

**SPECIAL ROLLA CITY COUNCIL WORKSHOP MEETING MINUTES**  
**Monday, Feb. 8, 2010**  
**ROLLA CITY HALL COUNCIL CHAMBERS**  
**901 NORTH ELM STREET**  
**5:30 p.m.**

**Presiding:** Mayor William S. Jenks, III

**Council Members in Attendance:** Monty Jordan, Stan Spadoni, Susan Eudaly, Lou Magdits, Jim Williams, Don Brown and Don Morris

**Council Members Absent:** Gary W. Hicks, Donald Barklage, Donna Hawley, Ken Boeker, Mark Walburg

**Department Directors in Attendance:** Public Works Director Steve Hargis

**Other City Officials in Attendance:** Communications Coordinator Scott Grahl

**Others in Attendance:** Tom Stehn, Missouri Department of Transportation, South Central District Engineer, District 9 and Carl Ramey, Vice President, Stifel Nicolaus

**I. Welcome/Overview:** Mayor Jenks began by welcoming everyone in attendance and gave a brief overview of the agenda topics before turning the meeting over to City Administrator John Butz at 5:30pm.

**II. Primary Goal of Rolla West:** John Butz spoke to the Council about the primary goal of Rolla West being to expand the economic base of Rolla by providing a plan and the infrastructure for a large mixed-use development area along I-44. John indicated the Rolla economy has stagnated primarily due to systemic economic issues at both the State and Federal levels, but also due to regional competition – particularly in retail sales. He recited the 2007 Retail Market Study that identified “leakage” (defined as regional dollars not spent locally) of \$250,000,000 and a potential gap of retail/commercial space by as much as 1,000,000-square-feet.

**III. Long-Term Strategy for Rolla West:** John Butz said the long-term strategy for the Rolla West project includes the following components:

- ◆ Completion of the 5<sup>th</sup> highway interchange to provide the needed circulation to develop the Rolla West corridor. He said this project would be the primary responsibility of both the City and the Missouri Department of Transportation (MoDOT).
- ◆ Internal infrastructure to support development (i.e., water, sewer, electric and secondary roads). He said this project would be the responsibility of the City and prospective developers.
- ◆ Completion of Hwy. 63 Relief Route (I-44 to Hwy. CC). He said the primary responsibility of this project will be MoDOT.

**IV. Status of 5<sup>th</sup> Interchange:**

John Butz gave an overview of the status of the 5<sup>th</sup> Interchange and then introduced Tom Stehn, District 9 Engineer, MoDOT. Mr. Stehn discussed the status of a joint funding, cost share application for the 5<sup>th</sup> interchange including cost estimating and preliminary design, the Hwy. 63 Corridor Environmental Impact Study (E.I.S.), and statewide funding issues. Mr. Stehn indicated the Highway Commission sets aside \$30 million each year for cost-share projects, and that all of that total, except \$5 million for specific economic development projects, was committed through the 2014.

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### **IV. Status of 5<sup>th</sup> Interchange (continued):**

Mr. Stehn indicated revenues are down statewide and Federal funding is down as well. He said there are a lot of unanswered questions regarding state and federal funding this year, and that MoDOT will need to focus on maintenance of their existing system rather than pursuing new construction projects unless funding sources improve. He said MoDOT is working on an Access Justification Report (AJR) regarding the new access to I-44 for both the Kingshighway interchange improvements and the 5<sup>th</sup> interchange. He said the AJR was submitted to the Federal Highway Commission for review with hopeful approval by April 1. He said MoDOT is also working on cost estimating for the 5<sup>th</sup> Interchange, which could involve a cost-share application of \$6 million from MoDOT and \$6 million from the City. He indicated accurate estimates are vital to such jointly funded projects as the City would be responsible for any costs over the State approved allocation. He said the Environmental Impact Statement (E.I.S.) for the 5<sup>th</sup> Interchange was submitted to the FHC, and could be approved by Sept. 1.

Mr. Stehn also said 2015 cost-share funds are still available but are becoming more competitive as other cities apply to the program. He said reauthorization beyond 2015 for the funds is uncertain at this time. Mr. Stehn reported that MoDOT recently completed a satisfaction survey and needs assessment, and the #1 issue is that folks want MoDOT to take care of the existing highway system – the basics.

Regarding the Hwy. 63 project from Jeff City to Rolla (estimated to cost \$500,000,000), Tom said MoDOT is currently focusing on Phase V of the project, which is the widening of Hwy. 63 to four lanes from Rolla to the Maries County line. He said MoDOT is currently in the design phase of the four-lane project. He said there is a possibility that a Stimulus II could provide additional funding for this project but that is very uncertain.

John Butz said MoDOT is providing \$150,000 worth of design services with the E.I.S., cost estimation, etc. for the 5<sup>th</sup> Interchange project that was originally a cost that was to be incurred by the City. John said the City appreciates everything MoDOT is doing to support this effort.

### **V. Status of 4<sup>th</sup> Interchange:**

Mr. Stehn gave an overview of the planned improvements for the 4<sup>th</sup> (Kingshighway) Interchange, which will include the construction of two single-lane roundabouts on both sides of the I-44 overpass (expandable to two-lane roundabouts). He said the estimated cost for the 4<sup>th</sup> Interchange is \$2.1 million, and that MoDOT funding for this is planned for 2013. He said the Meramec Regional Planning Commission (MRPC) also has agreed to support the 4<sup>th</sup> Interchange project as well. He said the project will be placed on the State Transportation Improvement Plan (STIP) by MoDOT, and that the Highway Commission should take action on the STIP in July 2010.

Tom said there is currently a deficit in the Highway Trust Fund, and that he is hopeful that with a possible Federal Stimulus II there will be more money available to fund the 4<sup>th</sup> Interchange project. He said MoDOT will also be relocating the traffic lights/signal from Fairgrounds Road east to the new Bryant Drive Extension where McDonalds is located by September 2010. He said MoDOT is responsible for the cost of this relocation. In exchange for the MoDOT improvements the City would take ownership and maintenance of Kingshighway upon completion of the project.

John Butz said the right-of-way agreements with McDonalds, Fairground Chevrolet, Missouri S&T, and MoDOT are in final review. The agreements will need Council consideration in March.

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### **VI. Status of Bryant Drive Improvements:**

John Butz gave an overview of the status of the Bryant Drive/Kingshighway intersection improvements. He said that McDonalds would begin construction of a new restaurant at that intersection most likely by late summer providing the City and MoDOT more time for the relocation of the traffic signals. John said the total cost of the construction of the Bryant Drive Extension to Fairgrounds Road is estimated at just under \$500,000, which will be paid with funds from the City's Capital Improvement Sales Tax. John said the acquisition of right-of-way to widen Bryant Drive is underway, and that it will be necessary to relocate the signage for Webster University and American Realty, Inc. properties (Pizza Inn) for the road expansion.

### **VII. Status of Ridgeview Road Extension (Walker Street west):**

John Butz gave an overview of the Ridgeview Road Extension project, and said HNTB is currently under contract with the City to design and coordinate the construction of a bridge over the railroad tracks. John said the preliminary design for the roadway construction was completed in-house and that final design is pending. He said funding for the Ridgeview Road Extension project is undetermined, but that funding options include a Community Improvement District (CID), Transportation Development District (TDD), and Economic Development Sales Tax.

### **VII. Key Funding Issues:**

John introduced Carl Ramey, Vice President, Stifel Nicolaus, who provided an overview of funding options the Council could consider for the various phases of the Rolla West projects. He said \$5,915,000 would be needed to fund Phase III; \$340,000 for Phase IV and \$5,500,000 for Phase V, (5<sup>th</sup> Interchange), for a total of \$11,755,000. He said the CID, TDD, and Economic Development Sales Tax were all options for possible sources of revenue to support these improvements.

He said while the CID and TDD are viable options, an economic development sales tax would provide a much larger pool of revenue, offers better flexibility, an efficient means for collection, and no additional built-in costs. He said a ½-cent Economic Development sales tax that could sunset after 15 years would generate more than sufficient revenue to fund the Rolla West project (would require voter approval).

Mr. Ramey indicated if the City decided to use a CID, it would take about 9 months to implement. A TDD would take more than a year. He said a TDD is more difficult to form than a CID. He also said an advantage to creating a CID or TDD is that it only requires a vote of the property owners affected as they are imposing a surcharge tax on themselves.

Several ideas and comments were offered from Council regarding the various funding options. Council members asked how best to proceed with a joint application for funding. Mr. Stehn replied that the City could submit an application to MoDOT contingent on whatever funding mechanism the City prefers. Tom said by knowing ahead of time what funding approach the City is interested in, it may make a difference in MoDOT's funding application to the Highway Commission.

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**VII. Key Funding Issues (continued):**

John Butz reminded Council that no action was needed immediately but encouraged City Council to consider the information and provide feedback. He indicated the issue would likely surface by May or June to finalize Council interest in the cost-share program.

**VIII. DNR/EPA Regulations – Peak flow and Sewer Treatment:**

Steve Hargis, Director of Public Works, gave the Council an update on the City's wastewater and stormwater systems and related issues. He reviewed the City's three wastewater treatment plants (Southeast, Southwest and Vichy Road Treatment Plants), and the recent upgrades made to the plants. He said the City is required to operate separate systems for wastewater and stormwater.

Steve said a new interpretation of the Clean Water Act, the EPA is forcing Missouri DNR to require full primary and secondary treatment of "peak flow" – Inflow and Infiltration ("I & I) from the treatment plants in 55 Missouri communities. He said the change in regulations comes on the heel of the 2005 \$5 million upgrade to the Southeast Treatment Plant where DNR approved (and financed) the City's primary treatment program. He said solutions to the new mandate are not cheap or obvious, but that he is working on a strategy for addressing compliance over the next 10 years.

Steve said the main concern or issue regarding Rolla's compliance with the new mandates by EPA is the issue of Stormwater Clarifiers in regards to wet weather and dry weather flow. Steve said the Southeast and Vichy Road Treatment Plants have clarifiers that have leaks, but that the Southwest Treatment Plant was not designed with stormwater clarifiers.

Steve said that new mandates by EPA began on Dec. 19, 2005 when the EPA held a Wet Weather press conference to announce the intention of the EPA to eliminate wet weather by-passes nation-wide. In January 2008 Steve said the EPA conducted an extensive weeklong inspection of the Rolla Wastewater Sewer Collection and Treatment Facilities. In January 2009 the EPA conducted their second inspection of Rolla's Wastewater Sewer Collection and Treatment Facilities. The DNR informed the City of Rolla that the Missouri State Operating Permit renewal dates for the City of Rolla's wastewater sewer collection and treatment facilities are as following:

Nov. 16, 2011	Southeast Treatment Plant
Dec. 22, 2010	Southwestt Treatment Plant
Aug. 24, 2011	Vichy Road Treatment Plant

**IX. DNR Compliance Agreement:**

Steve Hargis said the DNR is offering the City of Rolla the opportunity to enter into a compliance agreement concerning the new EPA mandates that will need to be signed by the end of March 2010 if the City chooses to enter into the agreement. Steve said the agreement would stipulate that within 365 days the City would be required to submit a By-Pass Elimination Plan to include the following:

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**IX. DNR Compliance Agreement (continued):**

- ◆ An evaluation of the existing plan
- ◆ A list of options evaluated to reduce peak flows and associated costs
- ◆ Action plan to be taken
- ◆ Public information campaign and notification plan
- ◆ Identify potential time delays
- ◆ A list and schedule for improvements to reduce peak flows to the wastewater treatment facilities such as that by-passes are eliminated to the extent practicable

Steve also recommended to City Council that the City hire a consultant to help the City with the key issues regarding stormwater management, costs, compliance/rules, disinfection requirements, etc. Steve said the costs associated with complying with the new EPA mandates would likely result in higher sewer fees for residents, and that a rate increase will be necessary. He said that Rolla residents currently pay \$10.50 for their monthly sewer fees, and that most Missouri cities have an average monthly sewer fee of \$15-plus. He said Rolla currently has one of the lowest sewer fees in the state. He also said the one thing the City does not want to be is in violation of the Clean Water Act. Mayor Bill Jenks echoed Steve's remarks and said the City would be much better off if Council signs the compliance agreement with the DNR in March, 2010. Steve said it is a one-time opportunity offered by DNR.

Steve said it is important that the City get the message/information out to the public now regarding the situation we are in, what we plan to do about it, and where we intend to be in 5 to 10 years regarding wastewater and stormwater compliance standards.

Steve ended his PowerPoint presentation with an overview of the City's involvement with the Missouri Water Utilities Partnership (MoWUP) that involves the Missouri Department of Natural Resources (DNR), Environmental Protection Agency (EPA), Missouri University of Science and Technology, Siemens and 10 other Missouri communities. He said the partnership focuses on ways to get communities to reduce electric consumption by 25%. He said this could be achieved by investing in a grade energy audit, which will reveal ways communities can save money on the cost of energy.

**IX. Adjournment**

Having no further business, the meeting adjourned at approximately 8:10 p.m.

Minutes respectfully submitted by Scott Grahl, Communications Coordinator.

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CITY CLERK

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MAYOR

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