

Shippensburg Borough Authority Emergency Meeting

The Shippensburg Borough Authority will hold an emergency meeting on Tuesday, September 18, 2018, beginning at 6PM at the Shippensburg Public Library, in the Reference Room, located at 73 West King St., Shippensburg PA.

Nicole Bard
Assistant Secretary

Posted 9/14/18

Shippensburg Borough Authority Minutes
Budget Meeting Workshop
September 18, 2018
6:00 pm

Present:

Michael Pimental (MP)	Steve Brenize (SB)	Troy Pomeroy (TP)	Kerri Burrows (KB)
Evaggelos Tsambiras (ET)	John Epley (JE)	Forest Myers (FM)	Peggy Miller (PM)
Dennis Hammaker (DH)	Kevin Plasterer (KP)	Duane Mowery (DM)	

Absent: none

1. Introduction of New Water Foreman- Duane Mowery

(DM) I am Duane Mowery, born in Newburg. I have lived there all my life with the exception of about eight and a half years that I worked for Philadelphia Electric Company and worked at Peach Bottom and Limerick Nuclear Stations. Did all manner of water treatment there from a nuclear boiler water treatment to RAD waste to drinking water and sewage? Um, I have a degree in chemistry for what that's worth and I have owned my own, well co-owner of my own company for the last 20 years, uh, did contract operations in the early 1990's for a couple of years at a small water and sewage treatment facilities, have it for certifications in water treatment, wastewater treatment, and I'm a sewage enforcement officer for what that does for us. So I have a pretty broad and I understand Peggy has a broad background as well and in all sorts of water and waste water treatment.

(PM) I used to be an SEO also.

(DM) Okay. Very good, in what municipality?

(PM) I was in York County, I was in the Fairview Township and I visited a couple in Adams County

(DM) Okay. Working yourself or for the company?

(PM) I was employed by HRG.

(DM) Okay. So any questions for me? I have three children and I am to be a grandfather for the first time in January. That's what's exciting in my life.

(MP) So do you know everybody around the table?

(DM) I think I do. I met Kerri. I met Steve. I know everybody else, Dennis introduced himself.

(MP) So let's say. Hey Troy, how long have you been on board now?

(TP) I'm starting my second, so six years.

(MP) Six years. So you know Troy, six years. Steve?

(SB) I'm wrapping up my fifth

(MP) Fifth year. Okay.

(ET) I'm doing my third year.

(MP) Kerri?

(KB) It would mean I've been here for four.

(MP) So I'm in seven. Peggy has been with us?

(PM) A little more than two years.

(MP) Dennis, How long have you been?

(DH) What have you been since the beginning of 2016? But I've been doing Shippensburg work. I was actually on the committee of like three or four with two folks that I interviewed for this position in 2010.

(MP) Oh really?

(DH) So, and I've been doing work alongside our previous engineer since, since the very beginning. So I've been doing Shippensburg work since 2011.

(MP) Okay. Wow. I didn't know that. And you know Mr. Myers.

work or something like that and the sidewalks, but there's no, there's no taking the road down, a foot and a half and rebuilding it from scratch. This is purely two inches of asphalt coming up, two inches of new asphalt going down. But still it's going to be a new surface that nobody wants to put a payment cut through to, you know, if that's possible. So, so about two or three months ago, I guess it was, we got notification that from Penn Dot that they were moving schedule up.

(PM) Well, no, it was actually August of 2017 when we had our field scoping view with Penn Dot, when they handed out the letters and we said, wait a minute, the letters went from 2024 to 2020 and then John Epley was in communication with them and said, here's my letter that says 2024. And then it was approximately January of this year where we finally got a response where they said, oh, that must have been a typo.

(DH) the 2024 was a typo

(PM) So somehow we lost four years of planning and budgeting and so our schedule has become compressed and then, about June of this year we learned again that they were compressing and even more, even sooner than thought. So, which has put us into, oh my gosh, can we even do this in their timeframe and then...

(DH) Back up one a little bit after the letter of last August, the board authorized to do a quick review of the project because there was a lot of numbers being thrown around about how much it would cost to replace the waterline. So we did a fairly quick, drawing and a cost estimate and a schedule to give the board an idea about how much this should cost, about how long it should take for planning purposes. So that, so that we could talk intelligently about what this was going to take.

(PM) This past June we heard that it was going to be bumped up even more and I said to Dennis, could you please confirm the schedule with Penn Dot? And Dennis was able to speak with the utility director of Penn Dot for this area and get him to agree to back it off about six months, which gives us a window of opportunity to actually get the thing done.

(DH) so they're currently proposing a Let date, which is a basically an award in March of 2020 with a notice to proceed to the contractor in May of 2020 and their estimate that work would likely start in the field in June of 2020. So this is a less than two years away that they are going to start, start the work and if there was a decision to be made to do the work to do the project, it would be good for us to be done and out of the way. And so the current schedule, which I passed out and we did some pretty hard looking. It's the second page of what I handed out. Look down towards the bottom the schedule there shows a final completion payment to the contractor June 2020. So that's a start date of October the 10th and everything just kind of flows down from that. There are some assumptions in here. Things like how long the highway occupancy permit will take from Penn Dot and some other things. I think the schedule is comfortable, but it does not have a lot of fluff in it. There is not a lot of contingencies that it's doable the way it is. The interesting thing about this whole thing is this has happened this year with us also doing a much, much smaller North Morris Street replacement, which I classify as the tip of the iceberg of this project. That project is 850 feet of waterline replacement with about 12 services. This project is about 7,000 feet of water line and Morris Street as you know a much less congested traffic wise, much less congested utility wise, road. This, you know, going through the heart of the town. It's just very, very congested. A lot of traffic as you know, you live here and I don't. I'm not telling you anything you didn't know. Congested from a utility standpoint, from what we know, very difficult working conditions. We estimated based upon the GIS mapping that there's about 267 services of some kind to be reconnected to this new main, very challenging. We've had some challenges on North Morris Street it's shown us that a utility replacement project in a state highway is about as challenging project as you can get aside from the major modification of the treatment plan or something like that.

comment that they were surprised at how little pavement there was. You know, you are expecting a main street on a state highway to be, you know, just as much asphalt and this much. And it was like a couple of inches of asphalt and then some sub base and that was it.

(KB) This particular project from Penn Dot has been kicked down the road by them for at least 10 years. We've been on their radar for 10 years to redo it.

(SB) This is Penn Dot's version of Dykeman Road.

(KB) So we were supposed to be on their schedule like say 10 years ago.

(PM) Well Louis started this in 2013 and he had given you all a report of all the fire hydrants and what we need to do on this much line, et Cetera, et cetera. And then it got kicked and then it came up in 2015 and it got kicked and then it came up in 2016, and so it has been kicked. And, I think I agree that it is a lot of money. From my perspective, I'm going to say you got a water line right here in front of us on the north side. That's a 6" line that the library is connected to and when they connected to it, I went "ohh" I hope it holds, I hope it holds.

(DH) in terms of its condition, age and appearance

(PM) you have an 8" line on the other side did it, is a more. It's not as old as the 6" line, the 8" line on the south side; there are places where that 8" line goes to 10" line. There are places where you only have one line in the street. There are places where you have two lines; there are places where you have no lines, what we found on Morris Street and King Street. So, there is a lot of unknown information about what you have and where it can go and how it can go. We have a little stream we have to cross over here. If we do that, we believe the line does not cross the stream. We believe that comes down behind the police station

(TP) Neff Ave

(PM) Yes. We believe it comes down that way. What my point in saying is there is a lot of things we do not know. The one thing I've noticed in my two plus years here is that there has been an historical kicking the can down the road and the kicking the can down the road has led to problems. Problems of all size, magnitude, scope. The opportunity that you have now is to not kick the can. And as I was telling Michael right before we came in here, there are aspects of this project that literally keep me awake at night and it's not putting the line down the street. It's not putting new valves and it's reconnecting 267 laterals that keeps me awake at night, looking at what we're doing to connect 11 houses on Morris Street that has to be managed very carefully and, and how we do that. And can we do that within Penn Dots timeframe knowing what we've encountered up on Morris Street with very old laterals. I guarantee these are all old laterals on here. The thing I was telling Michael is there a little bit of room on Morris Street because there's actually some yards up there where if you have an oops, you can adjust. The only place to adjust here, meter pits and where the curb stops we're going to have to go is sidewalk. So not only do you have a street project, you're going to bugger up the sidewalk for lack of a better word. And how is that going to affect the community? But if you do not do this and say, well, we don't want to touch those laterals sooner or later, and you've probably seen it a thousand times those laterals, you're going to have a problem. We're talking about leaks we've had just on King Street alone to in the last six months where they've had to dig up and people would have had to replace their laterals. It's going to continue to happen. Laterals are going to get older, your mains are going to get older, and the valves at some point are going to be an issue because we're going to have to shut off an isolate the system. So, you know, there are definitely pluses. Let's do the projects. There are definitely cons. It's an awful lot of money and the whole town's going to be a nightmare. And how do we handle reconnecting 267 laterals? There are so many issues that I'm glad I'm sitting here instead of in your spots to make the decision not do you want to kick the can again till the next time Penn Dot does this? Do you want to do some of it? Do you want to do all of it? Do you want to just do the valves and let the laterals alone and let somebody 10 years from now worry about valves. We have all these kinds of things to discuss.

new project since I've been here. It includes replacing all the service lines from the new main to the front of the curb. We're not going and digging up curbing or sidewalks. We're just going to connect; you know, find the service at the front edge of the curb and replace it from there to the main. So everything under the pavement will be new, then the old lines once the new lines are in and the surfaces are reconnected than the old lines are taken out of service. Now we're also replacing like half of the fire hydrants. The fire hydrant drops from the main would be replaced on everyone to the front edge of the curb on the ones where we believed that the hydrants are bad we're proposing that the line be taken all the way to the hydrant. So from the new hydrant all the way to the new main is all new. That will require a little bit of curbing and a little bit of sidewalk replacement.

(PM) So we are not. I take a step back. I thought we were doing here what we were doing on Morris St. We are not taking meters out of the basement.

(MP) What happens when you go to connect to that lateral and it crumbles in your hands?

(DH) it is going to be a challenge?

(PM) What happens when you can't find the lateral?

(ET) Did that happen with Morris Street?

(PM) We had one lateral on Morris Street that I literally was saying my prayers because I really thought when the contractor made that connection it was going to just fall or flow apart and I didn't even know if we could physically make it. It was old galvanized, just old we figured it had to be, well the house is over a hundred years old, so I'm guessing the laterals 75 or 85 years old

(DH) and that's tough.

(PM)It's really tough.

(SB) How complicated do the sidewalks make it in finding the laterals?

(PM) very, very complicated. Let me tell you what scares me about this project with reconnecting that we had on Morris Street. And I told everybody who will listen to them if this is the street. Okay, here's our street and we got the main. This is the main. We got a curb box here. So would you not think that the line, the lateral will come straight out? We have yet to find one on Morris Street that comes straight out. We have found some that come out this way. We have some that come like this. We have some that come like this. We have some and I can't figure out why we haven't seen. We didn't have a lot of rock up there, but where the laterals are, I can't get it. So I'm thinking, boy, what the heck, that's what I said. This just, this keeps me up at night thinking about making these reconnections. And the other thing we do not know is who is connected to what side of the road. And that is, is not necessarily the issue at hand because both lines would be abandoned and connect and tap into the new line. But you've got to find the old line at some point to connect.

(FM)The other issue you are going to have and I know that this authority has had this in downtown Shippensburg many times. Is the situation where you have one lateral service that serves four or five different units. Up there on this side of the Appalachian Brewery, they went in there and I think four different people, four different independent units being served by one lateral, like the vape shop.

(PM)And the people who bought that Appalachian Brewing Company came to us and they said, we want to split all this out. And we said, fine, give us your plan and you spend the money and we'll be happy to set it up for meters. Later when they realized what it would cost, they said no. So what they did and what we allow people to do is when we have the master meter going in and they are allowed to put individual meters so that they can figure out how much each unit uses. And that's, that's neither here nor there. I'm concerned making that reconnection and how do we?

(TP) It should be a little simpler because you can see the main inside, you have eight feet,

(PM) you assume the meters in this corner of the building. It's coming out here. I can tell you one on Morris Street where it's here and it comes out here and goes around the back.

(DH) That's really the impetus is that once they do this, there are two things really, you know they're not going to let you open cut, except for an emergency. Secondly of all to the public, you'd rather not dig up the street in 5 or 10 years, it's in fairly good shape because as soon as you do that, it's going to become a, you know, a roller coaster bump or whatever from then on until they do this again in 25 years. So there's some advantage to having a nice street for your community.

(MP) If we were to get, if it were possible to get the permit to cut the road for some future, SBA board decides we're going to replace that line. We see no re-pavement anywhere coming in the future. We're going to have to cut the road open and replace the line, so then they would have to pay to repave the street. Is that what you're saying?

(DH) You might you know right now in the project we've got temporary paving basically, because we know they're coming up behind us to do that.

(MP) Right?

(SB) Right, you have a higher level restorative. If you do you have to restore it to a higher level in the future

(DH) If they do this in 10 years, they may say and were aren't repaving. They're going to tell you, you not only have to repave your trench, you're going to have to do a full lane of full tear up. Basically what they're doing right now is mill it down and put a whole new surface. So do you have a whole new lane of traffic? Most likely. I mean that would be my guess.

(PM) I have seen Penn Dot do that before depending on the width of your trench, they would come back and say you need to do, you know, foot and a half or three feet overlay on either side. So then basically you've got one lane,

(DH) but on a street like this that's going to be fairly new. They're going to tell you to do a full lane. And we all see that in the streets, but it's better to have a full lane so that when you're traveling down the road, you're not going over seams where there's a patch that's never as good as a full pavement.

(MP) So piggybacking on their project saves this board substantial restoration dollars and it could save some future board the same restoration dollars because we if did it now as opposed to them doing it later. So part of the discussion that we're having here is, it seems to me as if there's a finite amount of resources. And that this project would consume all of our resources and we would be dead in the water for some period of time and I'm not sure that that is correct. So I've sat today a good long while with Nicole and she was kind enough to come by and see if we wanted to further explanation. So here's the question. Question is can we put approximately \$5,000,000 into a fund, if you will, into a line item to pay for this project between now and the end of June 2020 when the last payment would probably be called for. We need to have the total 5 or 5.2 whatever sitting there ready to be paid. Right? So that was the question that I asked Nicole today how we could make this work. So if you look here, we have resources available to us in a total of \$8,310,000 today. So that's totally what's available to us today. That's pulling from water operating, water capital improvement and the water reserve of what exists right now at this moment. Now we've already put \$680,000 into the Penn Dot resurfacing project. You'd see that's 37-00-700-018-001. Penn Dot resurfacing we put 680 in there already to try to get the ball rolling on this thing. So I was using the old numbers. We need somewhere around another 3.5 to 3.8 million stuffed in to there to make this thing work. So we can do that, right? So we take a water reserves, we take half of that, \$800,000 out of water reserves out of operating we typically run a, what I would call it a surplus. Nicole doesn't like that term, but that's the common sense term that I like to use. We have about a \$780,000 operating surplus typically that we transfer to capital improvement. So if we take that 780 and we take 1.8 in total from capital improvement, right? So the water capital Improvement Fund, you see at the bottom here, this is a budgeted 2018. What Nicole has done for us here is that everything that we budgeted to pay out of that, and if you take those numbers out, assuming we paid it all, you still have 3.7 available so we could take half of that and put it into this capital improvement for the Penn Street project so you add all that up

(DH) Maybe Penn Dot will kick in a little bit on that.

(PM) The other two projects I would say and you can plan for this in out years are the stubs on Roxbury Road and the stub on Fayette Street, but you could plan for that. Put that instead of, you know, in 1 to 3 year plan, maybe that's in year 3 to 5 year plan, between the water line going across the bridge and those two stubs I think that's very prudent.

(MP) I'm just going to put you on the spot. What would you put a dollar value to repair the Shively? I mean we have \$35,000.

(PM) Yeah, that might be a little bit light. Um, \$50,000 maybe. It goes right across there we have to reconnect, reconnect, and put a new carrier pipe across there with installation. They're taking the bridge deck off. I don't think the plan we have from them has details on the new bridge deck. So we have to work with Penn Dot.

(DH) I haven't seen the drawings or heard any bout the plan, is it the peers and the support that is not being replaced? The support columns?

(PM) I don't think that the plans are that detailed at this point.

(DH) I would start with a hard position with them. We are on their bridge they are going to redo the bridge. You ask them to be reimbursed to redo our water line. You put your hand out and say, would you please help us with this? Because you are impacting the public water system.

(MP) No harm in asking. Right?

(DH) There is no harm in that, the worse they can say is no we are not going to do it.

(PM) CSX has to be part of that because it goes over and you can't do. You can't do anything without getting permission from those folks.

(FM) and the PUC is involved with it, because the PUC regulates the CSX?

(PM) Really?

(MP) So what's the implication of that?

(FM) So maybe you go to the PUC and say, hey, you know, CSX and Penn Dot have this project. We have this water line. Maybe they should pay to have us replace it.

(KB) I'm trying to figure out why the PUC has control over the...

(SB) Because we are Pennsylvania.

(PM) Let's start with a conversation with Penn Dot and basically take the "You replace our waterline it's there, you replace it and see what happens".

(TP) Yeah. If there wasn't any damage to it and they replaced the bridge, what are they going to do with it until they get the new bridge there to hang it off of?

(PM) Exactly

(MP) So, let us look at what we were budgeting for 2018 and let's think about the impact of spending \$5.5 million in terms of our ability to engage in other projects besides this one. So we wanted to seek a new water source. So we had budgeted about \$100,000. We ended up with the total we expended was \$240,884 is what we spent in 2014. That was with the two failed wells, right? We are going to keep looking for a new water source. So how much should we budget for that, another \$150,000? In-tanks, storage tanks, mixer, and the Rowe Road project which kind of jumped up on us up by surprise as I recall. So in-tank, storage tanks are we done with that?

(PM) We're not doing them anymore. We are not putting mixers in and we do not need to put the mixers in.

(MP) So, well number two, that project's going to wrap up and we've got it paid for. United Business Park inner connect. Done, right?

(KB) Under budget by the way.

(MP) yes, under budget

(MP) You need that pumping station for two reasons. 1. It's because you can't pump water or the water will not flow by pressure and gravity-feed back up to where the customers are just outside of the water treatment plant, so the pumping station is there. In the event that we lose Letterkenny as a source or we lose our treatment plant for whatever reason, we can pump water back uphill out there.

(TP) I was thinking that the in-town one, it just forced more water and the blend point was further out.

(MP) the blend point is further out. But we still need to move water up the other way. So I still think that's a valuable project it's funded. I mean it's already been paid to Doug. We just didn't really know if we're going to go forward. If we lose Letterkenny, for some reason, you really need it, right? If that happens, you know, how these things happened in the middle of the night, you get the letter tomorrow that, oh, by the way, for whatever reasons, Letterkenny Reservoir is no longer available as a source. We will be scrambling to build this building,

(KB) which we all know is a real possibility.

(MP) it is a possibility

(SB) So I ran some additional numbers while we were talking based on, so if these eight month numbers are on budget or somewhere near on budget. So if we basically look at the amount we have now versus what we have outlined for the last four months, we will end the year with \$7.6 at all of our accounts combined.

(MP) Okay. So that's basically where we are financially at the end of the year. We should wrap up \$7.6.

(DH)The only thing you need to watch there Steve is that a large amount of this is in the Well 2 project and honestly I didn't come prepared to say whether that a \$1.837 is correct. If it is then we will expend all that because we haven't paid contractor 3 at all yet and we're probably about halfway on the other two.

(SB)Well I have all that. So unless we've drastically blow our budget, that's what my numbers are based on the budget numbers, subtracting what we've already spent and then subtracting that number out of what we currently have. So that basically that's projected end of the year, we should have \$7.6 million.

(MP) So what we're saying is we could in fact fund five approximately \$5 million. If I'm following my own numbers correctly in 2019 by the end of 2019, we could have in this account up just about \$5 million to pay for the King Street project and also have funds available to do the pumping station and these other small projects that we have on this 2018 list that didn't get done. And we would have reserves for contingency; in the event, something else were to let go on us and we had to repair.

(SB) Because if we had the 7.6 and then we have our \$750,000 extra that comes in every year as 1.5. So we have 9 to basically put it into the 2021 budget.

(MP) And once this project is spent out in 2019, 2020, once this is sent out with that to \$780,000 surplus. Plus, if we sell a tap or two.

(SB) Right, so a tap or two, we have this special district comes in.

(MP)If something extraordinary happens, we could we have two choices, always. Things that we don't like it to do and hope would never have to do, but you can always go borrow money. You can always raise rates if you have to, those things we don't want to do and we don't have to do to do this project as is, but just in just to gain the full picture. If we don't, we're not going to run out of money or run out of ability to pay our bills, should these things be more expensive than planned.

(KB) Just so Duane can know, because I know one of the things that he's heard about the \$700,000 a year surplus that we have. We've talked about it amongst ourselves every year at budget time. We talk about this like how are we doing our rate payers diligence by having the surplus and the reality is that we all have enough forethought to know that those monies are going to be needed down the road. We haven't raised rates in a very long time. We talked about it last year and I want to say it was like the late 1990's.

(MP) So we're still getting the benefit of that rate increase and I think also when you look at the size of the project and the cost of our projects, a \$750,000 surplus isn't much the way we are forced to spend money at a million dollars a mile to put pipe in the ground. A \$750 dollars does not go far.

wanted to do is the area by the McDonald's and the Sheetz from their I & I investigations that area is the worst. They were going to try to find a way to at least do that area and that's the last I know.

(SB) And that's what my whole thing, you know, I'm SBA, but as a community member, if there's a way for, if there's a way for us to add value to our rate payers by working together on this project like we did with the Rowe Road project and everything like that where we piggybacked. If we're able to sit down and we got to do the project so we don't have much time to do it, but if we can sit down and have a conversation and say, how can we make this work?

(FM) Well they are your lines, the sewer lines are your lines.

(PM) I will be happy to ask Wade tomorrow.

(MP) Wait, that is technically true, isn't it?

(SB) Really? I thought, are the sewer lines our lines?

(KB) the whole plant is ours

(FM) you own the whole sewer system

(KB) the whole plant is ours.

(SB) I thought that the plant was just ours.

(MP) In-town, not where to CFJMA picks up, but all the in-town lines.

(FM) not outside the borough, but in the borough.

(KB) we lease it back to the borough

(ET) So then what would it cost? How much do you think it's going to cost more to drop a sewer line in at the same time?

(DH) Keep in mind, you can't do that. Let's start there; it's a ten foot separation between the water and sewer.

(KB) We don't want to take that on. The reality is that it is technically our wastewater system, but we don't gain any revenue from that system we lease it to them for nothing.

(ET) But if there's a major failure on that line, who is responsible to fix it?

(FM) they are

(MP) they are

(KB) they are and the thing is, is that as community members, like Steve said, we need to be diligent and try to work together and partner, but the reality is that our main focus should be our rate payers

(SB) realistically, they have a really bad area and it makes sense for us to be able to, you know what, we're going to bid this project, we're going to have engineers. We can, we can save you, you know, \$100,000 on this project and we'll save \$10,000 because we're basically managing it for them or so to speak.

(PM) Slip lining is noninvasive and you are not digging with slip lines.

(DH) that is the good thing, you can do it. You don't have to do it when they are paving and you can do manhole rehab interior

(PM) And I think they're manholes are in decent shape. I don't think they have that many brick manholes.

(SB) That's really what my goal is. My goal is just to sit down with them is there any way that if we're going to move forward with this...

(KB) they are doing budget talks right now too and they're going to be able to give us an answer real fast, either yes or no. They've already been having these conversations for three weeks now.

(PM) and I think they have to do something because I think their COA addresses I & I in addition to upgrading the plant, they have to reduce I & I.

(KB) Right. So then the next question would be are you doing something, and if their answer is yes. How fast can you get something together? Or would you like to work with us, essentially piggyback off of our bid?

(KB) I'm not saying that we don't invite them. I'm just saying that I don't know the interests of the Chamber of Commerce. They're going to be different than the interests of the fire department are going to be different in the interests of the everyday residents. So I mean the construction itself is going to impact the businesses more. The street closures are going to affect the businesses more than they are going to affect the residents because most of the King Street residences have parking behind, most at not all.

(MP) Street closures will be a big issue. Of course, traffic flow will be an issue. The other issue will be if someone's lateral and we have to talk all this through later. I suppose if someone's lateral just disintegrates in our hands. Our rules are that that's their problem, right?

(PM) We came this close to that up in on Morris Street can I sat there and I thought, how can I tell this lady who's got I won't get into the situation, but it's a rental property and the tenant's literally destroyed the inside of the house and the insurance won't cover it and I don't want to get into that, but how can I tell this woman if we blow your lateral up it is your responsibility?

(KB) I think that, that's for whenever we have the stakeholders meeting,

(PM) yes be right up front you are absolutely right.

(SB) You're part of it is beyond being a ratepayer what your responsibilities are

(KB) and this is worst case scenario, best case scenario is you got a new water main.

(FM) Most of the central business structures aren't residential. I mean they are rentals that they're owned by somebody that either is a non-resident.

(MP) they aren't owner occupied.

(KB) That's actually a magnificent point. The people who live here on King Street do not own where they live.

(MP) So, have we covered what we need to cover?

(DH) I think that they're right up front. If you decide to go forward with this, we need to have a brainstorming session with whoever wants to be involved to talk about these types of meetings with the residents. I think we need to have an open conversation about some of the behind the scenes work.

(KB) Well, here's my thing. I understand what she's saying before a shovel hits the ground we need to have these meetings, but we're a long way from a shovel hitting the ground.

(DH) Oh yeah. Oh No. I'm talking about during the design, so that we build into what we're doing to allow those kinds of things. For instance, the Penn Dot highway occupancy permit has to accommodate the types of things that we were talking about to alleviate the traffic problems. That's during the design that can't happen when we get ready to start building, we have to plan it. And the sooner you get those people invested in the project and informed the better it's going to go, you're going to get input to design the project.

(SB) Because we are going to need the Borough to get the approval to shut down the street we need the borough to petition the state to shut down the street

(MP) So what you're saying is that there needs to be a strategy planning session where we plan out all these strategies, get calendar and timelines and any costs associated so that we know how all this is going to unfold rather than trying to react.

(MP) Mr. Myers, anything else we need to consider?

(FM) No, I don't think so at this point, I think you covered everything. I made some notes as far as the idea that you know, you have might have to have these meetings and I know that from my experience when I've. For example, when we did the Roxbury Road line, we had a meeting in Lurgan Township and invited all the people that were affected by it, uh, to go over the idea that we needed the easements and so forth. Uh, I think it went along way and I think those kinds of interactions with your customers or potential customers give you a lot of leeway down the road because you, you did hit the nail on the head. This is going to be a hard time for a lot of people. And I wasn't being facetious when I said about the wreck on 81