

Supplement Five

CM Hiller:

Is the 2020 4th Quarter Report still coming?

Per Jessica Lamendola: We expect to release the report April 14.

What is the expected timing of the need for funds for Polk Quincy?

Per Mark Scheiner: Envisioned is some of it will be over the next few years as we start working on property acquisition and side streets design and construction. It may only be around \$2 million or less in the next year or so. KDOT and the City Manager are working on a joint agreement.

How are we doing with the Parking Fund? At this point, how is it expected to do the next 3 years?

Per Hannah Uhrig: Current expectations forecast that FY2021 revenues are under budget by approximately \$600k.

- Parking experienced 45% (\$230k) decreases in January/February 2021 over the 2019 actuals and are forecasting to have a year over year decline of 18% by December. We are using 2019 as the base year because of the COVID-19 anomalies in 2020.
- The 2021 yearend forecast is inclusive of \$1 million in capital outlay to address issues that were identified in the condition assessment for the higher risk garages
- The Parking Department has capital project work planned in the garages.

Is the SW 25th mill and overlay project that a constituent has been told might be done soon in the queue now for 2021 or 2022?

Per Mark: The SW 25th – Urish eastward until at least Kingsrow is on the list to present to the Infrastructure Committee as a 2022 targeted project.

Can we itemize today what staff has in mind for 2022 for each of the non-itemized funds (i.e. FIRM, alleys, curb and gutter)? If so, please do.

The Infrastructure Committee will review the locations for public works projects in the program areas in the winter leading up to the construction season. The departments responsible for the various programs mentioned below provided the lists below for potential projects in 2022. We do not currently have a list for alleys or curb and gutter.

FIRM from Hannah: The FIRM program is currently in the planning stage working on condition assessments to ensure that key repairs are prioritized while also looking for scalable projects to ensure we are optimizing the FIRM funds. Once the planning stage is to a point where individual projects are being identified and prioritized a project list and timing will be shared with the Public Works Infrastructure Committee.

Sidewalks from Bill Fiander (Sidewalk Repair Program, 241073.00):

2022 – Downtown and California

2023 – Historic Holliday Park/Tennessee Town

2024 – Central Highland Park/Oakland

2025 – Hi Crest East/ East Topeka South

Streets from Mark: Priority projects for consideration – 2022 Sales Tax:

This is an internal draft list that is subject to review and consideration in Fall 2021 by the Infrastructure Committee. This list may change.

First phase of Hi-Crest neighborhood (mill and overlay (m/o), limited full-depth patching, C&G, ADA ramps)

- Design for Central Highland Park neighborhood (m/o, limited full-depth patching, C&G, ADA ramps)
- SW 25th – Urish eastward until at least Kingsrow
- Other streets in this same general area (just east of Urish (between 21st and 29th)
- Subdivisions just east of Indian Hills (between 21st and 29th)
- SW Moundview (south of 45th)
- Sections of SW 45th (within the city limits) that have failed (around Moundview Drive)
- Road between Knollwood and 28th – look at in-house 2021 design (if available) with reconstruction in 2022. This is a private street but the City Attorney and City Manager have determined that public funds can be spent to repair and that we need to repair. Street ops will do patching in the spring of 2021. We are to reconstruct in 2022. The reconstruction will NOT include curb – but basically 14” removal? Gut is 6” of AB-3 with 8” of asphalt. Lots of damage along west edge currently.
- SW Huntoon – west of Gage (3926 – 3958 SW Huntoon – per SCF)
- SW Jackson – 8th to 10th (conjunction with Braxton water main replacement due to high break history). PCI from 2019 - 30s/40s for these 2 blocks. (Possible Road diet?)
- SE Carnahan – I-70 south to 21st Street. Envision reconstructing in current configuration. (Complaints)
- SW 6th & MacVicar (south leg of intersection)
- SW 6th Ave. (Oakley to Hardee’s entrance east of MacVicar) – concrete joint/panel repair. Also curb/gutter on south side @ Wayne intersection
- SW 8th – Jefferson to Topeka Blvd.
- SE Tefft St. 5th to 3rd m/o with reverse crown \$100k
- SE California @ I-70 (concrete panel replacement w/median work)
- SW 9th & Fillmore area m/o over original brick pavement (if not in 2021)-Push into 2022, possible overlay pop but brick delaminating. (not suggested plus too many utility patches, existing asphalt too thin to pop off)
- Gary Ormsby Dr. east of Topeka Blvd. 1.3 miles m/o with limited full-depth patching
- SW Urish 21st to 29th m/o with limited full-depth patching
- SW 10th to Gerald Lane, m/o with limited full-depth patching

Please advise when the lineups were decided for 2021.

The 2021 alley repair program (Infrastructure Committee Oct. 27, 2020) includes:

841075.01	NOTO Alley #1 (Between Kansas-Quincy, St. John-Paramore)	Alley reconstruction (gravel to concrete)
841075.02	NOTO Alley #2 (Between Jackson-Kansas, Norris-Laurent)	Concrete alley reconstruction
841075.03	NOTO Alley #3 (Between Jackson-Kansas, Laurent-Gordon)	Concrete alley reconstruction

Alley 2021 SORT program (Infrastructure Committee Oct. 27, 2020):

- Primary Target Areas as defined by Neighborhood Master Plan in Central Park:
- Between Clay and Central Park-N to S
- Clay and Central Park-E to W
- Central Park to Fillmore- N to S
- Fillmore to Western-N to S between 17th and Douthitt
- Wester and Polk-15th to 16th

Sidewalk Repair Program schedule (Infrastructure Committee Jan. 25, 2021):

- North Topeka West 2021-2022
- Downtown 2021-2022
- Historic Holliday Park 2022-2023
- Tennessee Town 2022-2023
- Central Highland Park 2023-2024
- Oakland 2023-2024
- Highland Crest 2024-2025
- East Topeka South 2024-2025
- Gage Boulevard 2016-2025
- SW 10th St 2016-2025
- SW 17th St 2016-2025
- Jardine MS/ES 2016-2025

Recent SeeClickFix comments have advised citizens requesting curb repairs that the fund is backlogged at least 4 years and that the money from ½ Cent Sales Tax is being used in conjunction with mill and overlay projects. Is this true? If not quite, how much is being budgeted for non-mill and overlay-related?

The City has focused more on using this funding to complete curb and gutter repairs in conjunction with mill and overlay projects. The finished product when both curb and gutter and new street mill/overlay are completed at the same time results in a better end product. However, curb and gutter projects continue to be completed in other locations. Previously, curb and gutter repairs were completed on a first requested basis, however this lead to many inefficiencies for contractors and higher costs for the City. Instead, the City is now focusing in specific areas of town when we have a concentration of required curb repairs, we will focus in that area and repair as many as possible regardless of submission date. The City receives better pricing and we are able to make a bigger impact in the neighborhood.

As per Mark Schreiner: SeeClickFix has about 450 requests, and there is a 4-year delay on fixing some of those unless they fall into a geographic project area where work is being done.

The City ½ cent sales tax, Fix Our Streets Sales Tax Fund, is used for curb and gutter repair as part of the “Curb and Gutter Replacement” program, item 841078.00. Non-itemized projects for mill and overlay come from the “Pavement Management Rehabilitation and Reconstruction Program,” item 841079.00. The fund has \$500,000 in 2022 for alley repair, project 841080.00, \$2,000,000 for preventative maintenance, project 841081.00, and \$400,000 for sidewalks, projects 241072.00 and 241073.00.

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Text with the revised CIP proposal says that staff would be planting \$50K per year in trees. Is this true? How many trees would this be? (Project 601126.00)

From Travis Tenbrink: The tree program is part of the City-wide Infrastructure Program 2022, project 601126.00. An example is the 2018 Fairlawn (6th St – 17th St) project that planted 115 trees for about \$55,000.

COVID/Federal-related.....

1. We are now expected to have some funds left over from COVID funds we got from the County. How much?

As previously discussed, once the public health emergency is over, staff will work with the Governing Body to ensure that priorities are addressed with any remaining funds. The City is still completing initial purchases to respond to the unique challenges presented by COVID19.

2. How much, and for what, are we expecting to get from the new rounds of federal COVID funds?

American Rescue Plan

Summary:

The ARP included \$350 billion for state and local governments.

- The City of Topeka is expected to be eligible for up to **\$47,010,000**, based on the funding allocation formula that was included in the bill.
- The guidance received from the GFOA is that the disbursement will be made in two tranches, the first within 60 days of enactment and the balance within a year.
- Funds have to be used by 12/31/2024
- It **can't** be used pensions or to directly/indirectly offset tax reductions or delay a tax/tax increase
- The guidance we have received is that since the City is a CDBG eligible community, COT will receive the funding directly from the Federal Government.

Eligible and Ineligible Uses:

Eligible use of the funding is broader than CRF funding. Specifically, eligible uses include:

- Revenue replacement for the provision of government services to the extent the reduction in revenue due the COVID-19 public health emergency relative to revenues collected in the most recent fiscal year prior to the emergency,
- Premium pay for essential workers
- Assistance to small businesses, households, and hard-hit industries, and economic recovery,
- Investments in water, sewer and broadband infrastructure. (As I currently understand this provision, the investments do not need to be directly related to COVID19)

The bill contains two restrictions on eligible uses:

- Funds **cannot** be used to directly or indirectly offset tax reductions or delay a tax/tax increase;
- Funds **cannot** be deposited into any pension fund.

The bill also included many other items to help support unemployment, transportation, education, low income water/sewer assistance, direct stimulus. Here is a [link](#) to a document that the GFOA developed that summarizes the bill by section.

Seeking Clarification or Additional Guidance in Some of the Key Areas Below:

1. Waiting for additional guidance from the Department of Treasury on the certification of need process.
 - a. For funding requests due to negative economic impact, what types of data will be eligible to prove the connection.
 2. Revenue Replacement – We believe it will be based on our 2019 vs 2020 actuals and the General Fund. We are seeking additional guidance on whether that will include additional funds.
 3. Water, Sewer, Broadband – Is there any requirement for stage of work to be in to be eligible for funding? (Some federal programs may have previously not allowed usage if the project had already begun.)
3. What kind of funds (for what) and how much is it looking like we might be able to get from newly proposed Biden administration Infrastructure funds?

We will be reviewing the infrastructure bill now that it is available. However, we are currently unaware of a specific amount awarded to the City of the Topeka.