



# CITY OF GREEN RIVER CITY COUNCIL **WORKSHOP** Agenda Documentation

Preparation Date: 3-1-12	Submitting Department: Police Department
Meeting Date: 3-13-12	Department Director: Chris Steffen
	Presenter: Chris Steffen and Laura Leigh

## **SUBJECT:**

The return of the Nuisance Abatement program to the Police Department.

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## **PURPOSE STATEMENT**

Prior to January of 2010, the Police Department was responsible for all Nuisance Abatement issues within Green River. After the retirement of Officer Wayne Zickafoose, this program was turned over to the Community Development Department, who utilizes their full time Building Inspector to take care of Nuisance Abatement. No additional positions or funding was given to Community Development to address the extra responsibility. Also at this same time, the city lost the Work Restitution Program, whose primary focus was utilizing restitution individuals to clean areas around Green River. Also, Officer Zickafoose worked diligently in enforcing parking issues around Green River, as time allowed. It would be very beneficial to all involved to place the Nuisance Abatement program back under the direction of the Police Department.

## **DESIRED OUTCOME**

My desire would be to consider moving the Nuisance Abatement program back to the Police Department. This would have to be handled by a new PD employee but in discussion with Community Development, they need additional personnel should the Nuisance Abatement program be kept under their department as a successful program. Additionally, with the changes to the Wyoming State Statutes about a year ago, there is no longer a requirement for a person to be a sworn law enforcement officer to issue citations. I would propose, if brought back under the Police Department, that the position not be a sworn law enforcement officer. I further feel that this would be beneficial on other related issues, such as bringing back Work Restitution. This aids the Police Department in potentially decreasing jail housing costs, assists Municipal Court in having alternatives to jail sentencing and greatly improves the cleanliness of the city as a whole. Also, vehicle and trailer issues can be handled by this "officer", freeing up time for Patrol Officers to handle more serious crime issues in the city.

## **BACKGROUND / ALTERNATIVES**

The Nuisance Abatement program was a function and responsibility of the Police Department. I think that the workload involved for the Community Development Building Inspector is beyond his job description and his time could be better spent handling building inspection. The decision can be made to keep the program as is but this may result in a request to have additional employee(s) under Community Development.

## **STAKEHOLDER ANALYSIS**

This is a decision for the Governing Body to consider during the budget process. I feel that this would benefit all Departments involved (Police Department, Community Development and Municipal Court) as well as benefit the Community as a whole. A new job description of Community Service Officer would have to be created but this is a small task.

## **FISCAL IMPACT**

Budgeted amount to hire a new employee, titled Community Service Officer, under the Police Department. Although I feel that there would be more than adequate work for a full time employee, it could be a potential part time employee.

## **STAFF IMPACT**

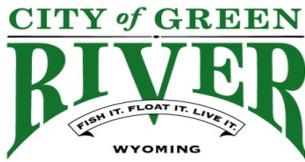
The Building Inspector will have all of his time available to fulfill the job duties of his actual position, rather than spending most of his time dealing with nuisance properties.

**LEGAL ISSUES**

None at this point.

**ATTACHMENTS**

None.



CITY OF GREEN RIVER  
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Preparation Date: March 7, 2012	Submitting Department: Public Works
Meeting Date: March 13, 2012	Department Director: Mike Nelson
	Presenter: Mike Nelson

**SUBJECT:** Update from Inberg Miller Engineers for the Engineering/Surveying of the Green River/Rock Springs Alternate Route Project

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**PURPOSE STATEMENT:** Update from Inberg Miller Engineers on the Green River/Rock Springs Alternate Route Project

**DESIRED OUTCOME:** To update the Governing Body on the Project so a decision on how to proceed can be made at the March 20, 2012 Council Meeting.

**BACKGROUND:** An Alternate Route between Green River and Rock Springs has been studied by Inberg Miller Engineers since February 2011. The Project is at a point where a decision must be made on how to proceed with this Project. There are three options as discussed in the Attachment.

**FISCAL IMPACT** Varies

**STAFF IMPACT:** Oversee project

**LEGAL REVIEW:** Not Applicable

**ATTACHMENTS:** Project Status Update from Inberg Miller Engineers



## ALTERNATE ROAD BACKGROUND INFORMATION

In March of 2011, preliminary design and mapping for the Alternate Road began under the guidance of a Steering Committee comprised of staff from the City of Green River, City of Rock Springs, and Sweetwater County. Inberg-Miller Engineers was retained by the City of Green River under a cooperative agreement between the two Cities and County to provide professional engineering and land surveying services for the mapping and preliminary design of the Alternate Road. To date, the tasks associated with this phase of project are nearly complete. To simplify the progression of the Alternate Road project, four distinct phases have been considered and defined. These four phases are summarized below. This phase of the Alternate Road project is the second of four phases.

**PHASE 1- *Feasibility Study*** - Completed in 2008

**PHASE 2 – *Project Mapping and Preliminary Design*** – Spring of 2011 to Current

**PHASE 3 – *Right of Way, Permitting, NEPA Process, Final Design*** – TBD

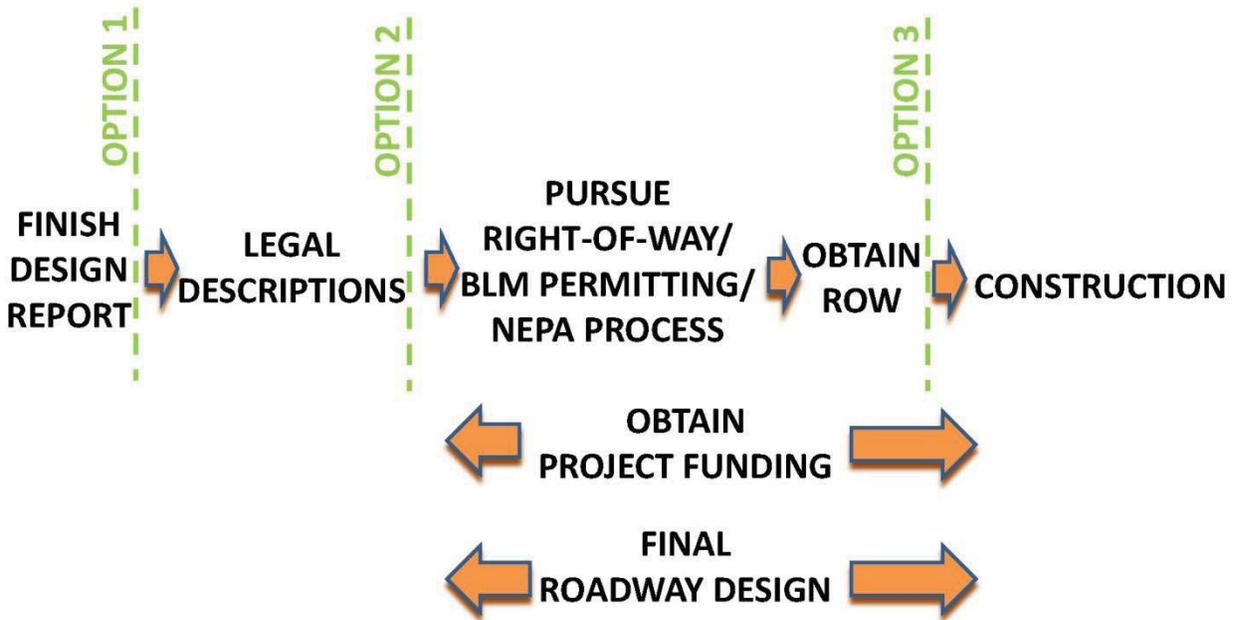
**PHASE 4 – *Construction*** - TBD

The scope of work under this phase of the project included identifying separate roadway alignment options, selecting a preferred alignment, and providing legal descriptions of the roadway right-of-way/easements. These deliverables are needed for the next phase of the project which includes right-of-way and/or easement acquisition, permitting and the NEPA process, and final design of the road.

## PHASE 2 COMPLETION SCENARIOS

Throughout the past several months, the Steering Committee has analyzed several phase completion alternatives and scenarios for this particular phase of the Alternate Road. As mentioned, the scope of work for this phase included determining a preferred alternative and providing legal descriptions of the proposed road. Although completing these scope items in this phase is still a viable option, there are several pros and cons associated with completing this phase by selecting a preferred alignment and providing legal descriptions. Another option which the Steering Committee has proposed would be to stop this phase short of selecting a preferred alternative and providing legal descriptions. A third option would carry this phase through right-of-way or easement acquisition and permitting. The timeline below depicts where each of the three proposed options would end this phase of the project and where the next phase would begin. Pros and cons for each option have been compiled and attached to this document. It should be noted that the pros and cons for each option are dependent on when the next phase of the project will likely begin.

## FUTURE PROJECT PLANNING



It is the goal of the Steering Committee to end this phase of the Alternate Road project the best way possible so that the next phase begins seamlessly and with as little rework as possible. It is the hope of the Steering Committee that the governing bodies would provide guidance, feedback, and ultimately a decision on how to end this phase of the Alternate Road using the options presented.

➤ **Option 1** – Finish design report **without** preferred alternative identified and **wait** to write legal descriptions

PROS

- Legal Descriptions would not have to be redone if alignment changes in the future
- The NEPA process would not need to begin and no reevaluation of the NEPA analysis is required if the project does not immediately start.
- BLM permitting would not expire since permitting would not begin.

CONS

- Future development within the corridor, including utilities, could impact the preliminary road design including the roadway alignment and project costs (unknown impacts to project cost and time)
- Potential increase in land costs over time (unknown impacts to project cost)
- Project would not meet the “shovel ready” criteria and would not qualify for certain types of funding.
- Segments of the Old Lincoln Highway that become eligible may require changes to the roadway alignment and/or mitigation (unknown impacts to project cost and time)

- **Option 2** – Finish design report with preferred alternative identified, write legal descriptions and wait to acquire roadway right-of-way.

PROS

- Legal descriptions would be complete and ready to be submitted as part of the BLM right-of-way permitting.
- The NEPA process would not need to begin and no reevaluation of the NEPA analysis is required if the project does not immediately start.
- BLM permitting would not expire since permitting would not begin.

CONS

- Future development within the corridor, including utilities, could impact the preliminary road design including the roadway alignment and project costs (unknown impacts to project cost and time)
- Potential increase in land costs over time (unknown impacts to project cost and time).
- Segments of the Old Lincoln Highway that become eligible may require changes to the roadway alignment and/or mitigation (unknown impacts to project cost and time)
- Project would not meet the “shovel ready” criteria and would not qualify for certain types of funding.
- Legal descriptions would have to be redone if the design alignment is changed (estimated cost and time impact of \$10,000 - \$15,000 and 1-2 months).

➤ **Option 3** – Finish design report **with** preferred alternative identified, write legal descriptions and **acquire** roadway right-of-way.

PROS

- Land would be purchased using current land values.
- Future utilities installed within the corridor would need an easement to cross the proposed roadway right-of-way.
- Legal descriptions would be complete and ready to be submitted as part of the BLM right-of-way permitting.
- Right-of-way acquisition is one of the “shovel ready” criteria for certain types of funding.
- NEPA process would be performed by the BLM under their permitting process. The NEPA process is one of the “shovel ready” criteria for certain types of funding.
- Segments of the Old Lincoln Highway that become eligible for the historic register following right-of-way acquisition would be grandfathered.

CONS

- Construction of the project would need to begin within 5 years of the BLM permit unless a time extension is obtained (minimal impacts to project cost and time)
- A Class III Inventory and a Paleontology Report would be required as part of the BLM permit process. The cost of these reports would be borne by the permit applicant (estimated impacts to project cost and time of \$5,000 - \$25,000 and 1-3 months).
- Reevaluation of the NEPA analysis would be required if the project does not begin within a few years (unknown impacts to project cost and time)