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requested a flashing school light on 121st Street. Installation of the light would cost approximately \$10,000 and this project already has a flashing light planned for this location. Therefore, the installation of the light will proceed as planned unless there is a significant delay caused by the wetland permit. County Engineering is completing bid documents for South Garnett Road project and will work with City to insure construction for nearby roadways is not scheduled for same time this road will be under construction. Utilities and right-of-way issues may affect construction start date for the 193rd East Avenue project that had been planned for October 2002.

Crowe said sports lighting is up and operational with final testing following ballgames tonight at LaFortune Park. LaFortune Golf Course remodel has been awarded to United Golf. O'Brien Park restrooms replacements are under construction and the inside restrooms remodel contract has been awarded. South Lakes Golf Pavilion is under construction. Expo Square Barns A & B, Expo Building Project 2 painting work, exterior finishes, and lighting work are projected to be ready for the Tulsa State Fair. Project 3 of the Master Plan is scheduled to be completed prior to 2003 Fair. (4-to-Fix the County July 31, 2002 Master Project Report – CMF#186029)

Knowlton advised Escalator Project budget is unchanged and projected to finish November 20, 2002. Escalators will be delivered to job site August 9 for installation. The 8th & 9th floor project is scheduled for completion December 27, 2002. The budget had been increased due to requirements of the District Attorney's office; the DA's office will pay for these changes out of its budget. Elevator fronts and doors have been ordered. Elevators are scheduled for completion September 10, 2003; only one elevator per building will be down at any one time.

Remondini reported the Corps of Engineers has mapping, hydrology and hydraulics underway for the flood mitigation study. The study is broken into three parts: North, South and West. Approximately 65% of the North part of project (from 56 Street North to 156th Street North and from Osage/Tulsa County Line to 145th West Avenue) had been received thus far, with expectation of receiving the other 35% on August 9. The data for the South part of County is scheduled to be received September 13. The data for the West part is scheduled to be received October 15. Requests are already being received from members of the public wanting copies of the information, so the process for distribution of the data and amount to charge for it will need to be decided upon. By 2003 FEMA will require an all-hazards approach on the hazard mitigation plan. The Corps is working with County Engineer and INCOG to prepare for this requirement. In FEMA's Cooperating Technical Partner program the County and local officials can take responsibility locally for the flood plain maps and future development plans. FEMA will partially fund the County's work on this after it joins the program. Remondini reported a detailed Geographic Information System (GIS) briefing will be presented August 14 at the Corps of Engineers building at 10:00 a.m. Chairman advised that City Mayors/City Managers/City Police Chiefs/Sheriff's Office will be invited to meeting. He added this system would have potential use for Police departments.

Rudd said he and Chief Brian Edwards were intrigued by information received previously and Driver Management System software shown by Innovative Transportation Solutions at the recent National Sheriff's Convention. Tom Welch of Innovative Transportation Solutions said he helped develop part of Siemens VDO Driver Management (black box collection) System and has exclusive rights to sell product in North America. The system is designed to monitor and optimize the performance of employees and vehicles. It can be used to make employees safer, more productive drivers and can help maintain vehicle maintenance records. Each driver has a key that must be inserted into vehicle in order to start the vehicle and identify driver. System can be programmed to County requirements and could offer multi-system solutions by integrating numerous different technologies to achieve desired results. If driver goes over programmed speed, stops faster than programmed or otherwise does not comply with programmed data, black box records information and vehicle beeps to remind driver to adjust speed, etc. Software receives data from black box and reports can be generated to compare drivers in that group. Drivers at top of list can then be rewarded. A report can be generated for those at bottom of list to show what they are doing that did