



City of

Harrisonville<sup>est.
1836</sup>

**AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
WORK SESSION
CITY HALL
DECEMBER 16, 2013
6:00 PM**

I. Call to Order

II. Discussion Items

A. Acceptance of Oakland Cemetery

B. Sales Tax Ballot Options

C. Sales Tax Funded Improvements

Posted on City Hall Bulletin Board this 12th day of December

Kim Hubbard, City Clerk

The Board of Aldermen meeting is an open meeting but is not a meeting of the public. There is a place on the agenda for comments of citizens under PUBLIC PARTICIPATION. Our rule is that comments by any individual or group shall not exceed (4) minutes. The Board of Aldermen request that concerns be initially addressed at the appropriate action level before coming to the Board of Alderman



STAFF REPORT

TO: Board of Aldermen
FROM: Keith Moody, City Administrator
DATE: December 12, 2013
SUBJECT: Acceptance of Oakland Cemetery

Type of Item: Report

Background: The trustees of the Oakland Cemetery (cemetery located south of the rail road tracks on either side of Commercial Street) are requesting the City take over responsibility of the cemetery.

Review: The attached memo from Mr. Mauer reviews the legal issues associated with said action. Also attached is a map depicting the land owned by Oakland Cemetery according to Cass County records. A title search would likely need to be completed to confirm ownership before action by the City.

The trustees maintain lot ownership and internment information in an electronic database which they recently reviewed for accuracy. A map showing lots old is attached. They have provided this data to the City; we can also incorporate that data into our GIS system. We can keep these records in whichever format we prefer. The trustees have done a wonderful job updating the records management to a modern, easy to understand system. The sale of lots, recording of lots, coordinating of burials, grave marking, inspection of burials and monuments, contracting for mowing, contracting for weed control, maintenance of trees and maintenance of driveways are tasks that would need to be assigned to appropriate staff (in and outside of City Hall).

Trusties have also provided a detail of funds available for operations/maintenance (\$57,334) and perpetual care (\$161,219). A lot sells for \$800 currently. 50% of the price goes into the maintenance account and 50% into the perpetual care account. Current practice is that the funeral home collects payment for a lot sale as well as the grave opening/closing charge. Lot sale funds would be placed into a separate trust fund for our accounting purposes. In keeping with the cemetery by-laws the principal amount of perpetual care funds would not be spent, interest from these funds would be used to maintain the cemetery. It is likely that the fees for lots as well as how much of that fee is to be placed into perpetual care will need to be increased. The interest on the perpetual care balance (\$5,000 annually at best) is not sufficient to cover the annual maintenance/operating costs (I do not have an annual budget from the trustees at this time). Accounting and budgeting for the cemetery would not pose a need for additional staffing.

Recommendation: Although the City is not obligated to take over managing the cemetery it

could be in our best interest to work with the cemetery trustees in order to avoid the records getting lost, funds being depleted and the property falling into a neglected state, followed by a public outcry for the City to remedy the situation. I am confident the City will have to subsidize the operation of Oakland Cemetery. I am also confident the City would ultimately be put under public pressure to address a neglected cemetery located in a high visibility area inside our community. Therefore I believe accepting the cemetery in an amicable manner is the better approach on this issue.

A. Discussion Item (ID # 1271)

Acceptance of Oakland Cemetery

Attachments:

Oakland Cemetery Memo from City Attorney- 11-27-13 (PDF)

Oakland Cemetery- Lots Sold Map 12-12-13(PDF)

Oakland Cemetery Property Ownership Map from County (PDF)

Zerger & Mauer

Memorandum

To: Keith Moody
From: Zerger & Mauer
Date: 11/27/2013
Re: Cemetery Conveyance

In response to the City's request, we have researched the requirements the City must comply with in accepting a conveyance of the Oakland Cemetery under current Missouri law. The following is a summary of that research.

In general there was not a great deal of case law regarding the transfer of cemetery property to a political subdivision of the State, including a City. The State of Missouri has enacted several statutes directly on the topic, which permit transfer under these circumstances, but beyond the actual statutes there is very little guidance on the issue.

Nothing in the Oakland Cemetery bylaws identify a procedure for transferring ownership of any of the cemetery property or funds. We have requested the articles of incorporation (and we know they exist or existed because they are referred to in the Bylaws) but have not received them.

A. In general Missouri Cities are allowed to own cemetery property

Under RSMo 214.010 a Missouri city may purchase, receive and hold real estate within the boundaries of the City for the burial of the dead. The city can lease, sell or otherwise dispose of the cemetery property. This section does not specify how the City is to take ownership and possession of cemetery lands. However, 214.150, which permits certain cities to acquire cemetery land specifies that a city may, by ordinance, accept or take over by gift or donation cemetery lands. Based on this section, and the lack of any procedural guidance under RSMo 214.010, we suggest that the City acquire the cemetery lands by ordinance.

Once acquired, the board of aldermen may make rules and pass ordinances imposing penalties and fines not exceeding one thousand dollars, regulating, protecting, and governing cemeteries within such cities, towns, villages, and counties, the owners of lots therein, visitors thereto, and punishing trespassers thereon.

B. Notice of Transfer under RSMo 214.035

If the city decides to accept the conveyance of the cemetery property, from the cemetery association, the City is permitted under RSMo 214.035 to revest title to any conveyed platted lots or designated pieces of ground, other than ground in which dead human remains are actually buried and all ground within two feet thereof in the name of the City.

Such a transfer under RSMo 214.035 can only occur where no interment has been made in the lot and title to the lot has been vested in the present owner for a period of at least fifty years prior to the commencement of proceedings pursuant to this section. However, this section does not apply to any lot in any cemetery where a perpetual care contract has been entered into between the cemetery or the City, and the owner of the lot.

This may be a good option for the City in managing the cemetery. The City's ability to sell additional plots and generate additional funds would be a good option considering many of the "lot owners" may not even be aware the lots are owned in their names and the City will likely be forced to expend its money for the continued maintenance of the cemetery.

C. Perpetual Care Cemetery Fund

The City may by ordinance establish a fund for the preservation, care, upkeep and adornment of the cemetery, which shall be known as the "Perpetual Care Cemetery Fund". The money placed in this fund shall be invested in bonds of the United States government or of the state of Missouri, or may be placed in any bank or savings and loan association which is authorized to do business in this state so long as the funds so deposited are protected by federal deposit insurance. The income shall be expended by the City for the preservation, care, upkeep and adornment of the cemetery, for the repurchasing of cemetery lots previously sold, and for no other purpose whatsoever.

D. City Management of the Cemetery

An alternative to having the cemetery conveyed to the City would be to have the City take over the management of the cemetery while keeping the Cemetery Association intact and separate from the City. This way the cemetery would still be owned by the Association and the City would be responsible for putting a structure in place to oversee the day to day operations of the Association. Our research of the relevant Missouri statutes has not uncovered anything that would prevent the City from acting as a managing agent for the Cemetery Association. However, it should be noted that all of the statutes identified above apply to a City accepting a cemetery or cemetery land by conveyance, and would therefore not apply if the City was merely acting as a managing agent for the Cemetery Association.

E. Bylaws

The Association Bylaws provide for membership consisting of families who have paid in full for ownership of a lot or plot, and who pay annually to the upkeep of the cemetery. These members have full voting privileges in the Association.

The Bylaws also provide that members are required to pay dues. These amounts are unrealistically small. In the event that the City or the Association chooses to continue with the membership the amount should be significantly increased. More importantly, any member failing to pay annual dues for a term of 5 years, automatically forfeits their unoccupied ownership interest in any lot. The lot and

title to the same will then revert to the Cemetery Association. This provision should drastically cut down on the number of members of the Association. However, there is also a provision for life membership, where if a person invested a sufficient amount of money (\$400 for a full lot) in the endowment fund that person automatically became a life member of the Association.

It is also troubling that the Bylaws do not provide for the calling or organizing of any special meetings and instead only provide for an annual meeting on the second Tuesday in March of each year. The Bylaws can only be amended at regular meetings.

F. Summary

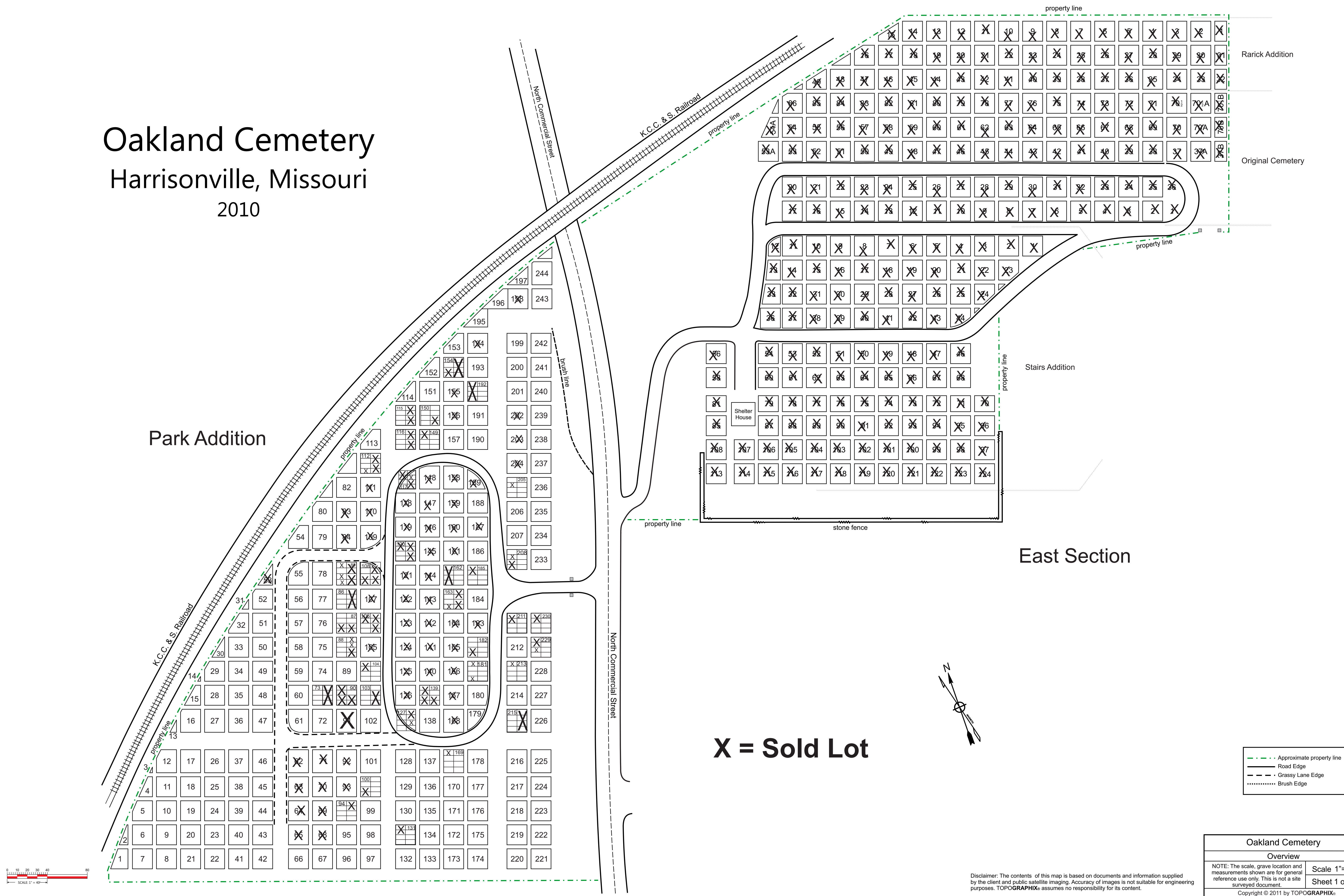
In summary, we agree with the City's conclusion that taking the cemetery over at this stage is a better option than allowing the cemetery to fall into disrepair where the City could be forced to take over the cemetery without the relevant information. As outlined above, we believe there are two options regarding the City's involvement with the cemetery: (1) the City can accept the conveyance of the cemetery lands and obtain title to the lands in its name; or (2) the City can act as a managing agent for the cemetery, where the City would essentially handle the operations of the cemetery while title to the cemetery would remain in the name of the association. Either option is permitted under our review of the applicable Missouri laws. There are certain advantages to the City owning the land, e.g. the City can revest unoccupied plots in its own name given the right factual situation. However, owning the lands outright places an additional burden on the City in many ways.

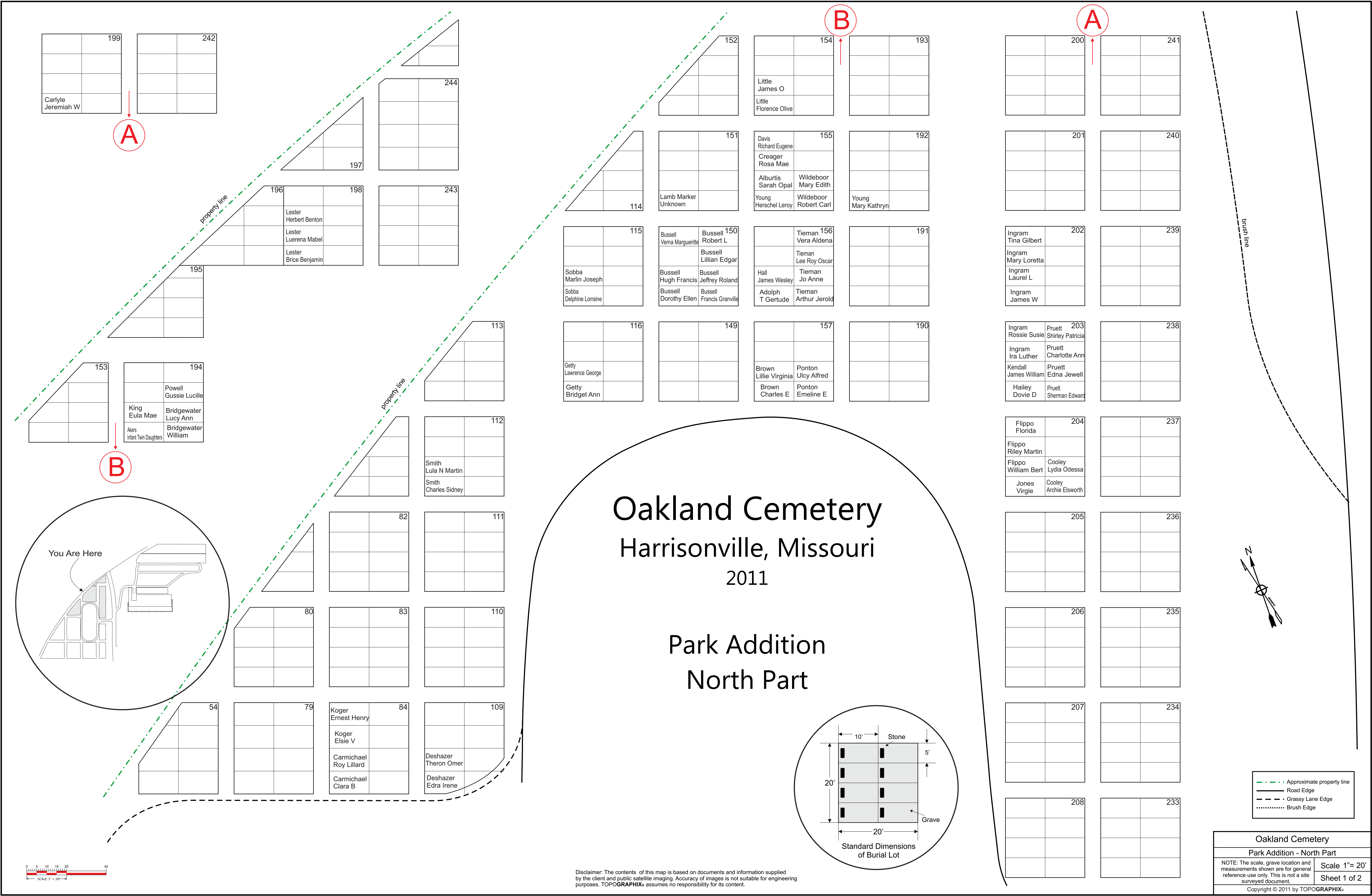
Please let me know if you need clarification of any of the City's options represented above or if you have any additional questions.

Oakland Cemetery

Harrisonville, Missouri

2010





C

		120			Andrews Tiffany T	Tanner June E	145			161			186
					Butler Bessie A	Carpenter Thomas Corwin Jr							
					Cain Eleanor Amanda	Carpenter Mary Ann							
					Cain Jessie Green	Carpenter Thomas Corwin							

Price Daniel Webster		121			Smith Evelyn G	Carpenter Don Scott				162			185
					Smith Billy E	Carpenter Thomas Allen							
Sharp Icile Dell	Laningham Ross Jackson				Smith Nellie Mabel	Carpenter Velma Nadine							
Sharp Charles H	Laningham Edward Fred				Smith Albert Earl	Carpenter Harold Victor							

		122			Yancey Nina Agnes	Clum Peggy Joan				163			184
	Briles Nathan N				Yancey George Beard	Clum William George							
Gilbert Nora Winifred	Briles Belva Ann				Yancey Mary Catherine	Clum Goldie Marie			McGraw Fern Alita				
Gilbert Clarence Ferdinand	Briles Earnest Woodson				Yancey Roy Charles	Clum Jarold Samuel			McGraw Lloyd E	Bunger Wendell K			

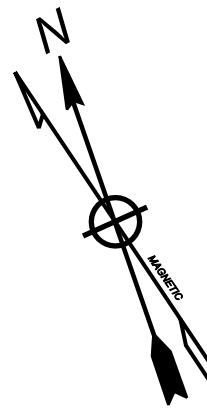
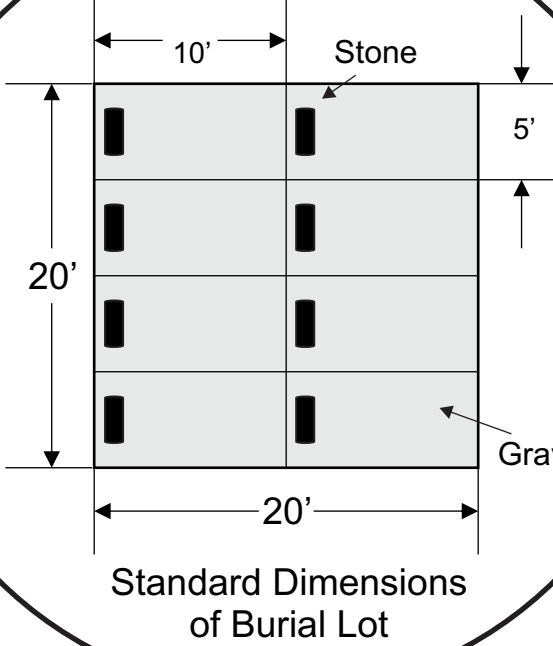
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	Davis Claude				Rook Jane Burton					Thomas Millard Franklin			
Davis Gertrude	Johnson Leo Butler				Burton Nettie B				French Eva Maud	Monroe George C Jr, Rev			
Davis Glenwood	Johnson Joseph Lynn				Burton William Jr			McGraw Louis H	French Walter W	Monroe Cora Frances			

		124					141			165			182
Glover Hazel Elizabeth							Wheeler Della						
Davis Blanche Selma	Ament Claude Wesley				Hall Rita Elsie	Smith Ramona May				Barnard Dora Belle			Humphreys Lillian Kathryn
Davis Robert Madison	Ament Troy William				Hall William	Smith Milton Jr				Barnard Earl R	Galloway James Franklin		Hunter Robert W

		125					140			166			181
							Ferrou C Lucille			Peck Fred Monroe	Peterson Frances M		
							Woolery Dianna	Ferrou Marvin John		Peck Jessie Ray	Gorsage Jessie Ray		
Theener Mary Clara					Tieman Milly Ann	Sidebottom Carolyn E				Peck Leith	Gorsage Alta Louise		
Theener George Fredrick					Tieman Robert Walter	Sidebottom Waldo Franklin				Peck Lewis Lee	Gorsage Granville Arthur		Miller Kenneth George

		126					139			167			180
	Warren Albert L		Marshall William Jewell							Palo Robert Dean	Osborn Pink Eliza Jane		
Warren Lloyd Richard			Marshall Franklin Josephine			Allen Julia Frances				Palo Avrid Eugene	Osborn Jessie Exekiel		
Warren Martha L Crowslow			Marshall Lewis			Allen William Robert				Palo Hazel Ellen	Ring Kenneth Allen		

		127					138			168			179



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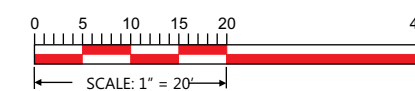
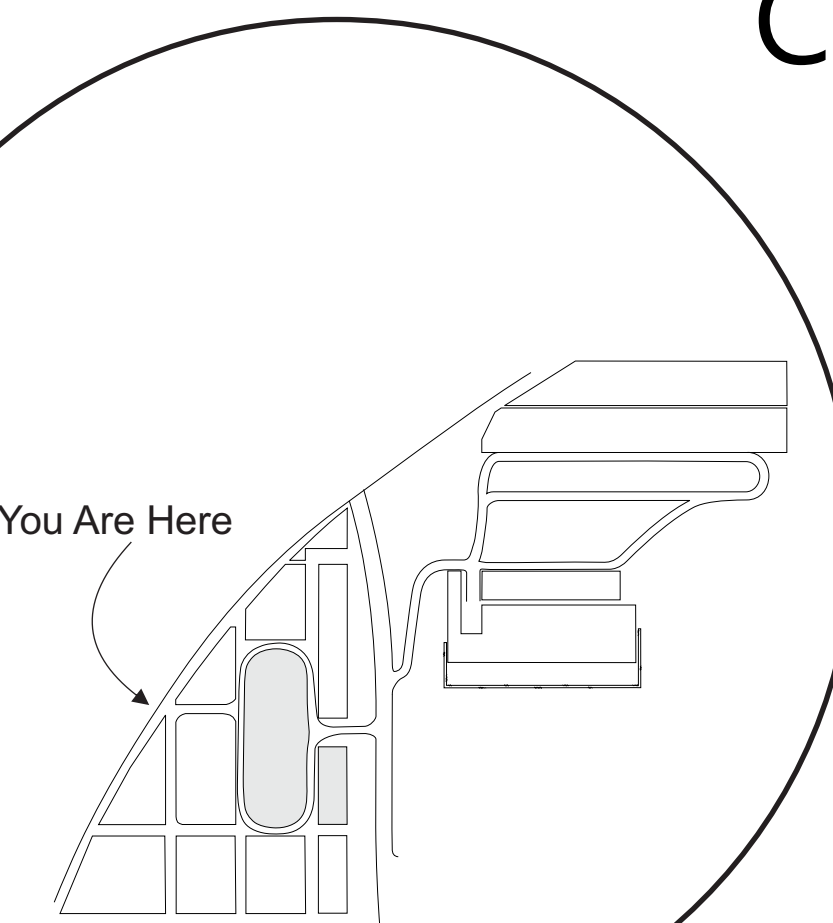
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							Faucett Robert Irby	Hadley O Homan		Collins Donald Wayne							

Fansler Mary Darlene	Houk Nina	118					147			159							188
Watson Anna Bell	Houk Silas E						Cooley Emma Faye										
Watson Naomi							Cooley Arthur Franklin										
Watson William Harris							Troby Peggy Jean										
							Troby Ray Edward						Wyatt Ralph M	Palo George W			

		119					146			160							187
Black James R, PVT	Cox Maude Anna						Zeller Tressie May	Troby Ricky Dean									
Taylor Alice E	Cox Ruby A						Zeller Arlow Strockler	Deshazer Era Dora									
Taylor John R	Cox Walter A						Zeller Mabell Susan	Deshazer Oral John					Zeller Thelda M				
							Zeller Michael Henry	Zeller Robert					Zeller David D				

Oakland Cemetery
Harrisonville, Missouri
2011

Park Addition
Center East Part



- - - Approximate property line
- Road Edge
- - - Grassy Lane Edge
- Brush Edge

Oakland Cemetery

Park Addition - Center East Part

NOTE: The scale, grave location and measurements shown are for general reference use only. This is not a site surveyed document.

Scale 1"= 20'

Sheet 1 of 3

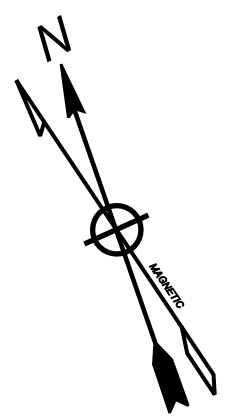
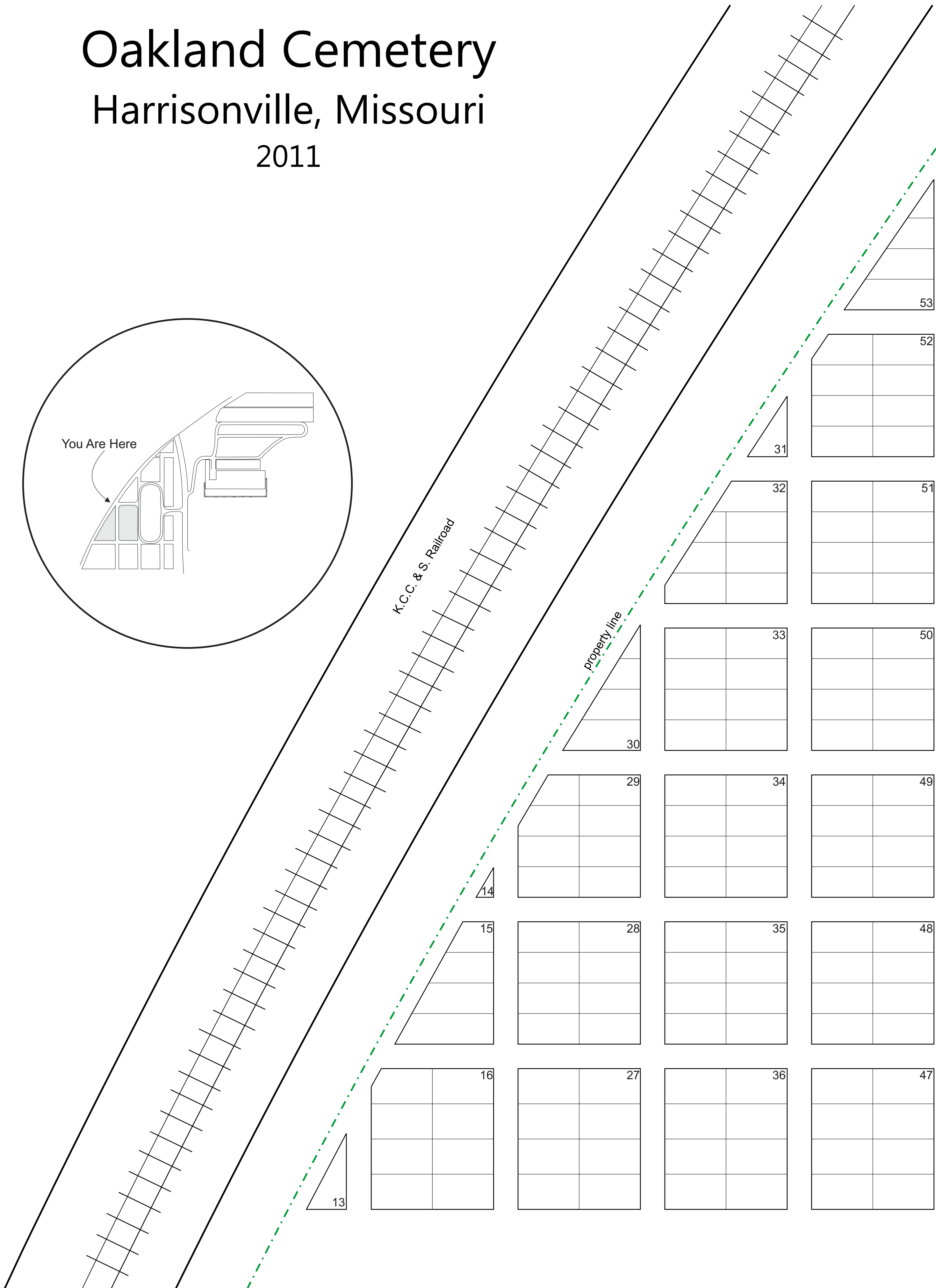
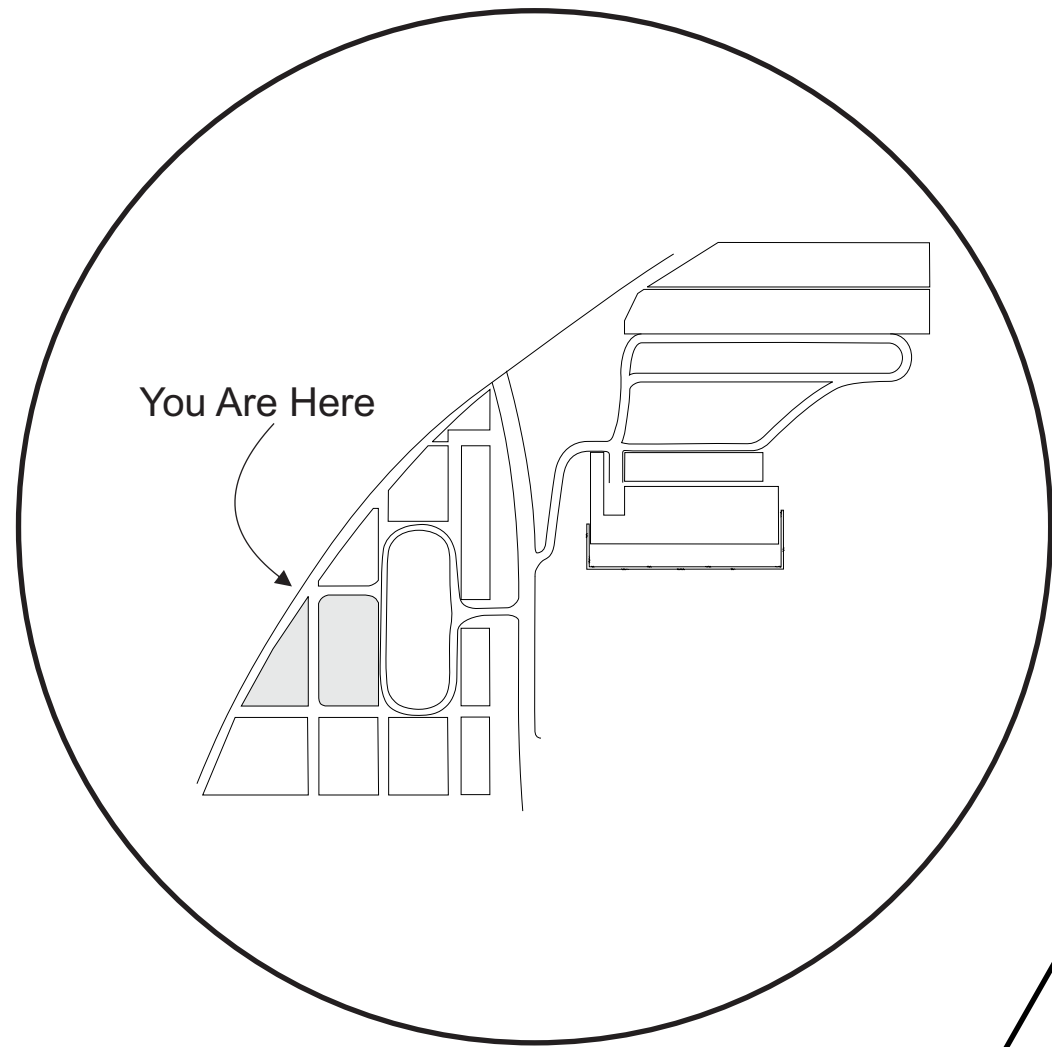
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Oakland Cemetery

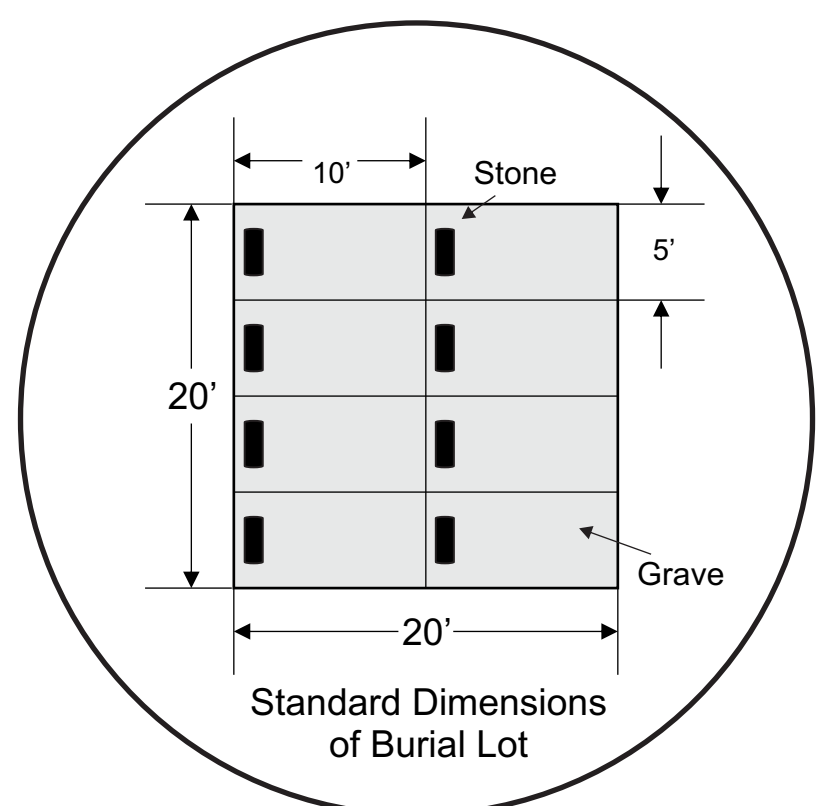
Harrisonville, Missouri

2011



Park Addition

Center West Part



- - - - - Approximate property line
- Road Edge
- - - - - Grassy Lane Edge
- Brush Edge

Oakland Cemetery

Park Addition - Center West Part

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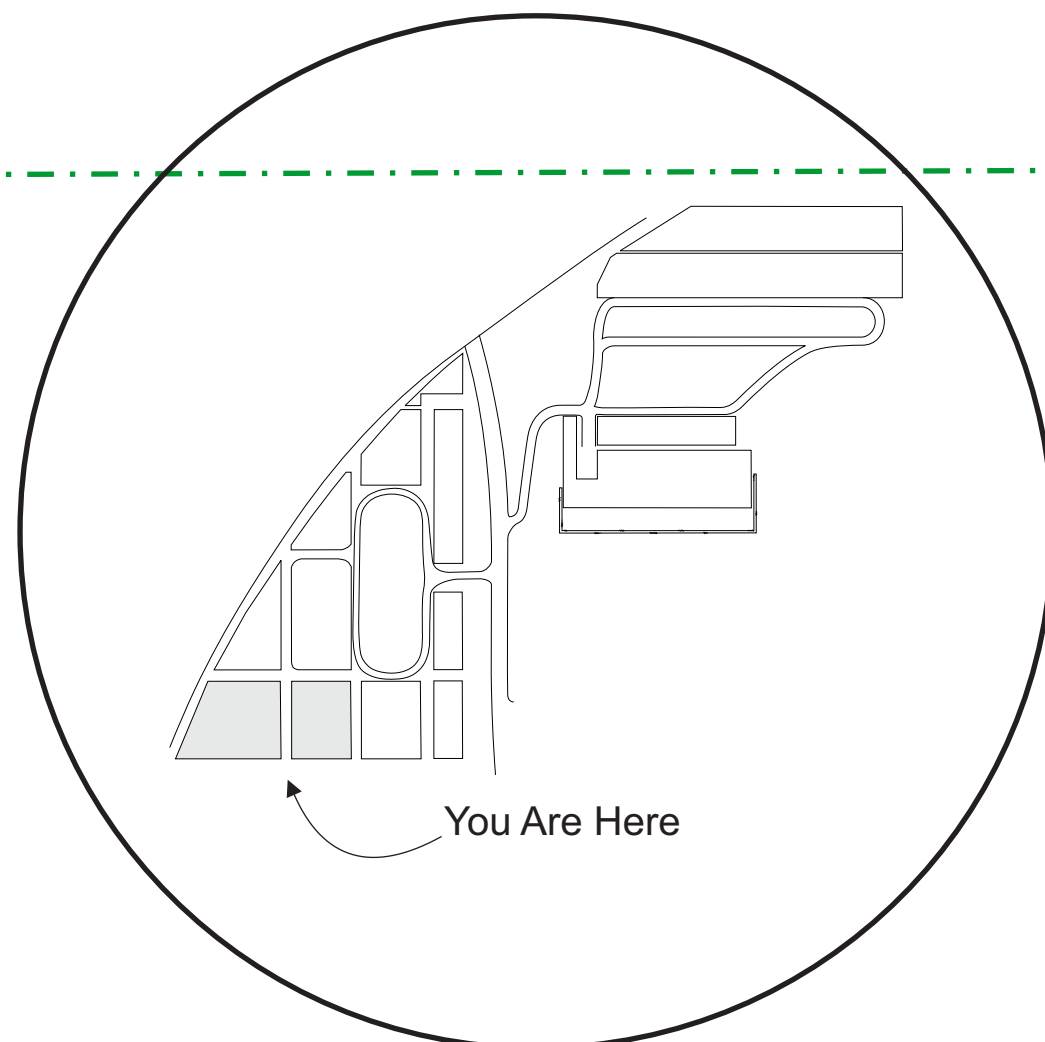
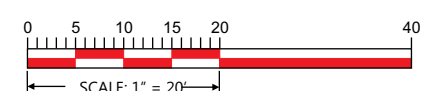
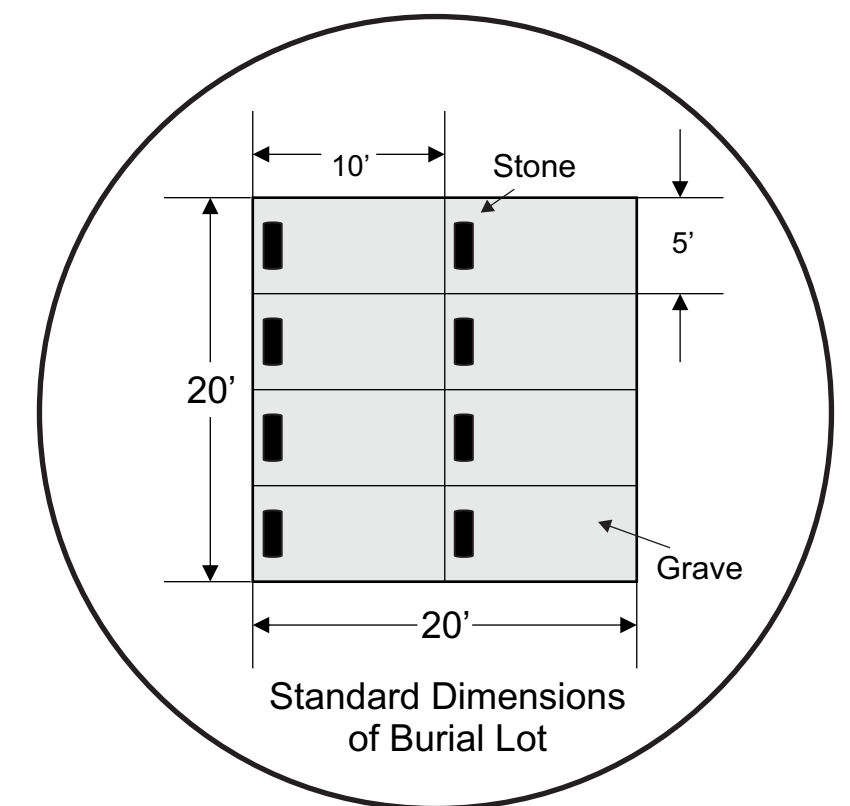
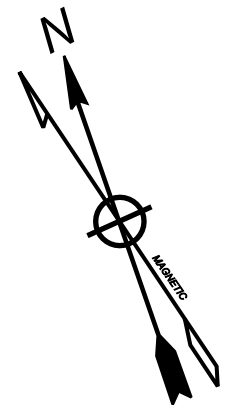
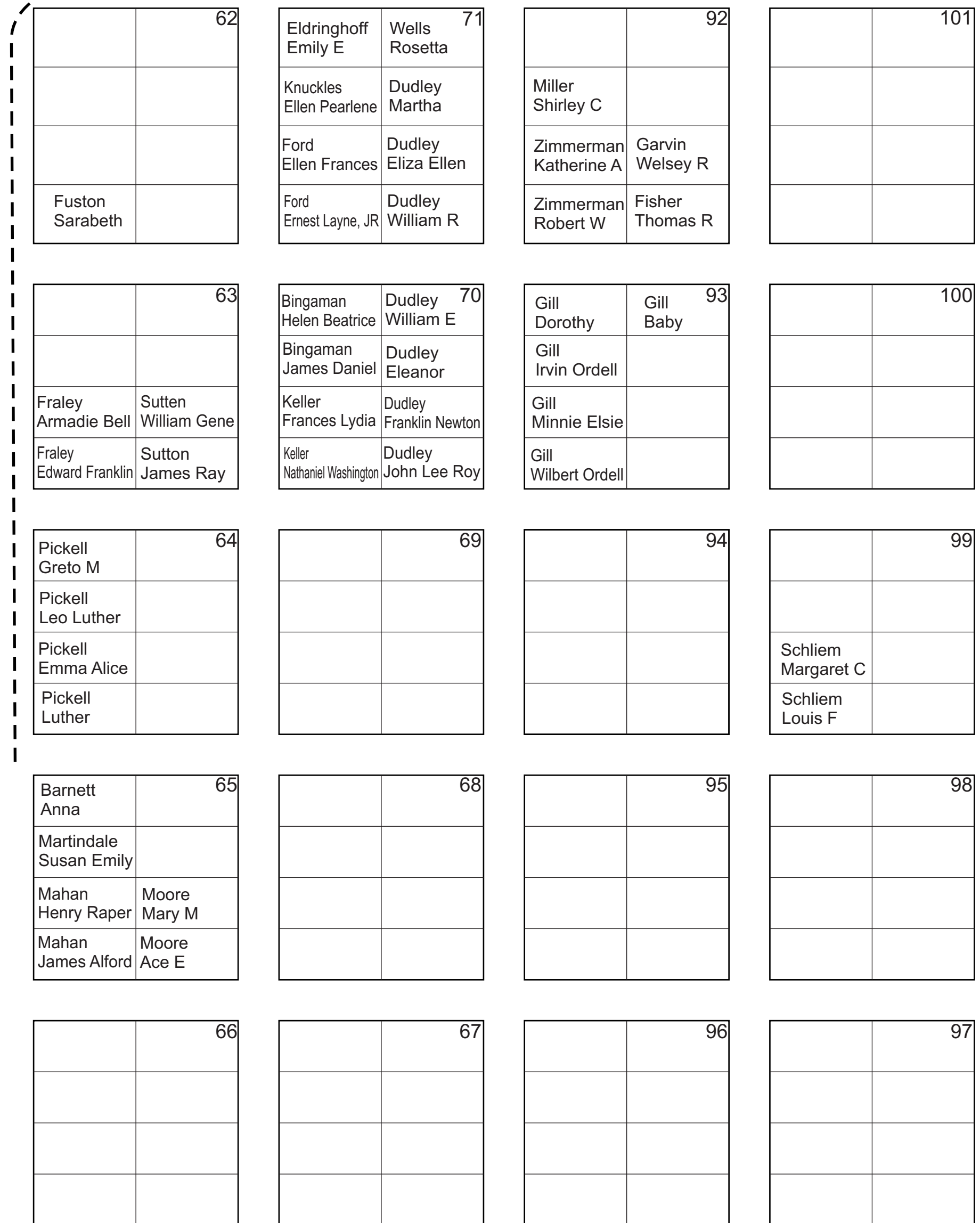
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Park Addition Southwest Part



- . — . . Approximate property line
- Road Edge
- — — . Grassy Lane Edge
- Brush Edge

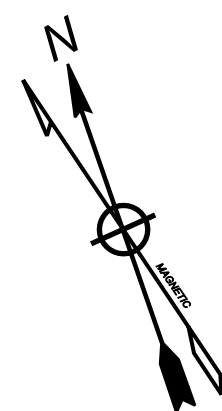
Oakland Cemetery	
Park Addition - Southwest Part	
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Oakland Cemetery

Harrisonville, Missouri

2011



North Commercial Street

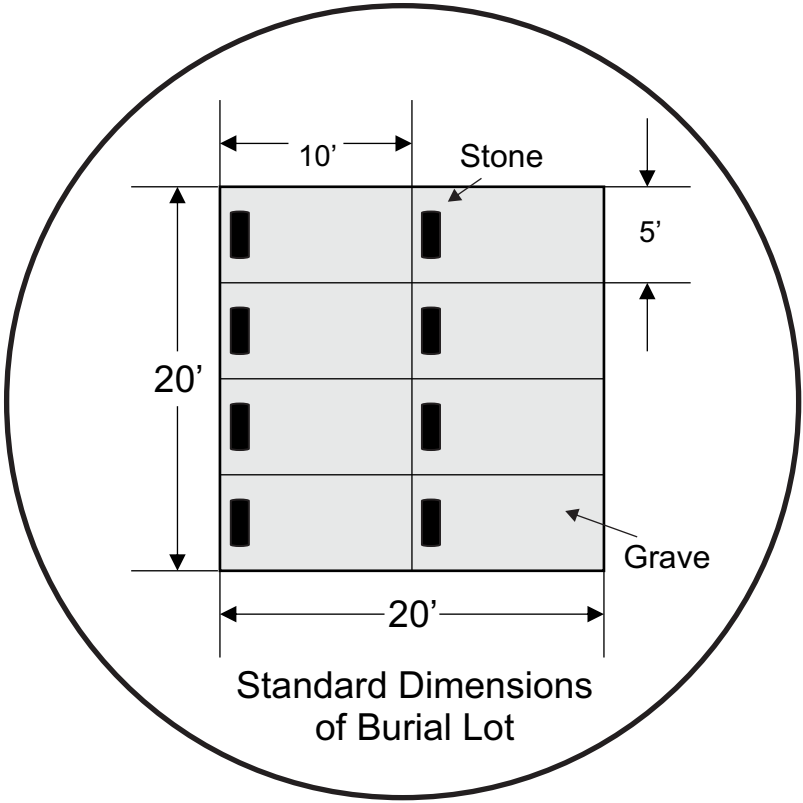
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216	225
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220	221



property line

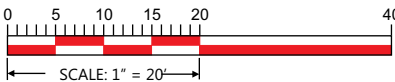
Park Addition Southeast Part



Approximate property line
Road Edge
Grassy Lane Edge
Brush Edge

Oakland Cemetery	
Park Addition - Southeast Part	
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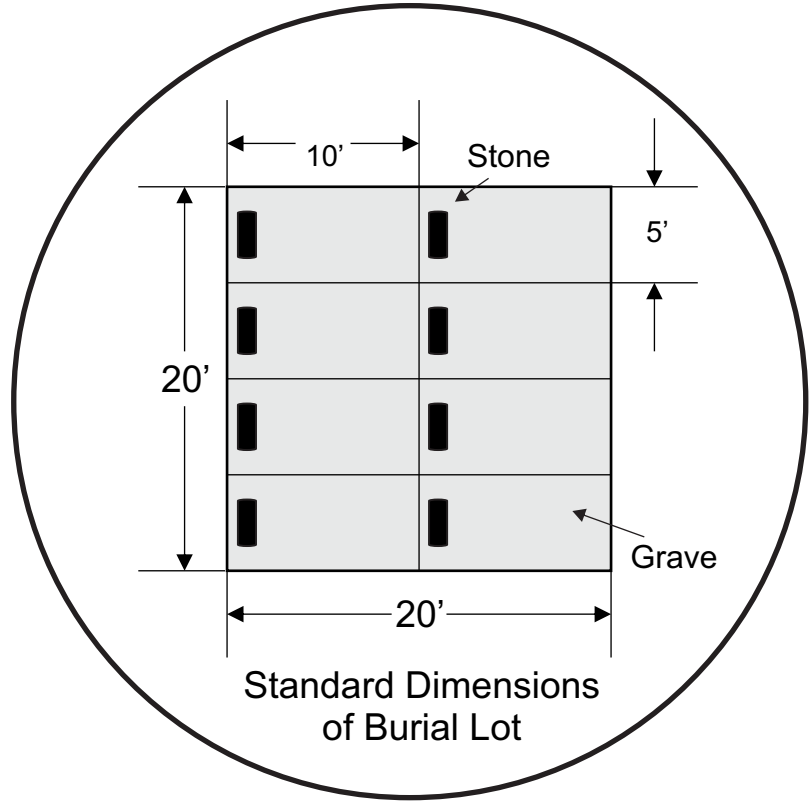
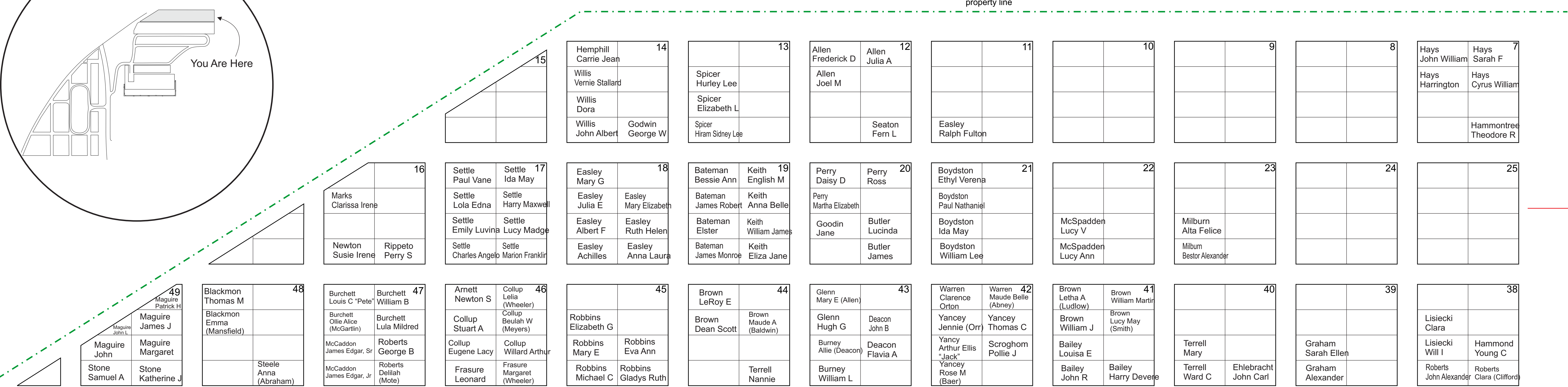
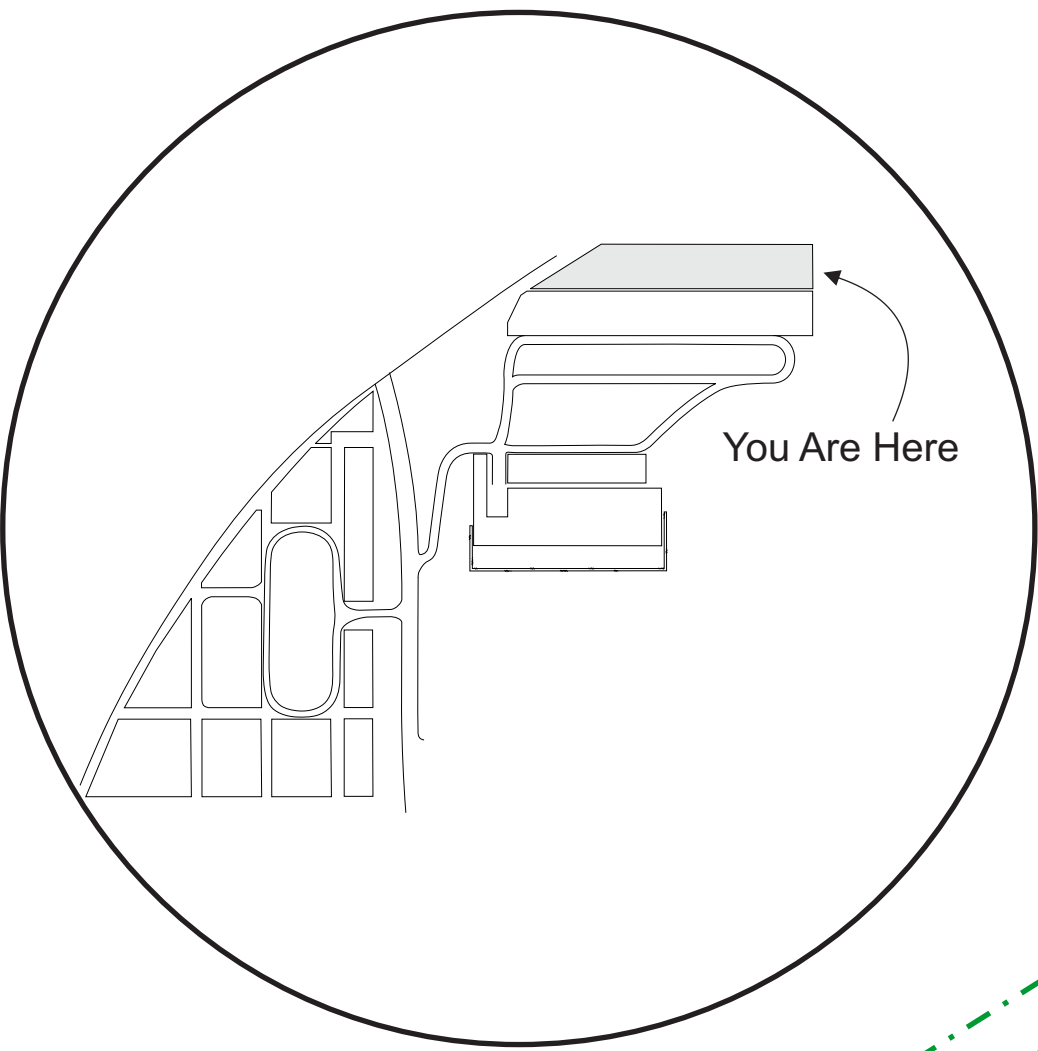
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Oakland Cemetery

Harrisonville, Missouri

2011



East Section

Rarick Addition

- Approximate property line
- Road Edge
- Grassy Lane Edge
- Brush Edge

Oakland Cemetery

East Section - Rarick Addition

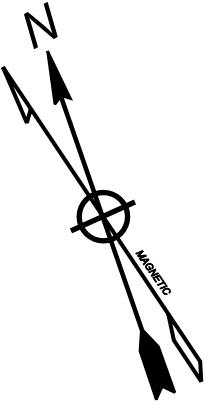
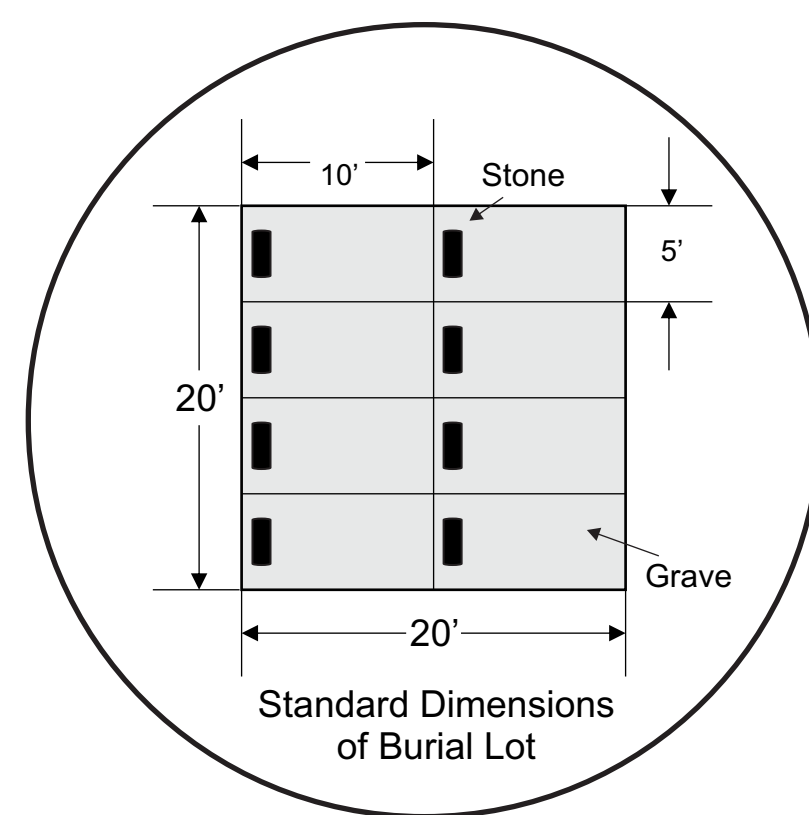
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- · — · — · Approximate property line
- Road Edge
- - - - - Grassy Lane Edge
- Brush Edge

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Oakland Cemetery

East Section - Original Cemetery North

Scale 1"= 20'

Sheet 1 of 8

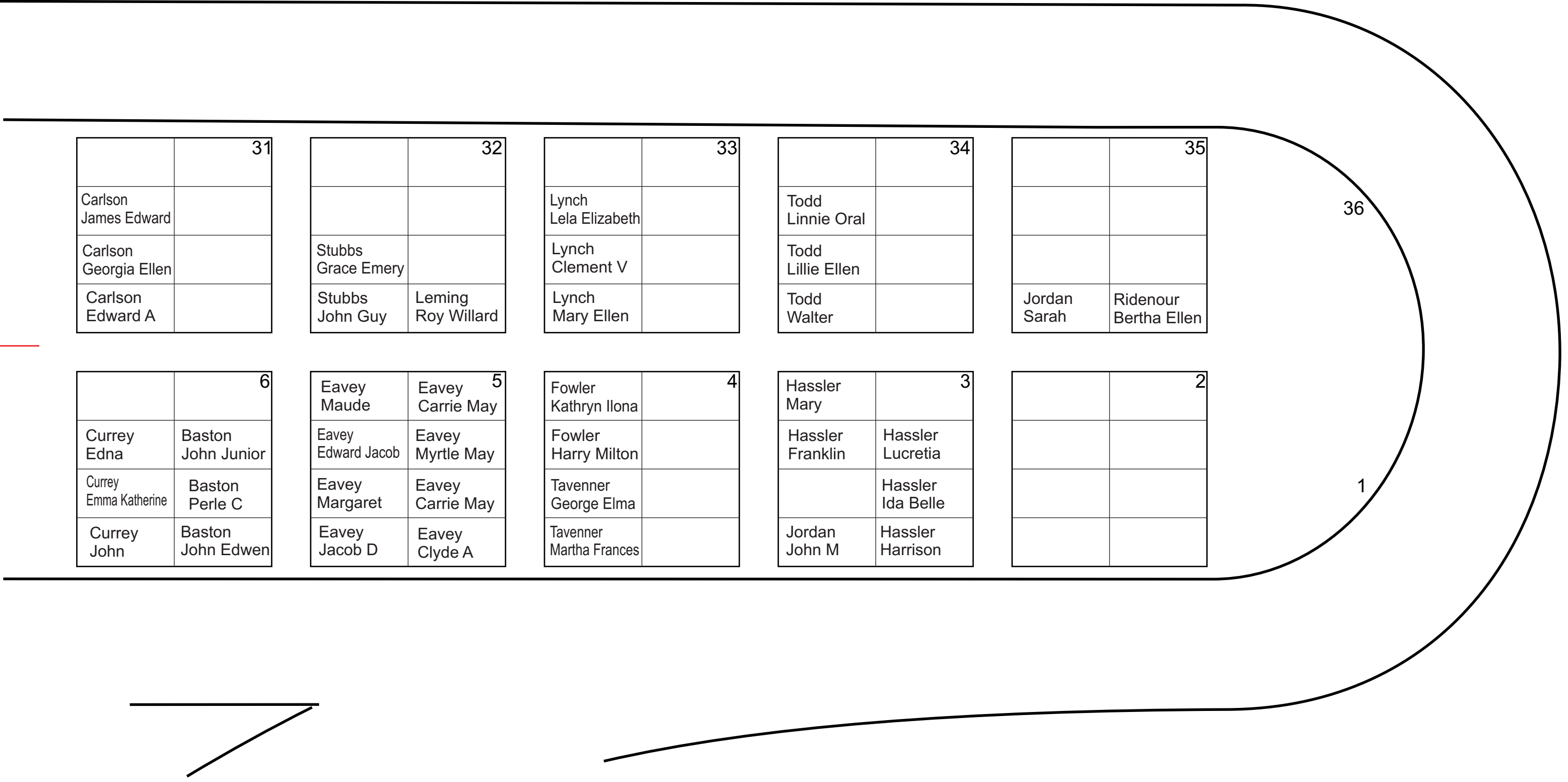
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Oakland Cemetery

Harrisonville, Missouri

2011

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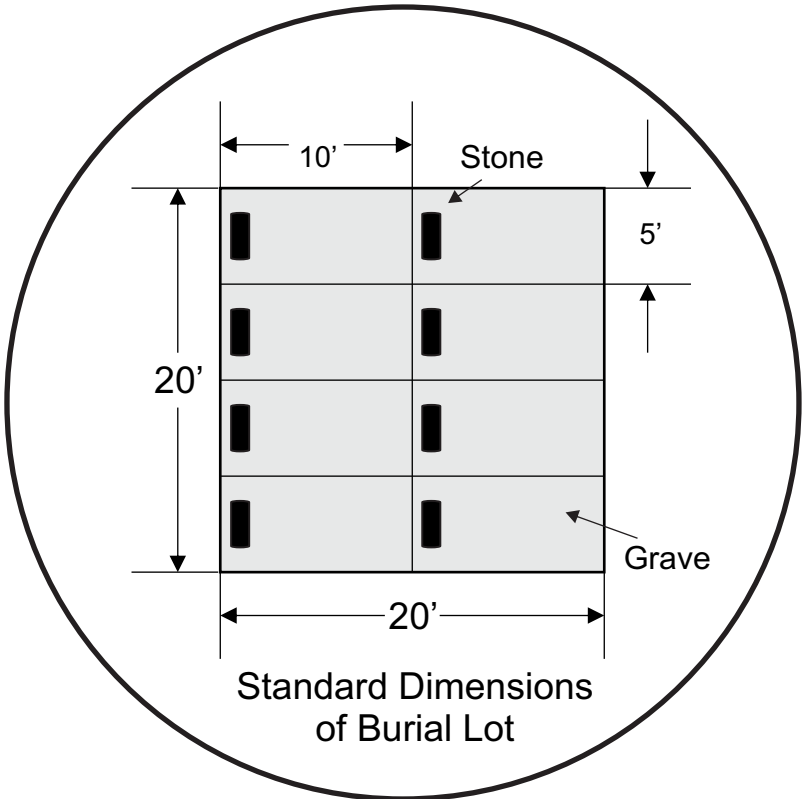
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Dale Julietta		Bryant Elhanan Laanan Ruble "Ruby"	Bryant Burgess Marie Bryant Louis Thomas	Bridges Nannie W	Triplet Jacob Silcott, MD	Stansbury Lou E	Stansbury Tully L	Moudy Othias A	Peyton Florence Vivian	Allen Mabel "Belle" (Given)	Allen Lora A (Akin)			Hall Leland James	Hall Walter	May Harvey George, JR	May Sue E		Brous Ruby J			Newlee James E	Newlee Mable Florence	
Dale Lucinda Ellen	Bainbridge Laura S	Bryant Sarah Jane (Ryan)	Bryant Elhanan Ruble "Hane"	Bridges James W		Stansbury Rachel	Stansbury Claudia M	Moudy Mary Alfred		Givan Elizabeth Chloe (Jackson)	Givan Cora S Givan Lizzie			Hall Fannie Sanger	Hall Ada	May Louise	May Josie		Brous Thomas Hamer			Newlee Julia N	Newlee James Earl	
Dale Major Douglas	Bainbridge Thomas	Townsend Willie Thornton (Bryant)	Bryant Thomas Clay	Bridges John Calvin	Bridges Mathew	Stansbury William H	Stansbury W Harry	Moudy Wilson B	Moudy Bula	Givan Noah M	Givan Emmett J	Monroe John Thomas		Hall Daniel Kernes	Hall Herbert Irving	May Harvey George, SR			Brous Mother	Wilson Matilda J		Newlee Charles B	Newlee Anna M	
Christian Blanche L	17		16	Burchett George S	15		14	Hocker Catherine Steele "Kitty" (Railey)	13		12	Armstrong Ida	11		Barrett William H, JR	10	Findley Loretta	Loveridge Florence Genevieve	9		8		7	
Christian Lou E	Drane Mary H	Brison Baby		White Iza Belle	Smith George Dudley			Hocker James E	Moore George W			Armstrong Frank Lackey	Armstrong James Breckenridge				Findley Richard Ewing	Loveridge Erle Ray		Moore Martha Jane				
Christian Ann E	Feely Sarah Hale	Brison Lucy H	McCool Julia	Weaver Lucile M	Crooks Mary Belle	Dellinger Adeline J Mills		Holt Bert Otto	Moore Georgia Lucille (Taylor)			Armstrong Mary M	Armstrong Annabelle Wayland	Wallace Mary	Higgins Mary C K			Doveton Ethel Grace		Moore Virginia Ann				
Christian John	Feely George W	Brison William Thomas	McCool William Payton	Brady Elizabeth	Smith John Luttrell	Mills James S		Holt Mabel Katherine (Easley)	Moore Lisle H, Sr			Armstrong James G	Armstrong Samuel Brown	Wallace Willie	Higgins John B	Farmer Elizabeth Ann	Doveton Willie Bazett		Moore Marietta		Hess Elizabeth			

C



East Section

Original Cemetery - South Part



Approximate property line
Road Edge
Grassy Lane Edge
Brush Edge

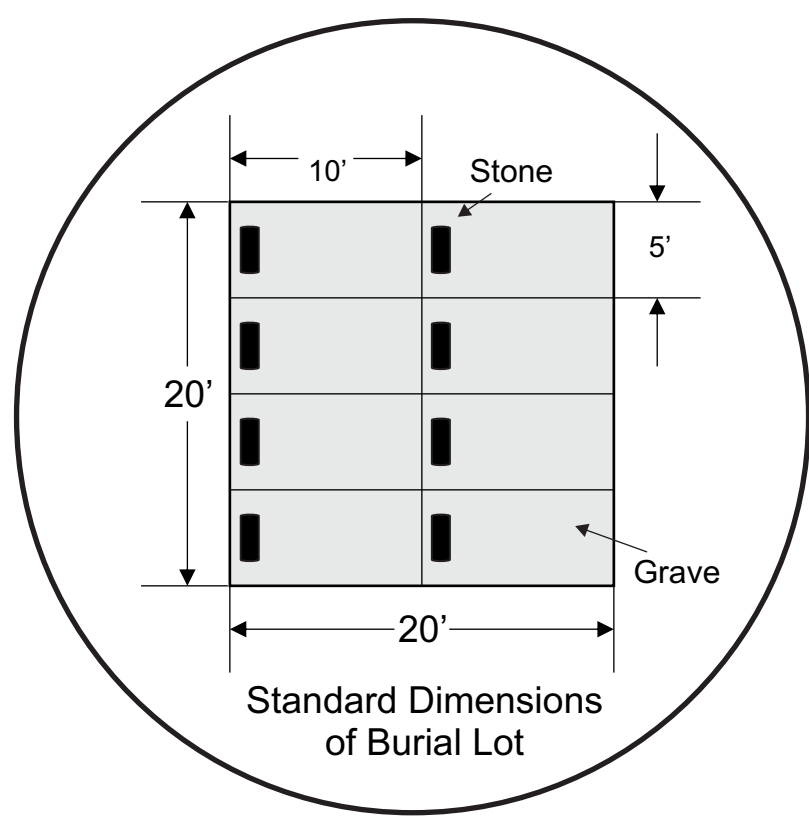
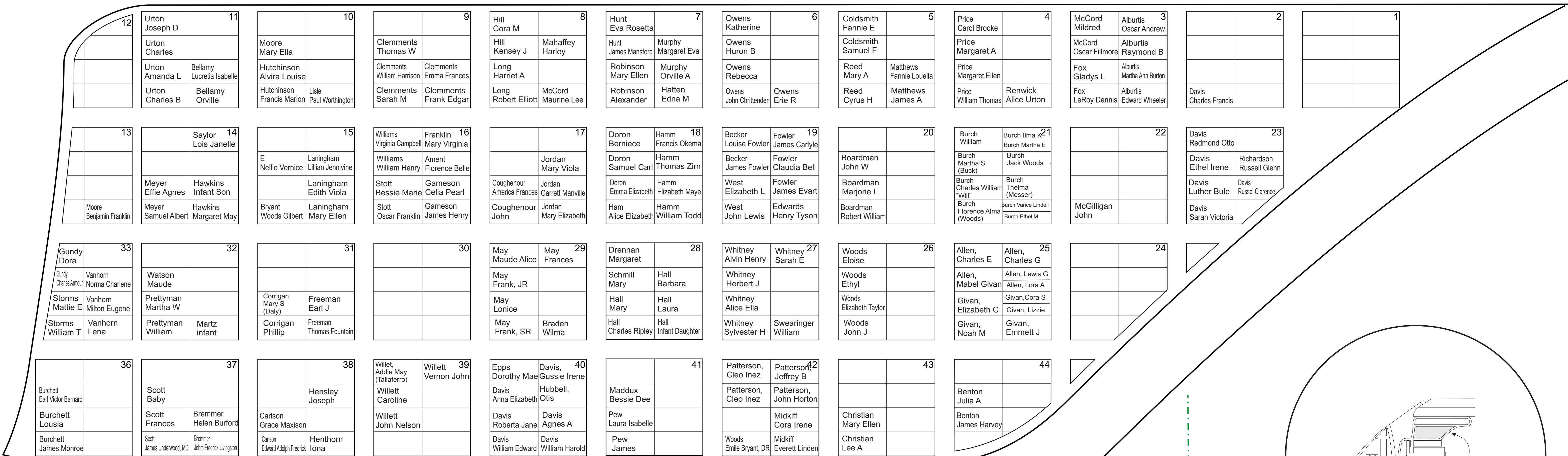
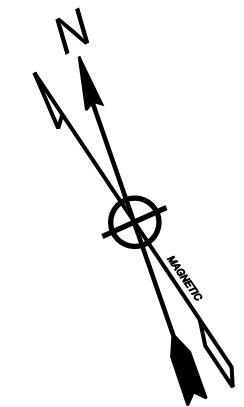
Oakland Cemetery	
East Section - Original Cemetery South	
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Oakland Cemetery

Harrisonville, Missouri

2011



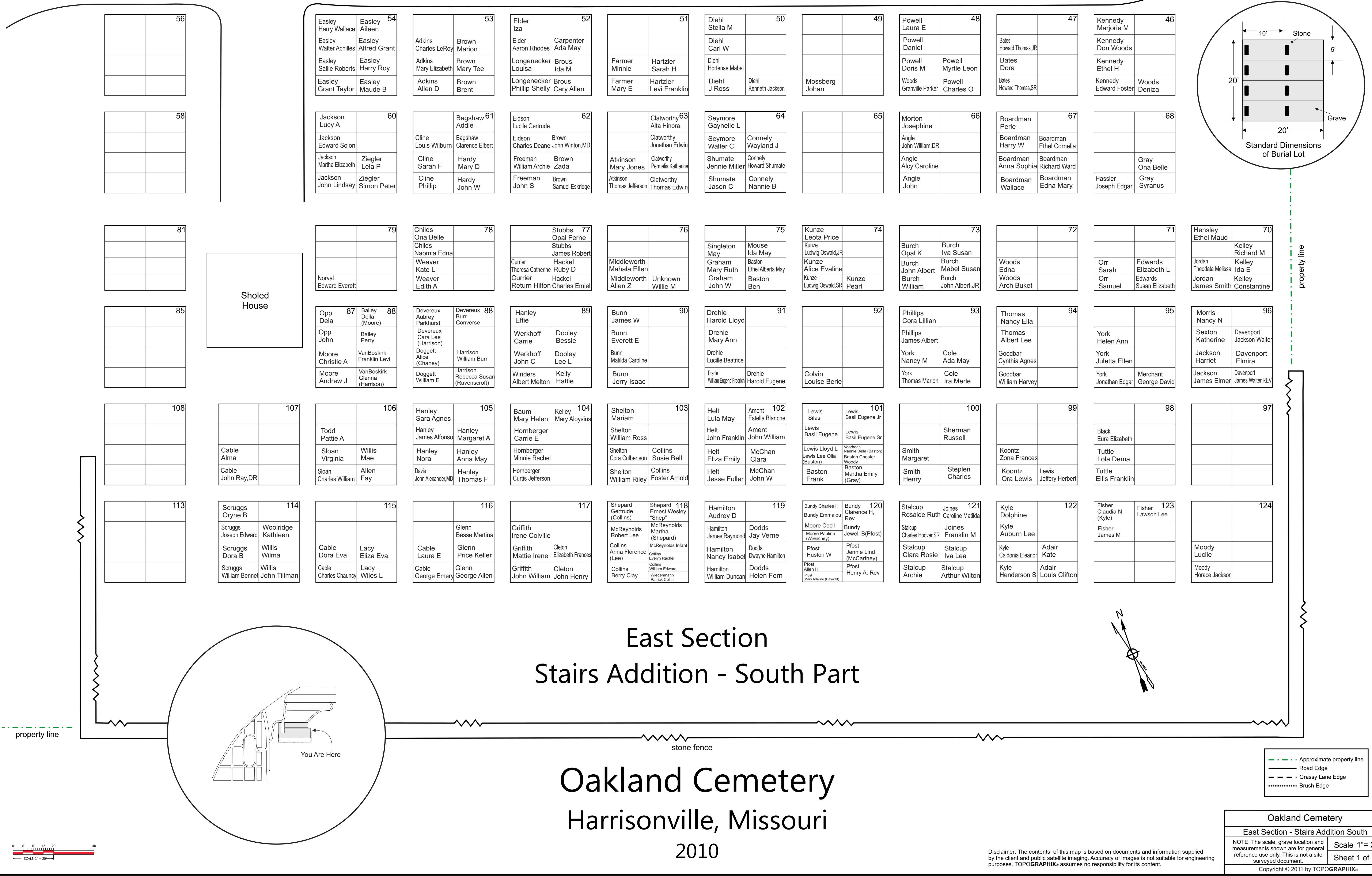
East Section

Stairs Addition - North Part

--- - - - -	Approximate property line
---	Road Edge
- - - - -	Grassy Lane Edge
.....	Brush Edge

Oakland Cemetery	
East Section - Stairs Addition North	
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Sheet 1 of 10	
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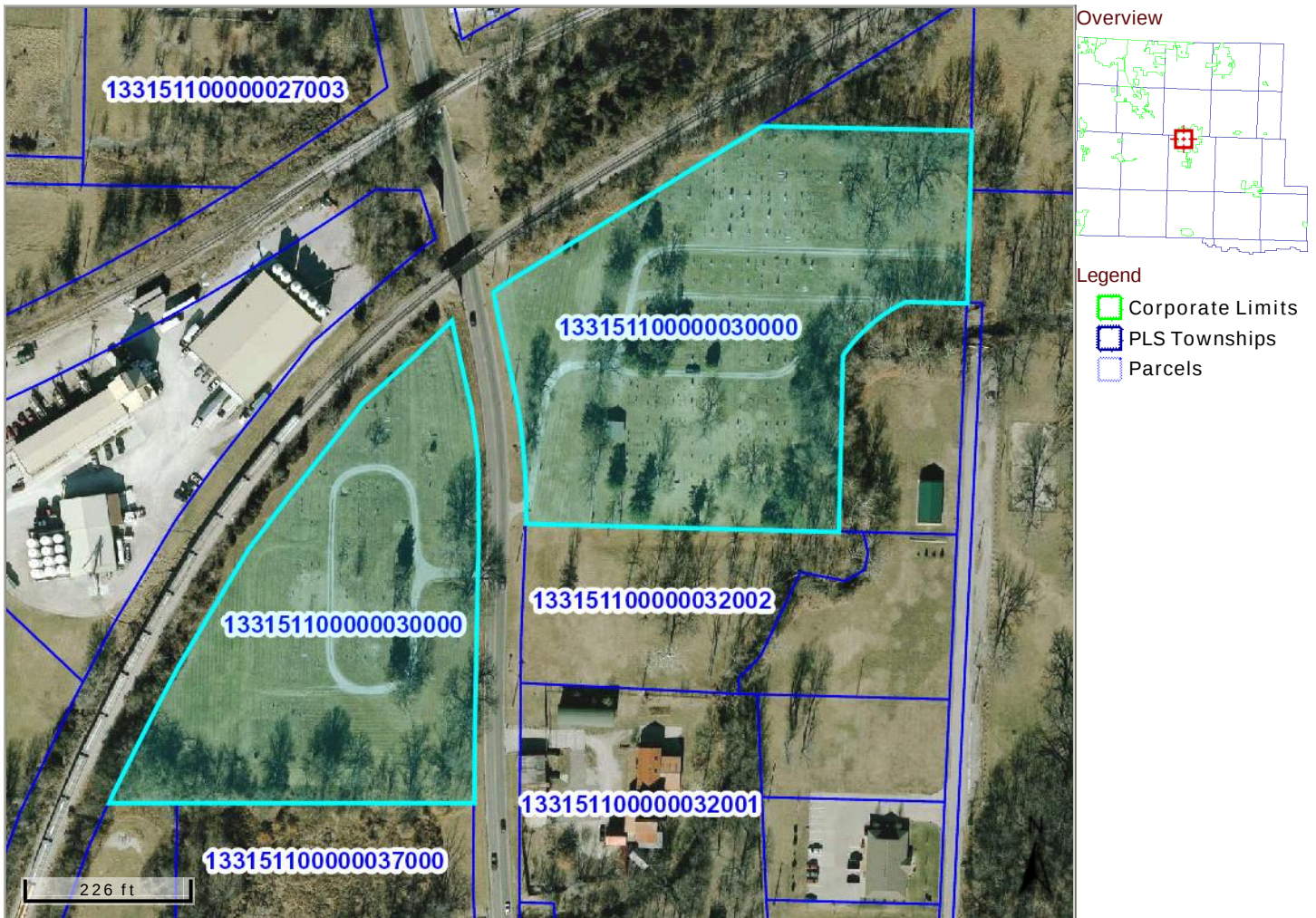
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Cass County, MO



Date Created: 12/3/2013



Parcel ID	133151100000030000	Alternate ID	n/a	Owner Address	OAKLAND CEMETERY
Sec/Twp/Rng	5-44-31	Class	Exempt		N COMMERCIAL
Property Address	N COMMERCIAL	Acreage	n/a		HARRISONVILLE MO 647010000
	HARRISONVILLE				

District	5713001
Brief Tax Description	PT E2 LT5&6 NE AS REC 138/406 111/158 & RR R/W 1278/120
	(Note: Not to be used on legal documents)

Last Data Upload: 11/27/2013 2:24:45 AM



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Attachment: Oakland Cemetery Property Ownership Map from County (Acceptance of Oakland Cemetery)



STAFF REPORT

TO: Board of Aldermen
FROM: Keith Moody, City Administrator
DATE: December 10, 2013
SUBJECT: Sales Tax Ballot Options

Type of Item: *Presentation*

Background: A sales tax ballot question to fund street, sidewalk and storm water improvements is an objective listed for 2014. The first opportunity to place a question on the ballot is for the April 2014 election. Ballot language must be certified to the election Board no later than January 28, 2014 for the April 2014 election. August and November elections are also available although the April date is customarily when local issues appear on the ballot.

Review: There are two sales tax options available for funding these types of improvements. Both require the same simple majority for passage. The “Transportation Sales Tax” option is preferred over the Capital Improvement Sales Tax option due to the simpler ballot language required. The simple Transportation Improvement language is included in the attached ordinance. The disadvantage of the Transportation Improvement Sales Tax is that it may not be used to fund stand alone storm water improvements. The list of projects proposed to be funded with Transportation Improvement Sales Taxes therefore does not reflect stand alone storm water improvement projects although storm water improvements can and will be completed in conjunction with the street projects listed as will sidewalk improvements.

The ballot language for the transportation sales tax is simpler than the language for the “Capital Improvement Sales Tax” option as the Capital Improvement ballot language **MUST** contain a section related to issuing bonds even if the City does not intend to issue debt and the City does not anticipate issuing debt.

A half of one percent sales tax will generate roughly \$1 million per year. The list of projects to be funded by the tax is set up for roughly \$10 million in funding. The ordinance attached reflects a 10 year sunset. The Public Works committee felt the 10 year time frame would allow the City opportunity to plan for and complete a significant amount of improvements, providing citizens with proven success on this list of projects thus garnering public support in extending the tax in the future. This was a key topic of discussion as the list of improvement projects extends

well beyond \$10 million.

Finally, the Public Works Committee considered the date that the question would appear on the ballot. In April 2014 the only anticipated question on the ballot will be for School Board seats. August 2014 will have primary questions for county, state and federal seats and November of 2014 will have general elections for the county, state and federal seats. The PW Committee preferred the April date as it is the customary local election date with a simpler election ballot.

Passage of the question requires a simple majority.

B. Discussion Item (ID # 1266)

Sales Tax Ballot Options

Attachments:

CB 88 - Sales Tax Ballot Question Ordinance (DOC)

AN ORDINANCE CALLING A SPECIAL ELECTION IN THE CITY OF HARRISONVILLE, MISSOURI, FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED VOTERS OF SAID CITY THE QUESTION OF WHETHER TO IMPOSE A TRANSPORTATION SALES TAX OF ONE-HALF OF ONE PERCENT (0.5%) FOR STREET AND SIDEWALK IMPROVEMENT PURPOSES.

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

Section 1. Pursuant to Section 94.700 *et seq.* of the Revised Statutes of Missouri, a special election is hereby ordered to be held in the City of Harrisonville, Missouri, on April 8, 2014, on the following question:

Shall the municipality of the City of Harrisonville, Missouri, be authorized to impose a transportation sales tax of one-half of one percent (0.5%) for street and sidewalk improvements such tax to terminate ten (10) years from the date on which such tax is first imposed?

Section 2. The form of the Notice of Special Election for said special election, a copy of which is attached hereto and made a part hereof, is hereby approved.

Section 3. The City Clerk is hereby authorized and directed to notify the Board of Election Commissioners of Cass County, Missouri, of the adoption of this Ordinance no later than 4:00 P.M. on January 28, 2014, and to include in said notification all of the terms and provisions required by the Comprehensive Election Act, Chapter 115 of the Revised Statutes of Missouri, as amended.

Section 4. This Ordinance shall be in full force and effect from and after its passage and approval.

FIRST READ by the Board of Aldermen this 16th day of December, 2013.

SECOND READ AND PASSED by the Board of Aldermen, January 6, 2014

Kevin Wood, Mayor

ATTEST:

Kim Hubbard, City Clerk

APPROVED by the Mayor this 6th day of January, 2014

Kevin Wood, Mayor



STAFF REPORT

TO: Board of Aldermen
FROM: Jerry Gibbs, Director
DATE: December 10, 2013
SUBJECT: Sales Tax Funded Improvements

Type of Item: Report

Issue - Recent citizen surveys confirm the majority of residents prefer sales tax vs. property tax funding for improving roads. A 1/2 cent sales tax should generate on average \$1,000,000 annually over a 25 year period. How best to frame the sales tax questions is political in nature. Obvious questions are what kind of projects would be supportive, how long should the sales tax be in place, how do you build support and when should an election be held?

The *Transportation Improvement Plan* completed by Transytems and the project list completed by the CTAC along with our capital improvement plan served as a guide for the improvements list. As a reminder the *Transportation Improvement Plan* was completed by Transytems in early 2011. It provided a snap shot of the road conditions in the city. A Pavement Condition Index (PCI) between 0-100 (higher the number the better the rating) was developed. A matrix was developed giving weighted values to each factor such as PCI, drainage, sidewalks, community values and cost of repairs. A score of 0-145 was developed. The highest score would have the greatest need.

Two possible scenarios for improvement were considered by the Public Works Committee.

Option 1 (Capital only) - This method identifies about \$25 million worth of street and storm water improvement projects. Streets would be built to a city standard including sidewalks and stormwater improvements. If the sales tax sunset is set at less than 25 years, this list will need to be adjusted accordingly. Some of the recommendations are projects currently under design and have a local match such as Mechanic Street which has state funding commitments in place. Total cost as well as the amount of local funding anticipated is shown for these projects. The local funding total would come from the sales tax. If other funding is not successful, projects on the end would drop off.

The list also includes residential streets in areas without curb and gutter. Streets that are used to connect neighbourhoods, lead to schools, and are designated snow routes were given priority. Sidewalks would be added along those streets being reconstructed. Storm drainage improvements adjacent to the reconstructed streets are also included.

Option 2 (Capital with surface improvements) - This options includes a resurfacing allowance for expanding the amount of mill and overlay and chip seal / micro seal work completed. If the sales tax is set at 25 years the list will reflect \$21 million in capital improvements and \$4 million for surface improvements. The City currently budgets \$90,000 for chip seal and road repairs. Adding \$4 million in sales tax for resurfacing (mill and overlay, chip & micro seal) along with our current maintenance program would benefit each citizen and business in town. Each resident or business would see a road treatment on their street in ten years or less.

Issues - The Public Works Committee considered:

- ☐ What would enhance voters support of a sales tax for road improvements?
Are voters more likely to support a list of capital improvements?
Are voters more likely to support a list or treatment that assures some enhancement to their street?
- ☐ How many years would be supported? 10, 15, 20, 25 or no sunset
- ☐ What projects would citizens most likely support?
- ☐ What time of year is better to gain a demographic diverse voter turnout?

Recommendations -

- April ballot question.
- Transportation sales tax
- Bond issue - Capital of \$8 M and \$2 M enhanced maintenance
- 10 year duration
- Enhanced maintenance - Every street in town would receive a surface treatment during the 10 year period
- Enhanced maintenance (combination of surface treatments - mill & overlay, micro-surfacing, chip seal) Note: current chip seal operating budget and portion

of overlay budget would still be required.

- Reallocate a portion of the annual \$150,000 for overlays to fund stormwater improvements. (staff is recommending \$75,000)
- A decision by the Board on the List of projects needs to be finalized before educational materials on the ballot question are produced

C. Discussion Item (ID # 1270)

Sales Tax Funded Improvements

Attachments:

Options 1 2 Revision 2 (3).xls (PDF)

10 year project list (XLSX)

10 Year Transportation Plan (3) (PDF)

Option 1:
Collector Street Reconstruction

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	MoDOT 80-20 Funding	
						MoDOT	City
1	2015	Mechanic	\$3,000,000	\$600,000	Independence to Stella	\$2,400,000	\$600,000
2	2018	Jefferson Parkway Phase 1	\$2,636,700	\$3,236,700	Locust to Community Center	\$2,109,360	\$527,340
3	2018	Jefferson Parkway Phase 2	\$1,939,700	\$5,176,400	Community Center to Waters	\$1,551,760	\$387,940
4	2019	Waters Road	\$2,962,000	\$8,138,400	Highway 291 to Jefferson	\$2,369,600	\$592,400
5	2020	West Wall Street	\$1,273,364	\$9,411,764	Oakland to Independence	\$1,018,691	\$254,673
6	2023	East Elm Street	\$1,287,780	\$10,699,544	Mechanic to Lincoln	\$1,030,224	\$257,556
SUBTOTAL			\$13,099,544			\$10,479,635	\$2,619,909

Residential Street Reconstruction and Storm Drainage Improvements

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
7	2014	Trade Fair Stormwater	\$155,000	\$10,854,544	Flooding of businessand one home on Kay and Joy Str		
8	2015	East Washington	\$331,080	\$11,185,624	Independence to Highland	875	28
9	2015	Butler Drive	\$548,640	\$11,734,264	Mechanic to Polk	1540	28
10	2015	Beckerdite Stormwater	\$390,000	\$12,124,264	Flooding of 4 homes between Edgevale and Oakvale		
11	2016	Highland Drive	\$1,305,932	\$13,430,196	Mechanic to South Street	2300	28
12	2017	Bradley Avenue	\$1,201,298	\$14,631,494	Ash to Pearl	2050	28
13	2018	Amy at Matt Channel Improvements	\$172,000	\$14,803,494	Flooding of 1-2 homes from Matt to Younger		
14	2019	King Drainage	\$212,000	\$15,015,494	Flooding on 1-2 homes between Wall and Mechanic		
15	2021	Highway 2 Bridge Replacement	\$400,000	\$15,415,494	Replace and widen to address traffic safety and flooding		
16	2021-22	North Lexington Street	\$2,800,200	\$18,215,694	Mechanic to Lancelot	4300	28
17	2024	W. Elm Street	\$805,000	\$19,020,694	Bradley to Price	1610	28
18	2025	S. Lexington	\$1,175,000	\$20,195,694	Mechanic to South Street	2350	28
19	2026	E. Chestnut Street	\$800,000	\$20,995,694	Independence to Bradley	1600	28
20	2027	King Street	\$1,350,000	\$22,345,694	Mechanic to Ash	2700	28
21	2028	Halsey Avenue	\$700,000	\$23,045,694	Mechanic to Elm	1400	28
22	2029	Main Street	\$850,000	\$23,895,694	Lee to South	1700	28
23	2030	Lee Street	\$535,000	\$24,430,694	Independence to Butler Dr.	1070	28
24	2030	Finney Street	\$450,000	\$24,880,694	Highland to Eastwood	900	28
25	2031	Shady Lane	\$350,000	\$25,230,694	Lake to Bradley	700	28
SUBTOTAL			\$14,531,150				

* Proposed width = 2 x 12' lanes + 2' C&G each side

Option 2:
Collector Street Reconstruction

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	MoDOT 80-20 Funding	
						MoDOT	City
1	2015	Mechanic	\$3,000,000	\$600,000	Independence to Stella	\$2,400,000	\$600,000
2	2022	Jefferson Parkway Phase 1	\$2,636,700	\$2,636,700	Locust to Community Center	\$2,109,360	\$527,340
3	2022	Jefferson Parkway Phase 2	\$1,939,700	\$2,539,700	Community Center to Waters	\$1,551,760	\$387,940
4	2024	Waters Road	\$2,962,000	\$5,501,700	Highway 291 to Jefferson	\$2,369,600	\$592,400
5	2025-26	West Wall Street	\$1,273,364	\$6,775,064	Oakland to Independence	\$1,018,691	\$254,673
6	2028	East Elm Street	\$1,287,780	\$8,062,844	Mechanic to Lincoln	\$1,030,224	\$257,556
SUBTOTAL			\$13,099,544			\$10,479,635	\$2,619,909

Residential Street Reconstruction & Storm Drainage Improvements

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
7	2014	Trade Fair Stormwater	\$155,000	\$8,217,844	Flooding of businessand one home on Kay and Joy Str		
8	2015	Beckerdite Stormwater	\$390,000	\$8,607,844	Flooding of 4 homes between Edgevale and Oakvale		
9	2017-18	Highland Drive	\$1,305,932	\$9,913,776	Mechanic to South Street	2300	28
10	2016	East Washington	\$331,080	\$10,244,856	Independence to Highland	875	28
11	2016	Butler Drive	\$548,640	\$10,793,496	Mechanic to Polk	1540	28
12	2018	Amy at Matt Channel Improvements	\$172,000	\$10,965,496	Flooding of 1-2 homes from Matt to Younger		
13	2019	King Drainage	\$212,000	\$11,177,496	Flooding on 1-2 homes between Wall and Mechanic		
14	2019-20	Bradley Avenue	\$1,201,298	\$12,378,793	Ash to Pearl	2050	28
15	2021	Highway 2 Bridge Replacement	\$400,000	\$12,778,793	Replace and widen to address traffic safety and flooding		
16	2027	North Lexington Street	\$2,800,200	\$15,578,993	Mechanic to Lancelot	4300	28
17	2029	W. Elm Street	\$805,000	\$16,383,993	Bradley to Price	1610	28
18	2030	S. Lexington	\$1,175,000	\$17,558,993	Mechanic to South Street	2350	28
19	2031	E. Chestnut Street	\$800,000	\$18,358,993	Independence to Bradley	1600	28
20	2032	King Street	\$1,350,000	\$19,708,993	Mechanic to Ash	2700	28
21	2033	Halsey Avenue	\$700,000	\$20,408,993	Mechanic to Elm	1400	28
SUBTOTAL			\$ 12,346,149		* Proposed width = 2 x 12' lanes + 2' C&G each side		

Resurfacing

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
22	2015	S Commercial	\$320,600	\$20,729,593	Mechanic to Butler Dr (m&o)	4000	34
23	2015	W Washington	\$213,000	\$20,942,593	Independence to Commercial (m&o)	2800	30
24	2015	Slurry Seal- Area 1	\$177,000	\$21,119,593	4 miles of seals	21500	24
25	2017	Plaza Drive	\$329,000	\$21,448,593	Commercial Street to Mechanic Street	3872	36
26	2017	Meadowlark	\$128,700	\$21,577,293	Bird to Megan (m&o w repairs)	3300	26
27	2017	Slurry Seal- Area 2	\$242,300	\$21,819,593	5.5 miles seal	29040	24
28	2019	Edgevale	\$77,000	\$21,896,593	South Street to Oakwood Street	1370	24
29	2019	Halsey	\$99,038	\$21,995,631	South Street to McEwoen	1756	24
30	2019	Slurry Seal- Area 3	\$473,962	\$22,469,593	10.9 miles seal	57558	24
31	2021	Slurry Seal- Area 4	\$506,140	\$22,975,733	11.5 miles seal	60720	24
32	2021	Prarieview Drive	\$83,560	\$23,059,293	Waters to Easton	1270	28
33	2021	Westchester	\$60,300	\$23,119,593	Mechanic to Cul-de-sac	802	32
34	2023	Precision Dr	\$650,000	\$23,769,593	Anaconda to E 267th	2600	34
35	2025	Slurry Seal- Area 5	\$650,000	\$24,419,593	14.9 miles of seal	78672	
SUBTOTAL			\$4,010,600				

Collector Street Reconstruction

Item #	Location	Estimated Cost	Cumulative Total	Location	MoDOT 80-20 Funding MoDOT	Funding City
1	Mechanic	\$3,000,000	\$600,000	Independence to Stella	\$2,400,000	\$600,000
2	Jefferson Parkway Phase 1 and Design for Phase 2 and Waters Rd	\$3,136,700	\$3,736,700	Locust to Community Center	\$2,509,360	\$627,340
3	East Elm Street	\$1,287,780	\$5,024,480	Mechanic to Lincoln	\$1,030,224	\$257,556
4	West Wall Street	\$1,273,364	\$6,297,844	Oakland to Independence	\$1,018,691	\$254,673
	SUBTOTAL	\$7,424,480			\$5,939,584	\$1,484,896

Residential Street Reconstruction and Storm Drainage Improvements

Item #	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
6	King Street	\$1,350,000	\$7,647,844	Mechanic to Ash	2700	28
7	East Washington	\$331,080	\$7,978,924	Independence to Highland	875	28
8	\$200,000/year for sealing	\$2,000,000	\$9,978,924	Entire Town		
9	Detailed estimate of total probable cost	\$200,000	\$10,178,924			
	Trade Fair Stormwater	\$155,000	\$155,000	Flooding of business and one home on Kay and Joy Str		
	Beckerdite Stormwater	\$390,000	\$545,000	Flooding of 4 homes between Edgevale and Oakvale		

Amy at Matt Channel Improvements	\$172,000	\$717,000	Flooding of 1-2 homes from Matt to Younger
King Drainage	\$212,000	\$929,000	Flooding on 1-2 homes between Wall and Mechanic
Highway 2 Bridge Replacement	\$400,000	\$1,329,000	Replace and widen to address traffic safety and flooding

To be paid for out of Asphalt Overlay/General Fund at \$75,000/year



10 Year Transportation Plan

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