

Supplement 5

Section 1: Responses to Questions Raised at 5/12 Council Meeting

Can the budget be reduced for NW Tyler Project?

1. **As the result of the updated current design to NW Tyler projects, the budget can be reduced by a total \$350,000. The reduction is \$190,000 in Year 2022 for Project 701019.00 NW Tyler (Lyman to Beverly) and \$160,000 in Year 2025 for Project No. 701034.00 NW Tyler (Beverly to Paramore).**

The current budget for NW Tyler was based on a 3-lane roadway with curb, gutter, sidewalks, and stormwater system. The project team analyzed several options during the concept design phase. This analysis also included a thorough review of the neighborhood plan, crash reports, traffic volumes, and driveways along the corridor.

Based on this analysis a 2-lane roadway section with sidewalks, curb & gutter, and an enclosed storm system is an appropriate design. This determination came within the last month and well after budget numbers for a 3-lane section were inserted into the CIP. We can reduce the project cost by removing one lane width of pavement along with one lane width of subgrade stabilization and rock.

2. **What projects are planned for TPAC in the FIRM project**

Future projects identified for TPAC over the next 5 year CIP window include basement emergency lights, exterior doors, exterior waterproofing, roof repairs, and masonry repairs. This is a working list of TPAC items and can change to address other items that occur. The TPAC HVAC Reheat unit is an example of a project that was not originally included in the identified list of items but is now out to bid to be replaced in 2020.

3. **Please provide information on the Trans Op Fleet replacement program for the CIB – what vehicles and their frequency of use?**

The Public Works, Transportation Operations, Fleet replacement program is requested to fund replacement of heavy duty vehicles/equipment units which have a replacement cost greater than \$125,000. These units support the services provided by the Transportation Operations Divisions (Forestry, Traffic, and Street.) Examples of the units include dump trucks, street sweepers, aerial (bucket) trucks, and grapple trucks.

If approved, the 2021 GO Bond funding would replace approximately 4 units out of 31 units needing replacement over the next ten years. The project also includes \$500,000 of cash funding for equipment that does not qualify under the City's debt management policy to be funded through bonds. The vehicles and equipment that would be funded through \$500,000 could either be funded through available cash in the Debt Service Fund that remained after other projects were completed or through available cash in the Fleet Fund or General Fund. To access cash from excess proceeds, the City would need to either include these projects in a short-term note sale or an inter-fund loan as was done in 2019.

The GO Bund Funded 2021 list includes:

1. A 2005 street sweeper (estimated replacement cost of \$ 223,700) is used daily
2. A 1998 aerial forestry truck (estimated cost of \$194,600) is used at a minimum of four days per week
3. A 1999 road grader (estimated cost of \$264,500) is used on average of three days per week for alley grading and snow removal during snow season.
4. A 2005 dump truck (estimated cost of \$276,000) fitted with snow removal equipment is used daily.

For future years, 2022 and beyond, the most critical units to be replaced will be prioritized, but tentatively would be the following each year:

- 1 street sweeper - The multiple street sweepers along with dump trucks are used daily both during the day shift and night shift when temperatures are above freezing.
- 1 aerial truck (forestry or traffic) The Traffic Operations aerial trucks are used daily to repair and/or maintain traffic signals and city owned street lights all year.
- 1 flatbed truck, chipper truck, or grapple truck. The Forestry aerial trucks, chipper trucks, and grapple trucks are used an average of four days a week year round and critical during storm debris clean up.
- 2 dump trucks fitted with snow removal equipment. Multiple dump trucks are used daily in alley repairs, pavement patching, and sweeping. During inclement weather all dump trucks are used for day and night shifts.

Questions regarding specific units identified in 2024 include a platform lift truck. This unit is an aerial truck for two personnel and used to address overhead traffic signal repairs. Another unit identified for replacement in 2024 is an asphalt zipper. This is an engine driven attachment to a front end loader for full depth milling/reclamation of asphalt pavement for full depth repairs.

Section 2: Responses to Councilwoman Hiller Written Questions

(Staff responses are in blue)

Proposed Changes to 2021-2030 CIP 5-12-20

Facilities –

Level Facilities starting total to \$1,650,000 for all 5 years.

Subtract \$630,000/yr (av.) for Zoo all 5 years. Assume Zoo has separated; City pays off old debt, Zoo pays forward

Reduce by additional \$120,000 to accommodate removing Parking (\$500,000) and Utilities (\$200,000) from this calculation, as they are not in General Fund. Also anticipates Holliday and LEC lights being replaced immediately and various economies.

Facil	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000
Total	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000

Staff Response:

The Zoo budget is not included in the proposed FIRM budget. As discussions surrounding zoo management changes, the budget of the FIRM project was reduced within the 3 yr CIB to reflect this change. Staff requested years 2024 and 2025 remain at the \$2.3 million budget due to increased costs for Facility renovation projects such as fire stations and other city facilities.

The FIRM budget is not intended to support infrastructure at facilities operated by Enterprise Fund Departments such as the Parking and Utility Facilities. The previous detailed list provided by staff was a preliminary list that included all City Facilities projects regardless of fund source. The list reflects anticipated repairs needs, but needs flexibility to address significant deferred maintenance across the

inventory of City buildings. This previous list did not include contingency or financing cost of GO Bond projects.

The goal of the FIRM is to provide a stable capital fund for the maintenance and repair of City Facilities to provide capital investment in a range of projects both planned as well as to support unexpected failures. Already in 2020, staff has developed a project with FIRM funding for installation of a HVAC re-heat equipment in TPAC to better control humidity levels in the basement event space. The estimated cost of this work is approximately \$200,000 and will be completed this summer.

The current CIB for the FIRM will fund work in four primary programs for building maintenance and repairs as shown in the following table:

FIRM Program	2021	2022	2023	3 YR -CIB Total
Fire Station Repairs and Renovations	\$590,000	\$769,000	\$950,000	\$2,309,000
Building Envelopes (Roof, Structural, and Exterior Repairs)	\$349,800	\$132,150	\$140,000	\$ 621,950
MEP Repairs & Replacement (Mechanical, Electrical, and Plumbing)	\$360,400	\$374,425	\$420,000	\$1,154,825
General Repairs (Elevators, Interior Work, and Life Safety Systems)	\$349,800	\$374,425	\$140,000	\$864,225
Totals	\$1,650,000	\$1,650,000	\$1,650,000	\$4,950,000

Neighborhoods

Sidewalks – Same \$\$\$. As per plan, \$100,000 is reserved for neighborhoods and others to propose as special projects

Neighborhood Infrastructure Program - Migrates into mainstream CIP – See Sidewalks, Streets, Infrastructure and Complete Streets (full discussion at end of document)

Sidewalks	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
NIP	0	0	0	0	0
Total	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000

Staff Response:

Staff requests that the SORT program remain in the CIP at the current funding levels in support of the Governing Body’s adopted budget priority for “continuing a commitment to developing neighborhoods”. The SORT Funds have been a core funding source of the program combined with Community Development Block Grant (CDBG) funds to improve neighborhood health. The Planning & Development Department provided an overview of how SORT funds have led to increases in Neighborhood Health scores. The CIP Supplement #3 included an overview of the program (page 1) along with the health score information in Attachment A. It concluded that from 2003-2017 “intensive care” Census block groups that had SORT target areas were reduced from 12 to 5, or almost 60%. Overall, 20 out of 24 block groups saw increased health score or stayed the same (83%). These outcomes came in the face of significant slippage in CDBG funds caused by HUD over this time.

The SORT health score analysis reinforces the power this program can have in our most challenged areas. Reducing the overall budget for neighborhood infrastructure and separating the CIP line items up into smaller bites for more neighborhoods would be a step backwards for the City’s neighborhoods with the most entrenched

conditions. It is a huge pivot and one that we know has not worked to move the needle. The ineffectiveness of dividing up the “neighborhood pie” into smaller amounts led to the creation of the neighborhood planning, health, and SORT programs in the late 1990s and early 2000s. We have learned that concentrating infrastructure, housing, and quality of life resources into “target” areas through the careful planning and partnering with stakeholders can stabilize and anchor a vulnerable portion of the neighborhood for years.

But our work is anything but done in “at risk”, “intensive care”, and “outpatient” areas. Continuous care cycles and a triage approach are still needed due to the need exceeding resources. Much like other city infrastructure, these areas benefit from ongoing and planned improvement. The City is still trying to address the cost of deferred street maintenance when a strategic treatment program for roads in the 90s and 2000s was not developed. Without the strategic program, the concern is that our neediest neighborhoods would also suffer similar consequences

The 2021 budget will also be used for projects identified from the current neighborhood planning efforts in East Topeka North and is already committed.

Public Safety

TPD Firearm Range Baffle – Same \$\$though have been advised the baffle is not needed.

Fire Fleet – Push forward 1 year. Remove \$850,725 for HazMat vehicle in 2024. Adjust cost of TPD Firearm Range out of Fire Fleet in 2024

Fleet Replacement – Left at \$1,000,000 per year. Possibly reconsider due to analysis of Fleet Replacement Schedule

TPD Baffle				\$980,000	
Fire Fleet	0	\$1,640,000	\$850,000	\$685,000	\$2,662,500
Fleet Repl	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Total	\$1,000,000	\$2,640,000	\$1,850,000	\$2,665,000	\$3,662,500

Staff Response:

The Police Chief has agreed to remove the TPD Firearm Range Baffle from the capital plan.

The Fire Chief has agreed to delay the HazMat vehicle by one year, it is now in year 2024.

Fleet program discussed in Section 1 - Question 2 of this document. The GO Bond funded fleet is currently funded at \$1 million. The additional \$500,000 is if cash if available.

Street

New First Line – Neighborhood Streets – Add \$500,000/year for Neighborhood submission commitments – Can be match money for grants or direct, preferably only 1-3 projects per year.

Staff would support adding additional funding for a neighborhood street program, but requests the Neighborhood Infrastructure funding remain at proposed budget.

Citywide Infrastructure – Same \$\$ – Neighborhoods and citizens citywide would be welcome to submit suggestions.

Staff uses this program to provide matching funds for grants or Fix Our Streets Projects to add improvements that are not permitted sales tax fund expenditures. Neighborhood and citizen suggestions typically include the addition of sidewalks, bikeways, and green infrastructure (landscaping and street trees).

Complete Streets – Same \$\$ – Neighborhoods and citizens citywide would be welcome to submit suggestions:

Staff uses this program to implement complete street elements as matching funds for grants or Fix Our Streets. Work typically includes improved pedestrian crossing facilities, bike facilities, or other items needed to meet the complete street design guidelines.

Staff requests these two programs remain as proposed in the CIP. Funding in these program is combined with Fix Our Streets Sales Tax projects to add infrastructure or address smaller localized infrastructure projects.

NW Tyler, Lyman to Beverly – Roll back \$703,181, perhaps more, from 2022. Project description says go to 3 lanes with turn lanes at Lyman. Leave at 2 lanes, to be redone via Fix Our Streets. Add storm sewer and curb and gutter as needed, add sidewalks, add turn lanes only if traffic volumes indicate need.

Please see Section 1 – Question 1 discussion.

Huntoon, Executive to Urish – Reconsider extent of improvements proposed, even if grants are available.

As proposed, design would not start until 2024 with construction starting in year 6 (2026). The description for the project states ‘...improvements will likely consist of a 3-lane section.... Final configuration will be determined early in the design phase’. As with NW Tyler, once we begin the design process and review current and anticipated future conditions, a final configuration will be determined. Budgeting for a 3-lane section is appropriate at this time. If final design shows a two lane with turn lanes at intersections, the cost can be adjusted downward if appropriate.

Urish, 21st to 29th – Probably too late to renegotiate this one. The \$6,950,025 for building this does not appear in the 6-10 year plan in either GO or Countywide Sales Tax and the numbers on the spreadsheet and the project page don’t match. Which is correct? What year is the \$7M needed?

This was inadvertently left off the 6 to 10 year list. Construction funding is needed in 2026. Project is planned for design in 2024, ROW acquisition and utility relocation in 2025 and reconstruction in 2026. Construction and other associated costs are estimated at \$6,950,025 and are GO Bonds.

NW Tyler, Beverly to Paramore – Reduce by \$500,000 from 2025, perhaps more. Stay with 2 lanes through Fix Our Streets, add curb and gutter and storm sewers where needed, sidewalks, and turn lanes only if traffic volumes indicate need. Sidewalks need to go all the way to Laurent if funds are available.

Please see Section 1 – Question 1 discussion.

Fairlawn, 23rd to 28th – Left in...but.... Confusion between the texts on the project pages and the spreadsheets. Now that 28th-29th has been completed, is there still a feeling that a turn lane and stoplight are needed?

The project limits on Fairlawn were reduced in the proposed 2021-2030 CIP as improvements between 28th and 29th were completed with Wheatfield Village. The reason for the change is stated in the project description. Project involves widening Fairlawn approaching SW 25th Street. Widening is needed to accommodate a dedicated left turn lane at SW 25th along with new traffic signals at this location. PW and Utilities are working together as there are significant storm upgrades needed along this corridor.

Gage, 37th-45th – Deleted. This project is being done in 2020.

Project is planned for completion in 2020 but it is possible that some construction may extend into early 2021. Bonds are sold once final project costs are known – which will be in 2021. Funding needs to remain as shown.

Chart below is Councilwoman Hiller’s recommended changes:

Neighborhood Streets	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Medians	\$80,000		\$300,000	\$300,000	
Infrastructure	\$200,000	\$200,000	\$200,000	\$250,000	\$250,000
Complete Streets	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
SW 10 th /Fairlawn	\$1,557,000				
SW Wanamaker	\$500,000	\$500,000			
NW Tyler/Lyman	\$165,600	\$1,128,332			
SW 10 th /Wanamaker				\$155,250	\$50,000
Downtown			\$50,000	\$50,000	
Huntoon/Executive				\$350,000	\$258,750
Urish			\$50,000	\$450,000	\$350,000
NW Tyler/Paramore				\$103,500	\$492,901
So. Topeka					\$51,750
SW Fairlawn			\$103,500	\$103,500	\$672,750
SW Gage					
Total	\$3,102,600	\$2,428,332	\$1,303,500	\$2,362,250	\$2,726,151

Traffic

No change – Appreciate 2021 Cash for Traffic Signals. Still would prefer to move all to cash...in time.

Total	\$302,800	\$1,187,800	\$1,105,000	\$1,105,000	\$1,105,000
TOTAL	\$5,905,400	\$7,756,132	\$5,712,567	\$7,632,250	\$8,993,651

TOTAL Borrowing limit is \$45,000 for 5 years. Total above is \$36,000,000. SO.... \$9,000,000 is available for Polk Quincy Viaduct (of \$20,000,000 needed), moving the LEC, River-related or other projects that may develop. There is confidence we should be able to raise more than half of what we need for Polk Quincy through grants. This will allow us to guarantee full funding...have it budgeted...and be prepared for growth as well.

Combined List

From combined line items.... Council needs to see an itemized first year minimum (prefer 3 years) in all grouped items, 5 years for Fire Fleet. If staff is not certain 1 year in advance of major projects, the project budget should be pushed to the next year.

Fire Vehicle Listed Below

Apparatus - Engine (1436)	2021	\$820,000	Replacement of Fire Engine currently at Station 10	2011 Rosenbauer Metro Star
Apparatus - Engine (1439)	2021	\$820,000	Replacement of Fire Engine currently at Station 11	2011 Rosenbauer Metro Star
Apparatus - Engine (1437)	2022	\$850,000	Replacement of Fire Engine currently at Station 9	2011 Rosenbauer Metro Star
Hazmat Vehicle (1136)	2023	\$850,725	Replacement of the department's HazMat truck.	
Apparatus - Aerial (1501)	2023	\$1,665,000	Replacement of Aerial Fire Engine currently at Station	2011 Rosenbauer Gladiator
Apparatus - Engine (1438)	2024	\$850,000	Replacement of Fire Engine currently at Station 3	2011 Rosenbauer Metro Star
Apparatus - Truck (1440)	2024	\$906,250	Replacement of Fire Truck currently at Station 3	2011 Crimson F800F
Apparatus - Truck (1441)	2024	\$906,250	Replacement of Fire Truck currently at Station 9	2011 Crimson F800F
Apparatus - Engine (1435)	2025	\$933,500	Replacement of Fire Engine currently at Station 6	2011 Rosenbauer Metro Star
Apparatus - Engine (1445)	2025	\$933,500	Replacement of Fire Engine currently at Station 12	2014 Rosenbauer Commander