.

- Chairman Emerson recognized Mr. Don Heiland, with AIM Strategies to speak. Mr. Heiland feels with demand on the decline, it would not be beneficial to have prices raised.
- Committee member Dobler asked Mr. Heiland what he would suggest as a way to run government like a business? Mr. Heiland felt there needed to be a look at a longer-term strategy, if we can drive more activity to downtown and increase the revenues at the garages, and can increase the occupancy, it would provide the revenue source back. He understands this is not a short-term decision.

No action by the committee is being sought at this time. Interim City Manager Richard Nienstedt stated that the Governing Body had passed an Ordinance. The ordinance directs to implement those rates, but that did not happen. The Governing Body needs to address that the Ordinance has been in place. First, the Governing Body would need to decide if there should be changes to the ordinance. The costs are increasing and the only way capture those increasing costs is through the parking rates. There are only a couple of other options for recapturing these costs, if increasing the rates is not something the Governing Body wants to pursue. One is to pull from the General Revenues of the City. You finance through the GO Bonds and pay that through the tax levy, which has also been something the Governing Body has not wanted to do. The only other options is, if targeted maintenance is needed, some of the garages may need to be shut down for a time. Director Copley stated that the Ordinance provides some discretion for staff to have the ability to go ahead and implement the proposed plan. If there is an adverse impact on businesses, or if we are seeing that people are not willing to pay to park on Kansas Avenue, there is an option to lower the rates. By looking at opportunities to increase in the 10 and 14 hour parking rates. The issue of supply and demand occurs. If someone wants to park on Kansas Avenue, and they are willing to pay the \$1.25 hourly rate, they can. And if they do not want to do that, they can park on the side streets and perhaps be in a four-hour zone where they are spending even less. Interim City Manager Nienstedt commented that he felt there were some flexible ways to implement this and get to the same place. Additionally, the Governing Body could decide to not take any action, but if no action is taken, the information shows what the future looks like as the deficit grows.

Councilwoman Hiller complimented staff for the work done to this point. She suggested that the downtown merchants are expecting it. The City currently has a collection of garages that are ideal to location of the shopping and business district. She felt staff has done a good job of budgeting, and that a decision is needed. She also stated there was a need to at in the way the Governing Body

voted in this past October. She suggested that we finish the job, get the hoods off of the meters and get to the next step of this process, to include placement of pay stations.

Committee member Dobler inquired about the cost to enforce and maintain on-street parking downtown? Deputy Director Tryon stated there are three parking enforcement officers in vehicles that patrol. Over the past five years, the City has received less than 7% of revenue from citations. There is a system that is funded by people who know what they are paying for, rather than being punished for making a mistake.

Committee member Dobler reviewed information found in the presented materials and suggested the revenue from on-street parking was \$250K-\$275K annually. Director Copley stated the projected revenue for going to paid parking on Kansas Avenue, as well as the 100 blocks would be \$350K.

Committee member Dobler inquired if parking enforcement was removed, what the repercussions might be? Division Director Tryon responded that, if enforcement went away, there may be a challenge of how many people would be willing to pay for parking.

Committee member Dobler reframed his question, to ask about what repercussions would occur if the City took away having to pay altogether, and offered free on-street parking everywhere. Division Director Tryon felt if this was an option, that people may not be incentivized to reserve a garage space under that scenario. The business employees would find an on-street parking spot in the morning, and stay there until the end of the day. He felt that, if the City did not have a mechanism to ensure the retailers and restaurant businesses had spaces available for customers, it would be long-term detrimental to their business.

Committee member Dobler stated that, theoretically, the City could offer free parking everywhere downtown. Director Copley stated his fear would be that, if we removed that fee, State employees would park in those spots and the customers would not have an opportunity to park near the stores they are wanting to shop at. All confirmed that, regardless of unintended consequences, it could be an option.

Committee member Hoferer inquired about what would happen to the 15-minute parking spots that restaurants had in front of their business, if the City moved to all-pay parking? Director Copley responded that those stalls would continue to be exempt. Restaurants would be able to keep their 15-minute parking, but the other stalls that currently are free parking, and do not have any temporal limitations, is what would be impacted.

Chairman Emerson noted that the on-street parking rates provide, not only revenue for the City, but also an opportunity for patrons and customers to park temporarily near the shops in the downtown area without employees taking advantage of the parking. He recognized Councilwoman Hiller's time and conversations with the businesses and people in the Downtown area, as that is in her Council district, and stated he felt comfortable with this option, if she was. He noted that another benefit to moving toward a new app-based system is that the City could change the rates fairly quickly, if it is starting to impact businesses.

Director Copley agreed, and stated it would be his preference to administratively turn on a dime as necessary within the firm guidelines that have been established by the Governing Body, for minimum and maximum rates. And, if those amounts do not work, the Governing Body would have the ability to come back and tweak the ordinance to make any changes. It would be Director Copley's recommendation to allow staff to implement the ordinance that was passed by the Governing Body, with the ability to adjust things as needed, and that it can go back to the Governing Body if necessary.

Committee member Dobler inquired about an option of giving a free first hour to park, and then requiring payment for that? Deputy Director Tryon felt that scenario would be more difficult to enforce, because it does require the City to accurately know how long everyone has been at every location. However, this has been considered within a garage scenario. Something such as providing the first hour or two for free, and then charging for subsequent hours 2-10 to where the price would be adjusted for the revenue to be neutral. He felt this might encourage more people to use the garages and off of the street. Less congestion is safer. Committee member Dobler suggested communicating those scenarios to Downtown Topeka Inc (DTI), and some of the other stakeholders who have interfaced with the City in the past.

Committee member Dobler would like to see a scenario that might allow for free on-street parking for short term parking, such as grabbing a quick lunch or in and out of a store, and if the long-term parking pays, maybe that will approach a compromise. He did not see a way that the City should charge for parking on Kansas Avenue and in the hundred blocks.

Interim City Manager Nienstedt offered that every community has this same discussion, especially for their downtown areas. It really comes down to what the Governing Body wants to see, and that they will hear complaints about whatever decision is made. What is the goal that the Governing Body would want to see for that area? Is the goal to move parking so we get the greatest number of patrons downtown to use the retail and restaurants? Is the goal simply to try to provide a place for people, whether they are employees or not, to park on-street? He felt the rates are appropriate, and gave credit to Director Copley and staff for their

work on this item. He felt it was important for staff and the Governing Body to be on the same track. Director Copley will take direction from the City Manager and will move forward from there.

5) Polk/Quincy Viaduct Utilities Update

Utilities Director Sylvia Davis provided a brief update as to where the utility projects are as they relate to the Polk/Quincy Viaduct project. Project 1 is a little behind schedule, based on the redesign work that had to happen. As an overview, the City took the one large project and broke it into six smaller projects. At this point, staff is getting galled of the contracts signed for Project 2. This is the first of the smaller projects. It is a water line project to the west side of the scope of work. Once that is finished up, there are about 60 days open for the start of construction. There is some finalization left, and staff will bring more of those updates with better details. Project 1 came in almost 40% under budget, under the Engineer's estimate for that project.

The second project that was let out for bid is actually Project 7, and it came in a little over the Engineers estimate. Staff is still negotiating some costs to see if there are opportunities for savings before that project is awarded. Staff is hoping to get that completed within the next week or so.

Project 6 let out for bid last Friday and should close on October 18th. The hope is that the bids for Project 5 will be back as well, which will allow for a more comprehensive idea of what the totality will look like, compared to the Engineering estimates.

The hope is to let the bid for Project 5 out by October 13th.

The remaining projects are Project 3, and Project 4, which needed some continued design with the relocation of one of the Combined Sewer Overflow (CSO) locations. Approval for that realignment was given by KDHE, so that is one step closer to finalizing that design.

The Project 4 final design was dependent on whether or not it was going to get approved in Project 3, so there will now be some momentum going from this point.

Staff hopes to have an open house to provide additional information to the public in November, once more of those additional pieces are firmed up.

6) Other Items

No additional comments or items.

7) Adjourn

Chairman Emerson adjourned the meeting at 11:10am.

The video of this meeting can be viewed at: <https://youtu.be/--TTjAdzteU?si=Nbdd-XV-3n61zO4I>