City of Harrisonville est. 1836

AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
FEBRUARY 17, 2015
7:00 PM

1. **Call to Order & Pledge of Allegiance**

2. **Roll Call**

   A. **Roll Call**

3. **Ceremonial Matters**

   A. **Proclamation for FFA Week**

4. **Public Participation**

   A. **Public Participation**

5. **Approval of Minutes**

   A. **Board of Aldermen - Regular Meeting - Feb 2, 2015 7:00 PM**

6. **Agenda Items**

   A. **Special Event Permit: Harrisonville High School.—MOCK Accident**

   B. **Special Event Permit: Harrisonville Area Chamber of Commerce.— 5K Walk/Run Event**

   C. **Council Bill 17: AN ORDINANCE TO AUTHORIZE THE MAYOR OF THE CITY OF HARRISONVILLE, MISSOURI TO EXECUTE THE FIRST AMENDMENT TO THE SECOND AMENDED AND RESTATED COOPERATIVE AGREEMENT BETWEEN THE CITY OF HARRISONVILLE, MISSOURI AND THE HIGHWAY 71/291 PARTNERS IN PROGRESS TRANSPORTATION DEVELOPMENT DISTRICT**

   D. **Approve Request for Destruction of Records**

   E. **Consider Request for Marketplace Access Point**

F. Council Bill 018: A Resolution Authorizing the City Administrator of Harrisonville, Missouri to Join the High Performance Outdoor Lighting Accelerator

G. Council Bill 019: A Resolution Authorizing the City Administrator of Harrisonville, MO to enter into a purchase agreement with WESCO for fiber optic materials in an amount to exceed $67,235.

H. Council Bill 020: A resolution authorizing the City Administrator of Harrisonville, Missouri to enter into a contract with Ervin Cable Construction, LLC for construction and installation of a fiber optic ring in an amount not to exceed $140,202.00

7. Aldermen and Committee Reports

8. Report from the City Administrator

9. Report from the Mayor

10. Questions from the Media

11. Adjourn to Executive Session

12. Adjourn From Regular Session

Posted on City Hall Bulletin Board this 12th day of February 2015

____
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

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Sheryl Stanley, Deputy City Clerk**

DATE: **February 11, 2015**

SUBJECT: **Proclamation for FFA Week**

Type of Item: *Proclamation*

A. Action Item (ID # 1750)

Proclamation for FFA Week

Attachments:

FFA 2015 (PDF)

City of Harrisonville est. 1836

PROCLAMATION

WHEREAS, FFA and agricultural education provide a strong foundation for the youth of America and the future of the food, fiber, and natural resources systems; and

WHEREAS, FFA promotes premier leadership, personal growth and career success among its members; and

WHEREAS, agricultural education and FFA ensure a steady supply of young professionals to meet the growing demands in the science, business and technology of agriculture; and

WHEREAS, the FFA motto – "learning to do, doing to learn, earning to live, living to serve" – gives direction and purpose to these students who take an active role in succeeding in agricultural education; and

WHEREAS, FFA promotes citizenship, volunteerism, patriotism and cooperation,

NOW, THEREFORE, on behalf of the Board of Aldermen of the City of Harrisonville, I, Mayor Kevin Wood do hereby designate the week of February 21 through 28, 2015, as FFA Week in Harrisonville.

____

Kevin W. Wood, Mayor

City of Harrisonville est. 1836

DRAFT

MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
FEBRUARY 2, 2015
7:00 PM

1. Call to Order & Pledge of Allegiance

Mayor Wood called the meeting to order at 7:06 pm.

2. Roll Call

Attendee Name	Title	Status	Arrived
Bret Brown	Board Member	Present	
Bret Reece	Board Member	Absent	
David Dickerson	Board Member	Present	
Doug Meyer	Board Member	Present	
Ivan Stull	Board Member	Present	
Marcia Milner	Board Member	Present	
Morris Coburn	Board Member	Present	
Stacey Dahlman	Board Member	Absent	
Kevin Wood	Mayor	Present	

Others Present: City Administrator Keith Moody, City Attorney Steve Mauer, Finance Director Mike Tholen, Community Development Director Rick DeLuca, Police Chief John Hofer, City Clerk Kim Hubbard, Public Information Officer Sheryl Stanley, Street Superintendent Rodney Jacobs, Public Works Director Jerry Gibbs and Assistant Public Works Director Eric Patterson.

3. Ceremonial Matters

A. A Service Award Honoring Tad Snell, Water Department, for 15 Years of Service to the City of Harrisonville

Tad Snell was recognized for his fifteen (15) years of service by Mayor Wood and Public Works Director Jerry Gibbs.

B. A Proclamation Designating February 2015 as Technical Education Month for Cass Career Center

Mayor Wood was joined by Tyler Cardinal and Douglas Croy representing Harrisonville DECA. Mayor Wood read a proclamation recognizing the Month of February as Technical Education Month for Cass Career Center.

4. Public Participation

A. Public Participation

Jack Cotton, 802 Eastwood Road, thanked the Mayor for directing him to speak to MoDOT representatives regarding his questions on the Highway 291 project.

Mr. Cotton asked about the standards for curb/gutters and sidewalks for new construction, Mr. Patterson noted the standard is 48". Mr. Cotton referenced the policy that was being considered tonight and Mayor Wood noted there were no specifications being changed.

Mayor Wood closed public participation with no one else coming forward to speak.

5. Approval of Minutes

A. Board of Aldermen - Regular Meeting - Jan 19, 2015 7:00 PM

Minutes were approved.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Morris Coburn, Board Member
SECONDER:	David Dickerson, Board Member
AYES:	Brown, Dickerson, Meyer, Stull, Milner, Coburn
ABSENT:	Bret Reece, Stacey Dahlman

B. Collette Culver's comments-Morrison Ally Vacation

6. Agenda Items

A. AN ORDINANCE VACATING AN UNIMPROVED ALLEY LYING SOUTH OF BLOCK 216 AND NORTH OF BLOCK 221 IN ORIGINAL HARRISONVILLE, HARRISONVILLE, CASS COUNTY, MISSOURI.

City Attorney Mauer read Council Bill 007 by title for a second time. Director DeLuca reviewed the information included in the packet and discussed the impact the vacation would have on the property owners. Alderman Meyer asked if the City doesn't vacate the alley could the City be petitioned to make improvements in which Mr. DeLuca reported this could happen. There was also discussion that the vacation would have no impact on road infrastructure and that the structures which are now in the City's right-of-way may or may not have been issued permits; it is not known. It was noted that if the property owners were to sell their house that has a structure that is in the right of way, that the property would not be in compliance. Alderman Dickerson stated he thought the alley should stay as is.

Council Bill 007 was defeated. The alley will not be vacated.

RESULT:	**DEFEATED [2 TO 4]**
AYES:	Doug Meyer, Ivan Stull
NAYS:	Bret Brown, David Dickerson, Marcia Milner, Morris Coburn
ABSENT:	Bret Reece, Stacey Dahlman

B. Public Hearing for Marketplace ROW Vacation

Mayor Wood opened the public hearing, no one came forward to speak, Mayor Wood closed the public hearing.

C. AN ORDINANCE VACATING AN UNIMPROVED RIGHT OF WAY LYING WEST OF SOUTH COMMERCIAL STREET AND ON THE SOUTHEAST CORNER OF THE HARRISONVILLE MARKETPLACE DEVELOPMENT IN HARRISONVILLE, CASS COUNTY, MISSOURI.

City Attorney Mauer read Council Bill 013 by title only for the first time. Mr. DeLuca reported he considered this a housekeeping item and the request came from the property owner. It was noted there is no reason to keep the right-of-way. The question was asked if the building is part of the TIF District, Mr. DeLuca stated it was not but there was good chance that if a new building is constructed that it could straddle the TIF District.

Alderman Milner motioned to suspend the rules and move Council Bill 013 to it's second reading. Alderman Brown seconded the motion and it was passed by following roll call vote:

Ayes: Aldermen Dickerson, Stull, Brown, Meyer, Milner and Coburn

Nays: None

Absent: Aldermen Dahlman and Reece

Abstain: None

Council Bill 013 was read a second time by title only by City Attorney Mauer.

Council Bill 013 became Ordinance 3301

RESULT:	**ADOPTED [UNANIMOUS]**
AYES:	Brown, Dickerson, Meyer, Stull, Milner, Coburn
ABSENT:	Bret Reece, Stacey Dahlman

D. A RESOLUTION AUTHORIZING THE CITY OF HARRISONVILLE TO ADOPT A POLICY GOVERNING THE REPAIR AND/OR INSTALLATION OF CURB AND GUTTERS AND SIDEWALKS IN THE CITY.

City Attorney Mauer read Council Bill 014 by title only. Mr. Gibbs reported this item formalizes the sidewalk/curb policy and reviewed the two portions of the policy and the responsibilities of the property owners and the City. Alderman Coburn noted that the County has a similar policy and it seems to be working well. Mr. Gibbs reported this policy comes to the board with a recommendation of approval from the Public Works Committee.

Council Bill 014 became 010.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Morris Coburn, Board Member
SECONDER:	Ivan Stull, Board Member
AYES:	Brown, Dickerson, Meyer, Stull, Milner, Coburn
ABSENT:	Bret Reece, Stacey Dahlman

E. A RESOLUTION OF THE CITY OF HARRISONVILLE, MISSOURI AUTHORIZING THE EXTENSION OF THE TOW POLICY FOR TWO ADDITIONAL YEARS, ENDING FEBRUARY 1, 2017.

City Attorney Mauer read Council Bill 015 by title only. Chief Hofer reviewed the agreement and stated staff would like to continue the tow rotation as it was in the 2011 agreement and this comes to the Board with a recommendation for approval from the Public Safety Committee.

Council Bill 015 became Resolution 011.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Morris Coburn, Board Member
SECONDER:	David Dickerson, Board Member
AYES:	Brown, Dickerson, Meyer, Stull, Milner, Coburn
ABSENT:	Bret Reece, Stacey Dahlman

F. AN ORDINANCE AMENDING THE NOISE ORDINANCE CHAPTER 250 SECTION .020 OF THE CITY OF HARRISONVILLE, MISSOURI CITY CODE

City Attorney Mauer read Council Bill 016 by title only. Chief Hofer reviewed the amendment to the noise ordinance and reported the amendment comes to the Board with a positive recommendation from the Public Safety Committee.

Alderman Meyer made the motion to suspend the rules and move Council Bill 016 to it's second reading. Alderman Brown seconded the motion and it passed with the following roll call vote:

Ayes: Aldermen Stull, Coburn, Dickerson, Meyer, Milner, and Brown

Nays: None

Absent: Aldermen Dahlman and Reece

Abstain: None

City Attorney Mauer read Council Bill 016 by title only for a second time.

Council Bill 016 became Ordinance 3302.

RESULT:	**ADOPTED [UNANIMOUS]**
AYES:	Brown, Dickerson, Meyer, Stull, Milner, Coburn
ABSENT:	Bret Reece, Stacey Dahlman

G. AN ORDINANCE TO AUTHORIZE THE MAYOR OF THE CITY OF HARRISONVILLE, MISSOURI TO EXECUTE THE FIRST AMENDMENT TO THE SECOND AMENDED AND RESTATED COOPERATIVE AGREEMENT BETWEEN THE CITY OF HARRISONVILLE, MISSOURI AND THE HIGHWAY 71/291 PARTNERS IN PROGRESS TRANSPORTATION DEVELOPMENT DISTRICT

Alderman Meyer excused himself and sat in the audience. City Attorney Mauer read Council Bill 017 by title only.

Mayor asked if there were any questions. Alderman Dickerson noted he would like to have further clarification of the payment schedule, Alderman Coburn clarified that the first reading was the only reading tonight, and Alderman Brown stated he had requested a traffic flow report from MoDOT.

Mayor Wood reported the second reading of Council Bill 017 would take place at the next meeting.

RESULT:	**FIRST READING**
	Next: 2/17/2015 7:00 PM

7. Aldermen and Committee Reports

Alderman Brown commented on Sunday's game. Alderman Coburn commented on good job the Street Department does.

8. Report from the City Administrator

Mr. Moody distributed a summary of the 2014 objectives and a summary of the 2014 merit increases. Mr. Moody stated he thought staff had done an exceptional job of staying within budget for merit increases and completing objectives in a timely fashion and within budget.

City Clerk Hubbard reminded everyone that the next regular Board meeting would take place Tuesday, February 17th as City offices will be closed on Monday, February 16th in observance of President's Day.

9. Report from the Mayor

Mayor Wood commented on how good the Chamber Dinner was.

10. Questions from the Media

No questions.

11. Adjourn to Executive Session

None.

12. Adjourn From Regular Session

Alderman Dickerson made the motion to adjourn the meeting. Alderman Milner seconded the motion and it was approved by a voice vote. The meeting adjourned at 7:55 PM.

Kevin Wood, Mayor & Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Kim Hubbard, City Clerk

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **John Hofer, Director**

DATE: **February 11, 2015**

SUBJECT: **Harrisonville High School.—MOCK Accident**

Type of Item: *Approval*

Issue: Harrisonville High School.-MOCK Accident
scheduled for April 24, 2015 from 8:00 am to 1:00 pm.

Background: The applicant, Virginia DeVenney, Harrisonville High School Public Relations Instructor, has requested an event permit to host a mock accident in front of Harrisonville High School in conjunction with the Harrisonville Prom. The proposed crash site is the corner of Elm and Price and will be held in an effort to raise awareness about the dangers of drinking and driving. The applicant is requesting the closure of the street from 8:00 am until approximately 1:00 pm. The road will need to be closed to all traffic on Elm street at the entrance to the High School and on Price Street at Elm Street.

In the past the Police Department as well as the Emergency Services Department and the Street Department have assisted with this mock accident This will be the first time that the mock accident did not take place on school property.

The applicant has not requested assistance from the City but will continue to work closely with the School Resource Officer (SRO) during the planning of this event incase future assistance will be needed. If approved, the applicant will need to provide the necessary insurance to the City.

Recommendation: Although this is the first time this event has been held on City property but with no noted complaints or concerns associated with the prior events I would recommend approval for this event as long as all state laws, city ordinances and city recommendations are complied with.

A. Action Item (ID # 1752)

Special Event Permit: Harrisonville High School.—MOCK Accident

Attachments:

HHS Mock Acc 2015(1) (PDF)

SPECIAL EVENTS APPLICATION

A. FILING PERIOD: An application for an event permit shall be filed not less than seven (7) days prior to the meeting of the Board of Alderman at time applicant desires the issuance of a permit. Applicant must realize that, dependent upon the nature of the event and the scope of services being required of the City, the Board of Alderman may require additional time to review the permit application.

B. CONTENTS: The application for an event permit shall set forth the following information.

1. Organization: Harrisonville High School - Public Relations

2. Name of Applicant: Virginia DeVenney - Pub. Relations Adviser
   Address: 1504 E. Elm
   Phone: (816) 380-3273 ext. 10871 Cell: ____

3. Purpose of Event: Mock Accident by HHS Public Relations

4. Proposed date(s) and time(s) of Event: April 24th, 8 a.m.-1 p.m.

5. Location(s) where event will be held: High School Intersection (Price and Elm outside the school parking lot)

6. Anticipated crowd size: ____

7. City services requested: (Please check all that apply) Provide detailed letter for these requests.

   ☐ Electricity ☐ Police Protection ☐ Traffic Control ☐ Ambulance Standby
   ☐ Cones ☐ Barricades ☐ Street or parking lot clean up

8. Any additional information: refer to attached letter for information on necessary services, etc.

APPROVED this ____ day of ________, 20 ___.

____
Chief of Police

____
City Clerk

Attachment: HHS Mock Acc 2015(1) (1752 : Harrisonville High School.?MOCK Accident)

January 8, 2015

Chief Hofer:

The Public Relations class at Harrisonville High School would like to host a "Mock Crash" event this year to coincide with Prom in order to raise student awareness about the dangers of drinking and driving. The date of the event would be Friday, April 24, 2015.

Our proposal is that the "crash" would be located at the corner of Price and Elm. Students would arrive at school that morning, and then we'd propose closing the streets from roughly 8 am to 1 pm. At that time, the cars would be put in place. Student presentations would take place at the crash site from roughly 9:25 – 10:10, which is third hour.

Our students have contacted Life Flight, and they have tentatively agreed to participate in the event. Our intent is for local law enforcement agencies to participate, as well, by assisting at the crash site and directing traffic around the accident. EMS services also will be involved.

If there is any further information you need from us, please advise. We look forward to working with you.

Regards,

Virginia DeVenney
PR teacher

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **John Hofer, Director**

DATE: **February 11, 2015**

SUBJECT: **Harrisonville Area Chamber of Commerce.— 5K Walk/Run Event**

Type of Item: *Approval*

Issue: Harrisonville Area Chamber of Commerce.-5K Walk/Run Event scheduled for October 3, 2015 from 8:30 am to 11:00 am.

Background: The applicant, LynnDa Roberts of the Harrisonville Area Chamber of Commerce has requested an event permit to host a 5K walk/run obstacle course in Harrisonville in conjunction with the annual Burnt District Festival. This will be the first time for this event however, several similar events have been previously hosted in Harrisonville with no noted complaints or concerns. The requested event is scheduled as a fundraiser for the Harrisonville Police Department Shop-With-A-Cop program. This event will start and end on the historic Harrisonville Square.

The proposed route is North off the Square on Lexington Street and into City Park through Camp Reeder. The participants will follow trails throughout the park and exit the park near the back of the Cass Career Center and cross Cass R-IV School District property until proceeding West on Elm Street and turning South on Price Street and then finally West on Pearl and taking that back to the square for conclusion of the event. The applicant will need to make arrangements with the Parks and Recreation department and the School District for use of their properties. All obstacles used in the course will be placed either on Parks and Rec property or School District property. The applicant has requested assistance from the City with traffic control which can be handled either by on-duty officers or the VIPS. The applicant anticipates about 100 participants for the event and it should be completed by 11:00 am for the start of the parade. The applicant has requested that the City provide the necessary insurance since the applicant is partnering with a City department for the event.

Recommendation: With no noted complaints or concerns associated with the prior similar events I

would recommend approval for this event as long as all state laws, city ordinances and city recommendations are followed.

B. Action Item (ID # 1751)

Special Event Permit: Harrisonville Area Chamber of Commerce.— 5K Walk/Run Event

Attachments:

Chamber 5K 2015 (TIF)

SPECIAL EVENTS APPLICATION

A. FILING PERIOD: An application for an event permit shall be filed not less than seven (7) days prior to the meeting of the Board of Alderman at time applicant desires the issuance of a permit. Applicant must realize that, dependent upon the nature of the event and the scope of services being required of the City, the Board of Alderman may require additional time to review the permit application.

B. CONTENTS: The application for an event permit shall set forth the following information.

1. Organization: Harrisonville Area Chamber of Commerce

2. Name of Applicant: LynndA Roberts

   Address: 106 S. Independence

   Phone: 816 380-5271 Cell: 816-809-4427

3. Purpose of Event: Community Event + Fundraiser

4. Proposed date(s) and time(s) of Event: Saturday, October 3, 2015
   9Am- 11Am

5. Location(s) where event will be held: Start on Square
   go thru City Park and back to Square

6. Anticipated crowd size: 100

7. City services requested: (Please check all that apply) Provide detailed letter for these requests.

   ☐ Electricity ☐ Police Protection ☒ Traffic Control ☒ Ambulance Standby

   ☐ Cones ☐ Barricades ☐ Street or parking lot clean up

8. Any additional information: 5K Run - Optical COURSE
   Fundraise for Shop with a Cop program
   in conjunction with Burnt District Festival
   ~~to~~

APPROVED this ______ day of ____________, 20 ____.

____
Chief of Police

____
City Clerk

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Keith Moody, City Administrator**

DATE: **January 30, 2015**

SUBJECT: **291 Highway Phase 2 Funding**

Type of Item: *Approval*

Background: Phase 2 of improvements to Highway 291 has been planned to follow Phase 1 construction. Funding has been secured from three different sources totaling $3.684 million (assuming a 3 lane configuration). One source of funding (Cost Share- $2.3 million) is no longer offered and must be used by 2017 or be lost, another (STP Funds- $1.1 million) would be lost if not used by 2018. In order to increase resources to cover Phase 2 the TDD is in the process of extending the collection of a one percent sales tax within the district 5 additional years. This would ensure enough revenue is available to cover Phase 2 costs but those revenues come well past the deadline for when $3.4 million of state/federal funds must be used. Conventional financing is not possible for Phase 2 as it was for Phase 1 due to insufficient coverage ratio (revenue for debt service divided by debt service equal to at least 1.3).

Review: Staff has worked with the City Attorney, the TDD Attorney, a financial advisor and MoDOT to identify funding options for Phase 2. Our conclusion is that the only options to fund Phase 2 involve the City taking on a position of liability either by backing the debt (where the city is responsible for a shortfall) or by the City advancing payment on the obligations owed by the TDD for Phase 2. Backing bonds does not provide any financial benefit to the City where with the advancing option the City would be paid interest on the advance at a market competitive rate of 6% (the longest term bonds issued by the TDD in 2014 pay interest at 5.5%).

The attached amendment to the cooperative agreement between the City and TDD spells out the terms of a City advance and the timing of the advances which begin in the spring of 2015 and are completed in 2017. The terms also provide for the TDD to make payments on the advance amount annually with available resources beginning in 2015. Terms also require the TDD to annual calculate if there is a benefit of refinancing the TDD's initial bond issue and repaying in full the balance of the advance from the City beginning in 2019. This is designed to shorten the term of the City advance (anticipated to be 8 years from the first advance, 2023). Attached is a Repayment Schedule reflecting that the City is anticipated being repaid by the end of 2023 (assuming $1.2 million is advanced). A Refinancing Analysis has also been completed (report attached) showing that refinancing is possible in 2023 with more than a 200% coverage ratio (130% coverage ratio was achieved for the initial TDD bonds issued). The Refinancing would not be completed if the City's advance has been repaid by 2023 as there would be no benefit in completing it, but the analysis shows that a refinancing would be marketable.

Attached is a sheet showing what City fund reserves would be used for each of the four advances. These reserves are being invested not spent. The City anticipates the principal to be repaid along with interest. The reserves will not be available for spending while invested, as is the case with other investments made by the City. Reserves from the utilities that have had new infrastructure installed at the expense of the TDD are anticipated to be the first dollars advanced with General Fund reserves used if necessary (current estimates do not reflect a need for General Fund reserves).

The City's investment policy currently limits the term of an investment to 5 years and to government agency issues. This investment would be an exception to both of these parameters as well as not meeting the liquidity parameter of our policy.

The source of funding for the TDD is sales tax. Therefore if their sales taxes decline so to would the City's sales taxes, which is the primary revenue source of General Fund supported operations. There is potential for businesses to leave the TDD district for other locations inside the City as well.

Budget Impact: Currently the City has $10 million in cash and investments for all funds. Our annual return on investment is .9% and our investments are primarily short term (1 year or less) due to a persistently flat yield curve. The advance would be shared by funds having cash available for investment. Interest paid by the TDD to the City on the advance would be allocated based on the amount advanced by each fund. Assuming a maximum advance amount of $1.2 million earning a return of 6% the City would earn $72,000 in a year. This amount would decline as the advance is repaid but is 667% percent better than our current earnings on other investments.

Another budget impact consideration is that the TDD is paying for new water ($668,000), new sewer ($165,000) and new electric ($457,700) infrastructure as part of the Phase 1 project that ordinarily would have been paid for by the respective utilities. The TDD committed to paying for these costs early in the project planning stages when cost estimates and project scope were not well defined, they have kept that commitment. This $1.29 million investment by the TDD in our utilities exceeds the $1.15 million estimated as the City advance amount.

Phase 1 change orders would need to exceed $346,000 in order to reach the $1.5 million limit of the advance, to date change orders on Phase 1 that would apply to this limit total $15,000.

Recommendation: Although I prefer the City not take a position that puts us at risk, I believe providing an advance on a public improvement that is key to addressing congestion concerns identified by citizen's is worth a risk. My willingness to take that risk is motivated by the loss of $3.684 million in outside funding already secured for Phase 2, where there is no guarantee that we would be able to secure these funds for construction in 2030 which is when TDD funding will be sufficient to proceed on Phase 2 without the need for financing.

Staff has required the terms of the agreement minimize the City's risk to the extent possible. Conditions that serve to limit City exposure have been incorporated into the Amended Agreement between the City and the TDD including: 1. A three lane street is built with easements established to accommodate utility relocation for a future five lane design, 2. The City's advance being limited to $1.5 million by giving City approval to Phase 1 Change Orders and the engineering contract for Phase 2, 3. The TDD extends the length of the sales tax collection 5 years (the TDD is working on completing this step presently). The 5 year extension reduces the City's risk further as the extension would result in $5 million of additional funds to cover repayment of the City advance even if that repayment comes in 2030.

Council Bill No. 17

Ordinance No.

AN ORDINANCE TO AUTHORIZE THE MAYOR OF THE CITY OF HARRISONVILLE, MISSOURI TO EXECUTE THE FIRST AMENDMENT TO THE SECOND AMENDED AND RESTATED COOPERATIVE AGREEMENT BETWEEN THE CITY OF HARRISONVILLE, MISSOURI AND THE HIGHWAY 71/291 PARTNERS IN PROGRESS TRANSPORTATION DEVELOPMENT DISTRICT

WHEREAS, the City of Harrisonville wishes Phase II of the improvements to Highways 71 and 291, as undertaken and funded by the Highway 71/291 Partners in Progress Transportation Development District, to go forward as planned upon completion of the Phase I improvements, and

WHEREAS, representatives from the city, the Partners in Progress Transportation Development District , and the Missouri Department of Transportation have met to discuss ways in which the improvements can be funded, and

WHEREAS, an amendment to the Second Amended and Restated Agreement has been drawn up which outlines the procedure for funding these improvements, and

WHEREAS, the amendment is attached to and become part of this ordinance,

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

Section 1: That the mayor is hereby authorized to execute the First Amendment to the Second Amended and Restated Cooperative Agreement between the City of Harrisonville, Missouri, and the Highway 71/291 Partners in Progress Transportation Development District, and

Section 2: That this ordinance shall become effective immediately upon its passage and approval.

Vote taken as follows:

Ayes:

Nays:

Absent:

Abstain:

Read one time by title only on the 2nd day of February 2015 and read for the second time by title only on the 17th day of February. Passed by the Board of Aldermen this 17th day of February 2015.

____

Kevin W. Wood, Mayor and Ex-Officio

Chairman of the Board of Aldermen

ATTEST:

____

Kim Hubbard, City Clerk

APPROVED by the Mayor this 17th day of February 2015

First Amendment to the
Second Amended and Restated Cooperative Agreement
Between the City of Harrisonville, Missouri, and
The Highways 71/291 Partners In Progress Transportation Development District

THIS FIRST AMENDMENT TO THE SECOND AMENDED AND RESTATED COOPERATIVE AGREEMENT (the "**First Amendment**"), is entered into as of this _______ day of _________________, 2015, by and between the **CITY OF HARRISONVILLE, MISSOURI,** a fourth class city and political subdivision of the State of Missouri (the "**City**"), and the **HIGHWAYS 71/291 PARTNERS IN PROGRESS TRANSPORTATION DEVELOPMENT DISTRICT**, a Missouri transportation development district (the "**District**").

WHEREAS, the City and the District entered into the Second Amended and Restated Cooperative Agreement on October 30, 2012 (the "**Agreement**"), to provide for the implementation of the District Sales Tax, to allow the City to perform the functions of administering, accounting for and enforcing the District Sales Tax, to provide for the operations of the District, and to coordinate efforts for the design, construction and operation of the District Projects; and

WHEREAS, the parties desire to amend the Agreement to establish a funding plan for the Phase 2 improvements along and adjacent to Highway 291. *All capitalized words and terms that are not defined in this First Amendment shall have the meanings assigned to them in the Agreement.*

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, City and District hereby agree as follows:

The following shall be added to the Agreement:

Section 4.7. Phase 2 Funding Plan.

A. <u>Design Costs</u>. The District will enter into a contract with an engineering firm for final design associated with Phase 2. The final design costs for Phase 2 are currently estimated to be $425,000 (the "**Phase 2 Final Design Costs**"), which assumes that the scope of the Phase 2 improvements are revised from the preliminary design as prepared by TranSystems to scale the project construction down from five lanes to three lanes. The final cost of the Phase 2 Final Design will be as negotiated between the parties, MoDOT and the selected engineering firm. The District will issue a notice to proceed to the engineering firm on a date as mutually agreed between the District, City and MoDOT, which is expected to occur during Spring 2015 subject to the conditions set forth in paragraph H of this Section. The notice to proceed shall be approved by the City prior to issuance by the District.

The City will pay the Phase 2 Final Design Costs from City funds, and not from District funds maintained by the City. These bills are expected to be paid over an approximately 6 month period after the notice to proceed is issued, with the goal of finishing the design by December 1, 2015. The billing and payment process that has previously been used by the District and the City

(District Board approval, payment by City Finance Department) will continue to be used for these costs. The amounts that are paid by the City for the Phase 2 Final Design Costs will be reimbursed to the City from District funds as described below in paragraph F of this Section.

B. ROW Acquisition Costs. The right-of-way acquisition costs for Phase 2 are currently estimated to be $472,280 (the "**Phase 2 Acquisition Costs**"). The estimated Phase 2 Acquisition Costs assume that sufficient easements will be acquired to construct the Phase 2 improvements to five-lane capacity, even though the initial Phase 2 construction will consists of three lanes. Land to be acquired in fee title as part of the Phase 2 Acquisition Costs will only be for three lanes of capacity, and additional land may need to be acquired in the future in fee title to expand the road to five lanes. The easement acquisition for five lanes of capacity will allow utilities to be relocated in order to provide sufficient space to expand the road to five lanes at a later date, if desired by the City and MoDOT. It is anticipated that the estimated Phase 2 Acquisition Costs will be reviewed during the course of preparing final plans for Phase 2, and the estimated Phase 2 Acquisition Costs may be adjusted during this final design process.

Under the anticipated project schedule, which is subject to revision based on MoDOT approvals, the Phase 2 Acquisition Costs amount is expected to be deposited with MoDOT in December 2015. MoDOT will provide the final deposit amount prior to such date, which may differ from the amount stated above. The Phase 2 Acquisition Costs will be funded from two sources: (1) half of the Phase 2 Acquisition Costs (estimated to be $236,140) is expected to be funded from MoDOT Cost Share funds that are then available on the deposit date, and (2) half of the Phase 2 Acquisition Costs (estimated to be $236,140) will be funded from City funds and not from District funds maintained by the City. The amounts actually paid by the City for the Phase 2 Acquisition Costs will free up an equal amount of District funds that can be used for Phase 2 construction costs. The amounts that are paid by the City for the Phase 2 Final Design Costs will be reimbursed to the City from District funds as described below in paragraph F of this Section.

C. Utility Relocation Costs. The utility relocation costs which are scheduled to be incurred by MoDOT for Phase 2 are currently estimated to be $125,000 (the "**Phase 2 Utility Relocation Costs**"). Under the current Phase 2 schedule, which is subject to revision based on MoDOT approvals, this amount is expected to be deposited with MoDOT in December 2015. MoDOT will provide the final deposit amount prior to such date, which may differ from the amount stated above. The Phase 2 Utility Relocation Costs will be funded from two sources: (1) half of the Phase 2 Utility Relocation Costs (estimated to be $62,500) will be funded from funded from MoDOT Cost Share funds that are then available on the deposit date, and (2) half of the Phase 2 Utility Relocation Costs (estimated to be $62,500) will be funded from City funds and not from District funds maintained by the City. The amounts that are paid by the City for the Phase 2 Utility Relocation Costs will be reimbursed to the City from District funds as described below.

D. Phase 1 Additional Costs. The right-of-way acquisition costs associated with Phase 1 is projected to exceed the amount on deposit with MoDOT for such costs by $342,389. The Phase 1 construction contract amount exceeds the amount of funds on deposit with MoDOT by $206,219, which accounts for all change orders processed by MoDOT through January 5, 2015, including the construction of sewer improvements on Rock Haven Road.

As a result, the known Phase 1 additional costs on the effective date of this First Amendment are $548,608 (collectively, the "**Phase 1 Additional Costs**"). Additional amounts may be incurred for right-of-way acquisition in connection with the appeals that are pending for acquisition of property from two property owners in the District area, and additional amounts are expected to be incurred for relocation costs that occur as Phase 1 construction is completed. Additional amounts may also be incurred for Phase 1 construction costs due to additional change orders during construction.

The actual amount of the Phase 1 Additional Costs will be finally determined by MoDOT after the construction of Phase 1 is completed. The amount on deposit with MoDOT as contingency for Phase 1 is approximately $270,000 (the "**Phase 1 Contingency**"). The Phase 1 Contingency will be applied by MoDOT against the final amount of the Phase 1 Additional Costs, and it is anticipated that MoDOT will request payment for the remaining amount of the Phase 1 Additional Costs after the "true-up" for Phase 1 occurs in 2016. The City will pay the Phase 1 Additional Costs, less the amount of the Phase 1 Contingency, when requested by MoDOT from City funds and not from District funds maintained by the City. It is expected that the change order associated with the sewer improvements on Rock Haven Road ($28,472) will be funded by the City from City sewer utility funds. The amounts that are paid by the City for the Phase 1 Additional Costs will be reimbursed to the City from District funds as described below.

E. Phase 2 Construction Costs. The anticipated amount to be deposited with MoDOT for the Phase 2 construction costs on approximately January 1, 2017 is $3,873,704 (the "**Phase 2 Construction Deposit**"). The actual final amount of the Phase 2 Construction Deposit will be determined by MoDOT. This deposit is expected to consist of the sources set forth in **Exhibit F** which is attached to this First Amendment under the heading "Construction Deposit Sources." By letter dated December 12, 2014 from MoDOT to the City which is attached as **Exhibit G** to this First Amendment, MoDOT has committed that the City will be responsible for an amount that does not exceed $800,000 for right-of-way acquisition, utility relocation, construction and construction contingency associated with Phase 2. On the date of the Phase 2 Construction Deposit, the District will pay all funds that are then available in the Surplus Account maintained by the Trustee (as defined below), and the remaining balance that is required for the Phase 2 Construction Deposit, up to an amount that equals $800,000 after accounting for the right-of-way acquisition and the utility relocation deposits, will be funded from City funds and not from District funds that are maintained by the City. The amounts that are paid by the City for the Phase 2 Construction Deposit will be reimbursed to the City from District funds as described below.

F. Reimbursement for Amounts Paid by City.

1. As the City makes the payments described above for the Phase 2 Final Design Costs, the Phase 2 Acquisition Costs, the Phase 2 Utility Relocation Costs, the Phase 1 Additional Costs and the Phase 2 Construction Costs (collectively, the "**City**

Contribution"), the City will add the amount of each City Contribution payment to a balance sheet that is maintained by the City which amount, collectively, shall be called the "**Principal**". The Principal is anticipated to be the payments as set forth in **Exhibit F** attached to this First Amendment under the heading "City Contribution Uses," which are described in more detail above in this Section. The current calculation of the City Contribution incorporates the Phase 1 Contingency amount. The Parties acknowledge that the current calculation of the Phase 1 Additional Costs already exceeds the Phase 1 Contingency Amount, and any further increases in the total costs of Phase 1 construction will be added to the Phase 1 Additional Costs amount which will be paid as part of the City Contribution. The total outstanding amount of the Principal shall bear interest at the rate of 6.0% per annum (the "**Interest**"), which shall be calculated on the basis of a 360-day year of twelve 30-day months from the most recent Annual Payment Date (as defined below in paragraph F.2 of this Section).

2. The **Annual Payment Date** shall be October 1st of each year, which is one month before the annual debt service payment date of November 1st pursuant to the Trust Indenture for The Highway 71/291 Partners in Progress Transportation Development District Transportation Sales Tax Revenue Bonds (Interstate 49 / Highway 291 Interchange Project - Harrisonville, Missouri) Series 2014 (the "**Series 2014 Bonds**"). The first Annual Payment Date will be October 1, 2015. The Annual Payment Dates of October 1, 2015 and October 1, 2016 shall be payment only for accrued Interest and no reimbursement for the Principal. The Annual Payment Date of October 1, 2017, and each Annual Payment Date thereafter, shall consist of reimbursement for Interest and Principal in accordance with this Section.

Starting on the date that is 40 days before the November 1st annual debt service payment date, the District will request that the trustee for the Series 2014 Bonds (the "**Trustee**") make the following transfers: (a) on the Annual Payment Date in 2015, transfer sufficient funds to the City to pay the Interest that has accrued to the Annual Payment Date, and retain the remaining balance in the Surplus Account for the Series 2014 Bonds; (b) on the Annual Payment Date in 2016, transfer sufficient funds to the City to pay the Interest that has accrued to the Annual Payment Date, and transfer the remaining balance to the District (through the City Finance Department) to use for the Phase 2 Construction Deposit; and (c) in 2017 and each year thereafter transfer all funds that are then available in the Surplus Account for the Series 2014 Bonds to the City as reimbursement of Interest and Principal for the City Contribution. The amount of the payment from the Trustee on each Annual Payment Date in 2017 and thereafter shall be first used to reimburse the City for the Interest that has then accrued to the Annual Payment Date for each year, and the remaining amount of each payment, if any, from the Trustee on each Annual Payment Date shall be used to reduce the total amount of the Principal then outstanding on such date.

3. The payments to the City from the Surplus Account by the Trustee as described above shall continue until the earlier of (1) all accrued Interest and all outstanding Principal has been fully reimbursed to the City, (2) a "Refinancing" has occurred as described below, or (3) the Series 2014 Bonds have been fully redeemed. If

the Series 2014 Bonds have been fully redeemed and any amount of Interest or Principal for the City Contribution remains outstanding, then the City shall be entitled to payment directly from available District funds after the District Operating Costs and the District Maintenance Costs have been fully funded from available District revenues on an annual basis. The **"District Operating Costs"** shall mean an amount that does not exceed $30,000 per year for routine District administration and operations as budgeted by the District Board of Directors. The **"District Maintenance Costs"** shall mean an amount the does not exceed $35,000 for the maintenance of road improvements by the District as required by contract and as budgeted by the District Board of Directors.

G. Refinancing.

1. The District shall engage a financial advisor to prepare a **"Refunding Report"** starting in 2019 which shall provide an analysis of the ability to refinance the Series 2014 Bonds and reduce or eliminate the reimbursement payments for the City Contribution. The costs of the Refunding Report shall be paid by the District from funds budgeted by the District for District Operating Costs, and the report shall be provided to the City. The Refunding Report shall be completed by August 15th of each year, in order to provide time to review the report and then discuss the report at the District annual meeting which will be held prior to December 31st of each year.

2. Based on the Refunding Report, the City may request that the District refund the Series 2014 Bonds. The purpose of the refunding will be to achieve the most favorable financial terms for the District debt and reduce or eliminate, to the greatest extent feasible, the outstanding Principal associated with the City Contribution. The District will work in good faith with the City to facilitate a refunding when such action becomes financially feasible and advantageous to the parties based on the Refunding Report. The parties acknowledge that a refunding requires legislative action by the District Board of Directors, and the District Board of Directors cannot be bound by contract to take future legislative action.

H. Conditions of the Phase 2 Funding Plan.

1. The Phase 2 Final Design Costs shall facilitate the construction of a three-lane road from the intersection of Highway 291 and Royal Street to the northern limits of the project area. The parties acknowledge that the Phase 2 Acquisition Costs will allow for the acquisition of easements to facilitate five lanes of capacity, but the current scope of the improvements to be constructed for Phase 2 will only be three lanes.

2. The total amount of the City Contribution shall not exceed $1,500,000 without the prior written approval of the City.

3. No part of the City Contribution shall be paid until the qualified voters of the District approve an extension of the District Sales Tax for an additional five years, for a sales tax expiration on July 31, 2034 (the "**Sales Tax Extension Approval**"). The City may, in its sole discretion, agree to waive this condition and fund a limited portion of the

Phase 2 Final Design Costs prior to the Sales Tax Extension Approval in order to facilitate the current Phase 2 schedule.

4. To the extent there is any conflict between any provisions of this Section 4.7 and any other provision of the Agreement, the provisions of this Section shall control.

Except as expressly amended and modified herein, the Agreement shall remain unmodified and shall be in full force and effect.

IN WITNESS WHEREOF, City and the District have executed this First Amendment to the Agreement on the day and year first above written.

THE CITY OF HARRISONVILLE, MISSOURI

ATTEST:

____
City Clerk

By: ________________________________
Mayor

THE HIGHWAY 71/291 PARTNERS IN PROGRESS TRANSPORTATION DEVELOPMENT DISTRICT

By: ________________________________
Executive Director

Exhibit F
Funding Plan for Phase 2

Sources

MoDOT Cost Share Funds	$2,305,904
STP Funds	$1,100,000
District 4 Funds	$284,176
Phase 1 Contingency	$270,000
TDD Surplus Account Funds	$331,082
City Contribution	$1,153,430
	$5,444,592

Uses

Design	$425,000
ROW Acquisition Deposit	$472,280
Utility Relocation Deposit	$125,000
Phase 1 Additional Costs Known	$548,608
Construction Deposit	$3,873,704
	$5,444,592

City Contribution Uses		**Payment Date**
Design Costs	$425,000	Starting Spring 2015
ROW Acquisition Deposit	$236,140	January 1, 2016
Utility Relocation Deposit	$62,500	January 1, 2016
Phase 1 Additional Costs Known	$548,608	July 1, 2016
Phase 1 Additional Costs paid from Contingency	-$270,000	
Phase 2 Construction Deposit	$151,182	January 1, 2017
	$1,153,430	

Construction Deposit Sources	
MoDOT Cost Share Funds	$2,007,264
STP Funds	$1,100,000
District 4 Funds	$284,176
TDD Surplus Account Funds	$331,082
City Contribution	$151,182
	$3,873,704

All amounts are based on estimates from MoDOT as of January 26, 2015. The amounts due from local sources (City and TDD) for ROW Acquisition, Utility Relocation and the Phase 2 Construction is capped at $800,000. The amounts under the City Contribution for the ROW Acquisition Deposit and the Utility Relocation Deposit are 50% of those items, with MoDOT Cost Share Funds covering the other 50% at the time of each deposit. The amount for Phase 1 Additional Costs accounts for all change orders through January 26, 2015, and the contingency on deposit with MoDOT for Phase 1.

MoDOT

Missouri Department of Transportation

Kansas City District
Daniel Niec, P.E., District Engineer

600 Northeast Colbern Rd.
816.622.6500
Fax: 816.622.0369
1.888.ASK MODOT (275.6636)
Lee's Summit, Missouri 64086

Exhibit G

December 12, 2014

Mr. Keith Moody
City Administrator
P. O. Box 367
Harrisonville, MO 64701

Dear Mr. Moody,

The purpose of this letter is to outline revised commitments regarding the cost share project on Route 291 from the north city limits to Royal St in Cass County, Job No. J4P3002. At the City's request, MoDOT has agreed to limit the City's risk and financial contribution to the project as follows:

- The City will be responsible for all design costs, which is currently estimated at $425,000.
- The City will be responsible for $800,000 for Right of Way acquisition, utility relocation, construction and construction contingency. The funds for Right of Way acquisition and utility relocation, $300,000 shall be deposited prior to beginning those activities, anticipated December 2015 and the funds for construction and construction contingency, $500,000 shall be deposited prior to project advertisement for construction.
- The City will authorize MoDOT to utilize the $1,100,000 of STP-Urban funds programmed through the Mid-America Regional Council.
- MoDOT will be responsible for $2,305,904 from the Cost Share Program.
- MoDOT will be responsible for any cost overruns and will receive any cost underruns for the project in excess of the above mentioned project funding of $4,205,904. This does not include the design costs which will be the City's responsibility.

As a condition of this revision, the following applies:

- The scope will be revised from a 5-lane typical section to a 3-lane typical section from Waters Road to South Walmart Drive.
- Right of Way will only be acquired for what is necessary to build the 3-lane typical section.
- Sidewalk will be constructed from Waters Road to South Walmart Drive on the east side of Route 291 and from Timber Drive to South Walmart Drive on the west side.
- Turn lanes on Waters Road will not be constructed.

Please respond in writing if you agree to these terms and conditions in order to move the project forward. Upon receipt of your acceptance letter, we will prepare a supplemental agreement to the existing cost share agreement that reflects these new terms.

If you have any questions, please contact Lee Ann Kell at 816-607-2264.

Sincerely,

Daniel Niec, P.E.
District Engineer

Copy: Mr. Jerry Gibbs, City of Harrisonville
Mr. David Bushek, 291/71 TDD

City of Harrisonville, Missouri

Loan to Highway 71/291 Partners in Progress
Transportation Development District

Draw Down Date	Principal Drawn Down
3/1/2015	85,000
4/1/2015	85,000
5/1/2015	85,000
6/1/2015	85,000
7/1/2015	85,000
8/1/2015	-
9/1/2015	-
10/1/2015	-
11/1/2015	-
12/1/2015	-
1/1/2016	298,640
2/1/2016	-
3/1/2016	-
4/1/2016	-
5/1/2016	-
6/1/2016	-
7/1/2016	394,096
8/1/2016	-
9/1/2016	-
10/1/2016	-
11/1/2016	-
12/1/2016	-
1/1/2017	82,264
2/1/2017	-
3/1/2017	-
4/1/2017	-
5/1/2017	-
6/1/2017	-
7/1/2017	-
8/1/2017	-
9/1/2017	-
10/1/2017	-
11/1/2017	-
12/1/2017	-
Total	**1,200,000**

City of Harrisonville, Missouri

Loan to Highway 71/291 Partners in Progress

Loan Payoff Details

Period Ending	Projected Net Proceeds [1]	Series 2014 Bonds Debt Service [1]	Excess TDD Revenues	Interest on Outstanding Loan Amount	Principal Paid by Excess Revenues	Outstanding Loan Amount
12/31/2018	1,004,957	764,294	240,663	66,289.52	174,373.48	930,451.80
12/31/2019	1,015,306	771,169	244,137	55,827.11	188,309.89	742,141.90
12/31/2020	1,025,759	780,769	244,990	44,528.51	200,461.49	541,680.42
12/31/2021	1,036,317	787,750	248,567	32,500.83	216,066.17	325,614.24
12/31/2022	1,046,980	793,863	253,117	19,536.85	233,580.15	92,034.10
12/31/2023	1,057,750	803,513	254,237	5,522.05	92,034.10	-
12/31/2024	1,068,628	811,456	257,172	-	-	-
12/31/2025	1,079,614	822,694	256,920	-	-	-
12/31/2026	1,090,710	828,831	261,879	-	-	-
12/31/2027	1,101,917	837,819	264,098	-	-	-
12/31/2028	1,113,236	844,388	268,848	-	-	-
12/31/2029	1,124,669	18,538	1,106,131	-	-	-

[1] Data taken from Series 2014 TDD Harrisonville, MO Official Statement

* Annual Interest Rate on Loan is 6%

Total Loan and Interest Outstanding on 12/31/2017 : $1,344,241.28 (1,200,000 + 144,241.28)

Total Excess TDD Revenues on 12/31/2017 : $239,416

Total Loan Outstanding on 1/1/2018: $1,104,825.28

GUIDES FOR THE JOURNEY.® | PiperJaffray.

City of Harrisonville, Missouri

Loan to Highway 71/291 Partners in Progress

Series 2022 Projected Debt Service Coverage

Period Ending	Projected Net Proceeds [1]	Projected Series 2022 Debt Service	Debt Service Coverage
12/31/2023	1,057,750	496,413	2.131
12/31/2024	1,068,628	498,163	2.145
12/31/2025	1,079,614	494,163	2.185
12/31/2026	1,090,710	494,663	2.205
12/31/2027	1,101,917	494,413	2.229
12/31/2028	1,113,236	498,413	2.234
12/31/2029	1,124,669	496,413	2.266
12/31/2030	1,135,916	493,663	2.301
12/31/2031	1,147,275	495,163	2.317
12/31/2032	1,158,748	495,663	2.338
12/31/2033	1,170,335	495,163	2.364
12/31/2034	1,182,038	496,163	2.382

[1] Data taken from Series 2014 TDD Harrisonville, MO Official Statement for year 2018-2029; assumes 1% growth thereafter

291 TDD Phase 2 Funding
City of Harrisonville contributions

	Budgeted reserves 12-31-2015				291 Funds	Cash Flow		
	unreserved	vol. reserves	cash flow	total		2015	2016	2017
General	$6,700		$2,758,852	$2,765,552	$209,300			209,300
Refuse	$13,023		$82,741	$95,764				
Electric	$637	$515,000	$2,000,606	$2,516,243	$457,700	425,000	32,700	
CWSS	$713,286	$900,000	$665,643	$2,278,929	$833,000		833,300	
Park	$3,840		$0	$3,840				
Aquatic	$33,916	$67,500	$24,123	$125,539				
HCC	-$21,894		$282,488	$260,594				
Emer. Serv.	$83		$0	$83				
	$749,591	$1,482,500	$5,814,453	$8,046,544	$1,500,000	$425,000	$866,000	$209,300

NOTES:
1 Balances are from adopted 2015 budget summary sheets, and do not include debt reserves. Final 2014 audited results may change these.
2 291 Funds column is amount of Phase 1 utility relocation expenses covered by District, with balance of obligation shown from General Fund.
3 Total 291 obligation is shown as $1,500,000, per Section H2 of the amended agreement.
4 Total charge would be reflected in the 2015 budget (must correlate with the time the agreement is entered into).
5 Cash flow is per Exhibit F of the agreement, with the direction that CWSS would not contribute in 2015.
6 Current estimate is much less than obligated amount. This could mean that General Fund would not need to make a contribution at all.
This is a further safeguard, since the General Fund does not have the ability to replace funds like the enterprise funds.
7 No contribution is shown from the Park or Emergency Services Funds since their reserves are carried by the General Fund.
8 No contribution is shown from the Refuse or Aquatic Funds, since they are enterprise funds which had no costs associated with the project.

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Kim Hubbard, City Clerk**

DATE: **February 12, 2015**

SUBJECT: **Destruction of Records**

Type of Item: *Approval*

I am requesting the Board of Aldermen's approval for the destruction of records for the Police Department and Court. This is an annual event and there will be other departments that will make their submission at a later time. The departments follow the State of Missouri Secretary of State's retention guidelines for this determination; in a few instances we keep some records longer than the State's recommended requirements.

Open records and non-confidential records will be recycled as part of our paper recycling program in the City's paper recycling dumpster. Other records that have confidential information will be shredded which can be done in house.

Attached are the requested records to be destroyed.

D. Action Item (ID # 1756)

Approve Request for Destruction of Records

Attachments:

PD and Court Records Destruction 2015 (PDF)

Records proposed for destruction 2015: – Police Department

1 box containing: 2011-2012 Building Checks, 2013 Fuel Records (photocopies) and 2013 Vehicle Lockout Waivers

1 box containing: 2009 Accident Reports

1 box containing: 2009 Warrant Arrest Reports/Cancellations

2 boxes containing: 2013 Non-Criminal Reports, Municipal and Misdemeanor Reports where no charges were filed, and Missing Person Reports (Located)

HARRISONVILLE MUNICIPAL COURT MEMORANDUM

TO: Kim Hubbard

FROM: Raschelle Perry, Court Clerk

RE: Authorization request for records destruction 2002 through 2011

DATE: January 27, 2015

CC: Judge Anderson, File

I am formally requesting the Board of Alderman's approval for the annual destruction of Municipal Court records for years 2002 through 2011. The Municipal Court follows the Office of State Court Adminstrator's guidelines and Court Operating Rule 8 for this determination. Listed below are the requested records to be destroyed and the method of destruction.

TYPE OF RECORDS	DATE	RETENTION SOURCE	METHOD
Open/Closed Citations A-D	2011	Court Operating Rule 8	Shred
Open/Closed Citations E-J	2011	(COR8)	S
Open/Closed Citations K-He	2011	(COR8)	S
Open/Closed Citations Ph-S	2011	(COR8)	S
Open/Closed Citations T-Z	2011	(COR8)	S
Open/Closed Citations A-Z	2002	(COR8)	S
Financial Records Jan-Apr		(COR8)	S
Financial Records Apr-Jul		(COR8)	S
Financial Records Aug-Dec		(COR8)	S

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Rick Deluca, Director**

DATE: **February 11, 2015**

SUBJECT: **Marketplace Access Appeal**

Type of Item: *Approval*

Issue:

The applicant has requested an access point onto Commercial Street. This request does not meet City standards.

Background:

Location: West side of South Commercial Street at the southeast corner of the Marketplace Development (See Attached Map - 706 S. Commercial Street)

The applicant wishes to purchase the building at 706 S. Commercial Street, demolish the building and incorporate it into the Marketplace Development. The applicant also wishes to establish an access point onto Commercial (see attached). *Staff is not recommending an access point in this location due to the proximity of the access to the south (Hollands Auto - North Access point).* The two access points would be about 50 feet apart. However, Staff would recommend an access point approximately 130 feet to the north that aligns with the existing access at 801 S. Commercial Street.

In March of 2007 the Board granted Hollands Auto Sales a second access to Commercial Street (see attached 2007 Staff report and minutes). This access point is very close to the Marketplace property line. Consequently, it is difficult to grant Marketplace an additional access point and still meet design standards. Therefore, staff is recommending that the requested access be moved approximately 130 feet north. This would align with the Stafford building. This would not meet City standards. However, the extra separation and alignment would improve the situation.

Options:

The City may:

- Approve the access point as requested.
- Approve an access point in another location.
- Deny the request for direct access to Commercial Street.

Recommendation.

Staff is not recommending an access point in this location due to the proximity of the access to the south (Hollands Auto - North Access point). The two access points would be about 50 feet apart. However, Staff would recommend an access point approximately 130 feet to the north that aligns with the existing access at 801 S. Commercial Street.

E. Action Item (ID # 1754)

Consider Request for Marketplace Access Point

Attachments:

Marketplace Access Appeal 2015 Attachments (PDF)

Map - Requested Access Point (PDF)

Community Development

Memo

To: Board of Aldermen

From: Rick DeLuca

CC: Dianna Wright

Date: 2/28/2007

Re: Holland's Access Waiver Request

Steve Holland is requesting two driveways for the site of the relocated Holland's Auto Sales to be located at 802 S. Commercial. Staff has attached 2 letters regarding this request. One letter is from Steve Holland and the second is from Jim Delmont, the architect for the project.

Project Information: The site development plan is attached for your review.

Location:	802 S. Commercial
Use:	Automobile Sales/Storage Facility
Building Size:	2,326 Square Feet
Parcel Size:	1.35 Acres +/-
Frontage:	259.29 feet

Generally access management has been discussed during the platting process. However, Staff has also been implementing access management during site development. For example, McDonald's rebuilt on their site at Commercial and 291. Their entrance (next to the Landmark entrance) was closed. They now share an entrance with Landmark. In addition, Pizza Hut purchased an adjacent lot and rebuilt on their enlarged site. Between the two properties they had 3 access points. They closed 2 of their access points and established one directly across from Westchester Avenue.

The attached letters make several statements that staff would like to provide additional information on. First, although there are numerous drives along Commercial that are not aligned, or lead to nowhere, the City still may improve the traffic situation along Commercial Street. It is true that two existing access points have existed for many years. However, redevelopment of the site necessitates reevaluating the access based on the proposed situation. Second, claims have been made that giving the site 2 entrances, as they are requesting, will not have negative impact(s) on Commercial Street, such as, traffic safety and traffic flow. Staff contends that limiting the site to one access point to Commercial (see attached map) is in the best interest of the City. Staff has also attached additional information regarding access management for your consideration.

Recommendation
Staff recommends allowing one access point to Commercial Street. It is recommended that this access point be aligned across from the existing access point as shown on the attached map.

Other Options:

- Granting two access points to Commercial Street as requested.
- Requiring the business owner to submit a traffic study to look at the proposed improvements and how they would impact adjacent roadways.
- Requesting that the City Traffic Engineer submit a recommendation to the Board of Aldermen.

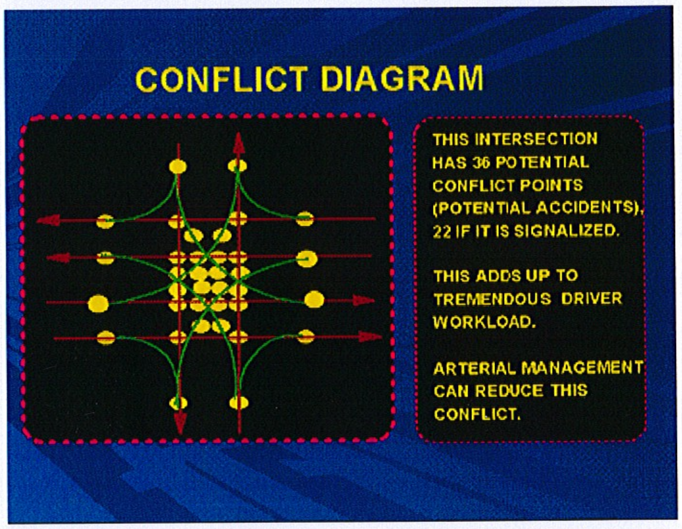
Attachments:

- Overview of Access Management
- Development Plan – Holland Auto Sales
- Map/Photograph Showing Development Area
- Letter From Steve Holland
- Letter From Jim Delmont
- Section 410.480 of the Subdivision Regulations
- Flier: Ten Ways to Manage Roadway Access in Your Community

OVERVIEW OF ACCESS MANAGEMENT

Access management is the process that provides access to developments while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. The basic principles of access management are outlined below.

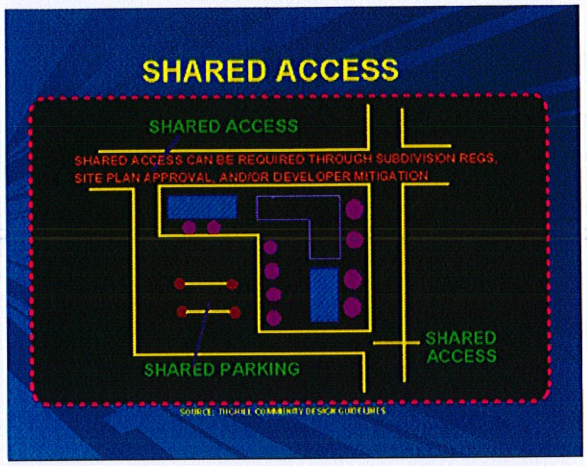
LIMITING THE NUMBER OF CONFLICT POINTS: At intersections along roadways a variety of vehicle paths will cross, merge into or diverge from one another. Anywhere this happens a conflict point exists. Conflict points are good indicators of the potential for accidents. The more conflict points that occur at an intersection the higher the potential for vehicular crashes. A typical 4-leg intersection has 32 conflict points, however, when left turns and cross street through movements are restricted, the number of conflict points drops to four. Thus, the potential for crashes is significantly reduced.



SEPARATING BASIC CONFLICT AREAS: Intersections of public streets as well as intersections of public streets and driveways represent basic conflict areas. High levels of activity can occur at these locations and, consequently, through traffic needs time to react to the decelerations, accelerations and travel paths of other vehicles at or near the intersections. Adequate spacing between intersections allows drivers to react to one intersection at a time and provides greater opportunities to avoid potential conflicts at each successive downstream intersection.

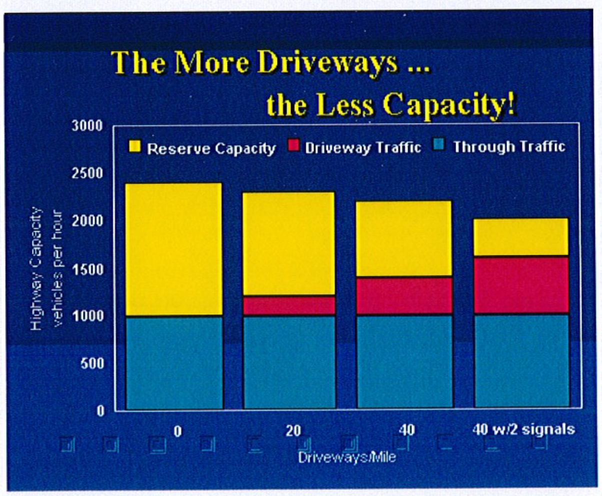
REDUCING INTERFERENCE WITH THROUGH TRAFFIC: Traffic often needs to slow down for vehicles exiting, entering, or turning across the roadway. Providing turning lanes and restricting turning movements allows turning traffic to get out of the way of following through traffic.

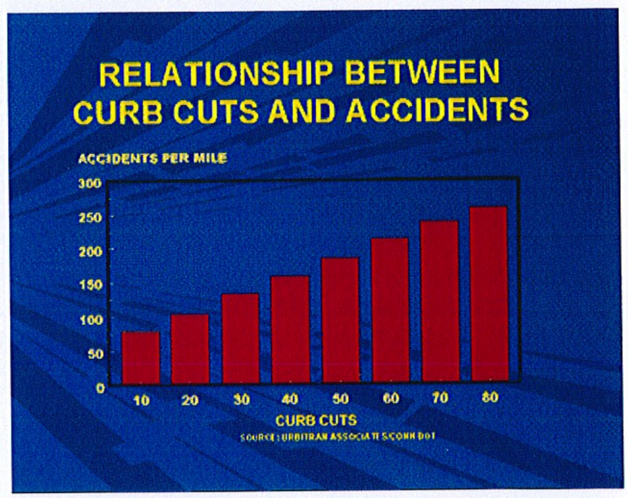
PROVIDING ADEQUATE ON-SITE CIRCULATION AND STORAGE: The design of good internal vehicle circulation in parking areas and on local streets reduces the number of driveways that businesses need for access to the major roadway.



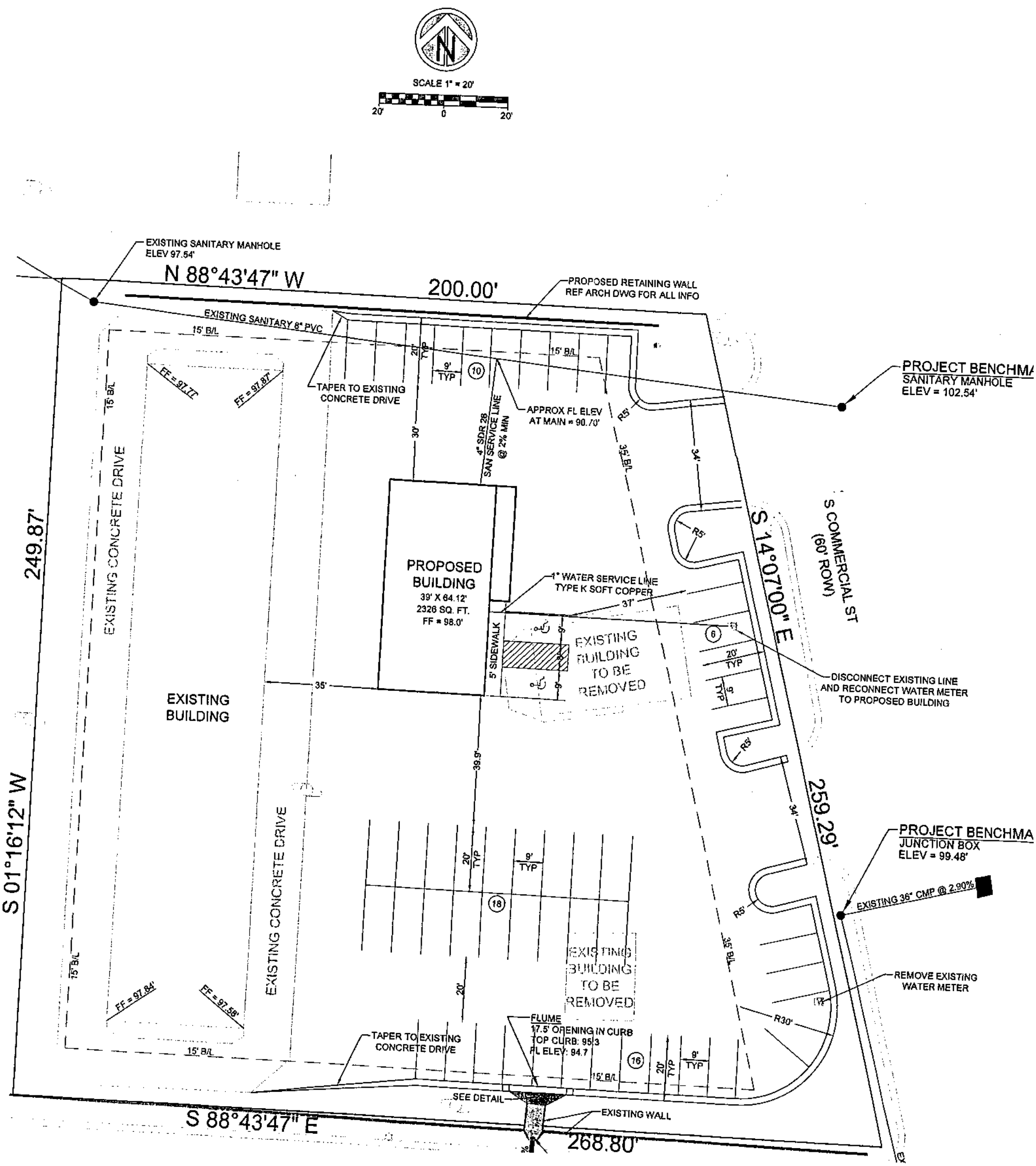
CONCLUSION

Good access management practices will result in safer roadways by reducing the number of accidents and increasing the capacity of roadways.





DEVELOPMENT PLAN
HOLLAND AUTO SALES
HARRISONVILLE, CASS COUNTY, MISSOURI



HOLLAND AUTO SALES PROPERTY

Attachment: Marketplace Access Appeal 2015 Attachments (1754 : Marketplace Access Appeal)

HOLLAND'S AUTO SALES

202 S. COMMERCIAL
HARRISONVILLE, MO. 64701
816-380-7422
STEVE HOLLAND DAVE HOLLAND KENNY McLAIN

City of Harrisonville
Planning and Zoning
Harrisonville, Mo. 64701

RE: 802 S. Commercial (Entrances)

To Planning and Zoning & the City of Harrisonville:

At this time we would ask the City Of Harrisonville to allow the current entrances into the property at 802 S. Commercial soon to be Holland's Auto Sales?, We fully understand the reasoning in having fewer entrances on busy streets such as Commercial, however we strongly suggest leaving our entrances for the following reasons:

1. The design and placement of the new facility was designed in accordance with the existing entrances which maximizes our ability for a larger inventory.
2. With two entrances we have a much more inviting flow through the property that allows customers to enter and exit with ease.
3. Part of our inventory will consist of Recreational Vehicles which could be in excess of 40 feet long plus a 20 foot long tow vehicle, having two entrances for this type of vehicle is much safer.
4. Our property has 260 feet of frontage where properties on S. Commercial with 50% less front footage have two or more entrances.
5. There have been few if any accidents in front of the property in the past five years.
6. There were two businesses before with much more traffic flow than we'll have.
7. This will allow our renters in the storage facility to enter and exit the property with ease and not be confused if an entrance is blocked with vehicles for sale or in the process of being moved.

Again we ask that you carefully consider leaving the entrances as they currently are?

Sincerely,
Steve Holland
Steve Holland

the design club, inc.
30519 South Lonetree Rd.
Harrisonville, Missouri 64701
(816) 380-6090

February 6, 2007

Mr. Rick DeLuca
Director of Community Development
City of Harrisonville
300 E. Pearl Street
Harrisonville, Missouri 64701

RE: "Holland's Auto Sales" Existing Drives

Mr. DeLuca,

Although we have had conversations regarding the existing two entrances onto the site at 202 South Commercial, I felt it should be reviewed once again. Currently the plans show both existing drives to be reused. This is one of the reasons my client chose to relocate his business to this site "it had two entrances". For a car dealership this is a critical feature. The typical car buyer out shopping will drive through a car lot, looking at cars hoping to find the perfect car without getting out and being trapped by "*The Used Car Salesman*". As we worked on the site plan Mr. Holland expressed his concern several times that he doesn't want the public to feel trapped on his property. Reducing the drives to one will ultimately create "The Death of a Salesman", as the public will perceive "one way in & no way out".

We have discussed the back drive concept. However, the existing road remains a private road and during our conversations it did sound like the city was willing to take ownership of the road because of upkeep reasons. My client doesn't choose to take on the responsibility for the same reasons. Therefore, we won't discuss that option. After all, the private road doesn't align with a road or drive either so nothing changes.

There are several drives along Commercial that lead to nothing, align with nothing, and appear to have been installed for nothing. These two drives will work for something. Both drives are currently in very good condition. Allowing my client to benefit from the work the city invested tax money on just a few years ago makes good use of the tax. It just doesn't make sense for my client to spend additional money on changing the roads that the city felt were safe yesterday and now the city considers dangerous.

Keeping people from driving in and out of the sales lot will strangle my client's business. Keeping the second drive means keeping a growing business in Harrisonville. That also means income for the business & taxes for the city.

Respectfully,

Jim Delmont,
Architect
the design club, inc.
30519 South Lonetree Rd.
Harrisonville, Missouri 64701
(816) 380-6090
thedesignclub.com

Local Streets: 50′ R.O.W.	ST-R Type D or 28′ wide	Type E construction curb, type CG-2
Collector Streets: 60′ R.O.W. 60′ R.O.W.	ST-S4 Type A or 36′ wide 36′ wide	Type B construction curb, type CG-1 (commercial) curb, type CG-2 (residential)
Arterial Streets: 80′+ R.O.W.	ST-S4 Type A or 36′—72′ wide	Type B construction curb, type CG-1

B. Street designs shall conform to the following minimum standards:

Table 1. Street Design Standards

	Arterial	Collector	Local
Number of Traffic Lanes	2—6	2	2
Width of Traffic Lanes	12′	12′	12′
Number of Parking Lanes	0	0—2	0
Width of Parking Lanes	na	8′	na
Sidewalk Width	4′	4′	4′
Minimum Right-of-Way Width	80′+	60′	50′
Design Speed (mph)	40—55	30—35	25—30
Between Curb Cuts (centerline)	250′+	150′	na

C. Concrete for use in the construction of Portland concrete pavement shall conform to the requirements of MCIB mix number A-618-1-4. Concrete for use in the construction of Portland concrete sidewalks shall conform to the requirements of MCIB mix number A-618-1-4.

D. Asphalt concrete mixtures shall conform to the following specifications:

1. Asphaltic concrete base — Type 1 base

2. Asphaltic concrete surface:

   Residential — Type 3
   Collector — Type 2
   Arterial — Type 2

E. Residential properties shall not have direct access onto designated arterial streets and are discouraged from directly accessing collector roadways. However, the City may allow residential driveway access to collector roads with certain conditions (shared driveways and parking limitations on the collector right-of-way) to facility better traffic flow and increase traffic safety.

F. Street design should be sensitive to natural terrain and drainage networks.

G. Private streets shall not be allowed.

H. Grade separations between streets and railroads should be provided as new areas develop and older areas redevelop.

I. Streets and points of access onto arterial streets shall directly align and not be offset.

J. If a plat proposal requires new streets, the following shall apply:

1. The subdivider will pay the entire cost of any local street(s) and collector street(s) within the property to be subdivided.

2. If a street within a property to be subdivided is designated during the platting process as an arterial street, the subdivider shall construct the arterial street and the City of Harrisonville shall reimburse the subdivider an amount equal to the difference between the actual cost of the arterial street and a collector street as estimated by the City.

3. If a subdivision abuts an existing/planned collector or arterial roadway, the City may require the subdivider to construct the portion of the roadway that abuts the proposed subdivision.

4. There shall be an adequate number of points of ingress to and egress from the subdivision to ensure sound traffic engineering design, smooth traffic flow into and out of all portions of the subdivision (based upon the projected traffic generation from the subdivision and projected traffic on both existing and future streets adjacent to a subdivision) and the public's safety. In determining whether the subdivision provides for an adequate number of points of ingress and egress, all relevant factors shall be considered including, but not limited to, the following:

5. *Residential subdivisions.* As a general rule, one (1) point of ingress to and egress from the subdivision shall be required for each fifty (50) dwelling units in the subdivision. Each required point of ingress to and egress from the subdivision shall be located so as to best serve the traffic generated by the subdivision.

6. *Non-residential subdivisions.* The adequacy of the number of points of ingress to and egress from non-residential subdivisions shall be determined as a part of and based on the consideration of the site plan for the proposed development. The plat for such development shall show the same number of ingress and egress points as are shown on the approved site plan. If no site plan has been approved, all approvals of the preliminary plats shall be conditioned upon the final plat being consistent with the site plan with respect to the number of points of ingress to and egress from the subdivision.

7. *General factors.*

   a. *Traffic accumulation.* The level of traffic using each point of ingress to and egress from the subdivision should not exceed the level of traffic that the type of street proposed (i.e., local, collector, etc.) is designed to accommodate according to the design standards included in Street Specifications and Standards published by the Kansas City Metropolitan Chapter of the American Public Works Association.

   b. *Access for emergency vehicles.* The points of ingress to and egress from the subdivision should be adequate to ensure that emergency vehicles can gain access to all proposed uses

Ten Ways to Manage Roadway Access in Your Community

Ten Ways to Manage Roadway Access in Your Community

Costly improvements are not always the solution to safety and congestion problems. Roads, like other resources, also need to be carefully managed. Corridor access management strategies extend the useful life of roads at little or no cost to taxpayers. Following are ten ways that you can make the most out of your transportation system.

1 Lay the foundation for access management in your local comprehensive plan.

To assure that your roadways are managed properly, your comprehensive plan needs to address certain key issues. *First*, include goals, objectives, and policies related to access management in the plan. Tailor policy statements to advance the access management principles in this brochure. For example, a policy could be adopted promoting interconnection of adjacent developments along major roadways.

Second, make sure that your local transportation plan classifies roadways according to function and desired level of access control. This hierarchy of roadways is reinforced through roadway design and access standards in your land development code. For example, arterials require a much higher level of access control and different design standards than collectors or local streets. Some roadways require special attention because of their importance, the need for additional right-of-way, or due to significant access problems. These areas may be designated for special treatment in the comprehensive plan.

Third, provide for a greater variety of street types with varying design standards. Options could include access lanes, alleys, variations in on-street parking, and so on. This reduces development costs, promotes compact development, increases opportunities to interconnect streets, and helps save your major thoroughfare system. Many communities have only a few residential street design options that apply whether a subdivision has 8 homes or 80. Lack of design flexibility impedes infill development and results in a monotonous street layout. It can also cause a proliferation of substandard and inadequately maintained private streets.

2 Restrict the number of driveways per lot.

Establish a basic requirement that driveways are limited to one per parcel, with special conditions for additional driveways. Lots with larger frontages, or those with needs for separate right and left-turn entrances, could be permitted more than one driveway, in accordance with driveway spacing standards. Limitations on new driveways may be established using a "corridor overlay" approach, which adds new requirements onto the underlying zoning (see Figure1). It is necessary to first identify and map the boundaries of all existing lots and parcels along the corridor. Then you could assign one driveway to each mapped parcel by right. This land may be further subdivided, but all new lots would need to obtain access from the existing access point.

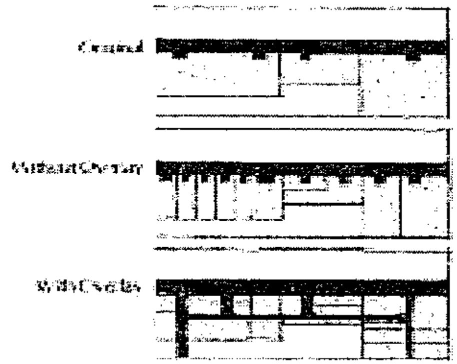


Figure 1. Corridor overlay

3 Locate driveways away from intersections.

Setting driveways and connections back from intersections reduces the number of conflicts and provides more time and space for vehicles to turn or merge safely across lanes. This spacing between intersections and driveways is known as corner clearance. Adequate corner clearance can also be

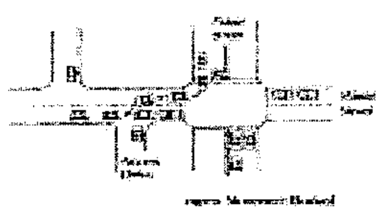


Figure 2. Inadequate corner clearance.

assured by establishing a larger minimum lot size for corner lots. You could impose conditional use limitations where adequate corner clearance cannot be obtained. This helps assure that corner properties do not experience access problems as traffic volumes grow.

4 Connect parking lots and consolidate driveways.

Internal connections between neighboring properties allow vehicles to circulate between businesses without having to re-enter the major roadway (see Figures 3 and 4).Joint and cross access requirements in your land development code can help to assure connections between major developments, as well as between smaller businesses along a corridor.

Figure 3. Joint and cross access.

Cross access also needs to be provided for pedestrians. Sidewalks are typically placed far away from buildings on the right-of-way of major roadways, or are not provided at all. Pedestrians prefer the shortest distance between two points and will walk if walkways are provided near buildings. Joint and cross access strategies help to relieve demand on major roadways for short trips, thereby helping preserve roadway capacity. They also help to improve customer convenience, emergency access, and access for delivery vehicles.

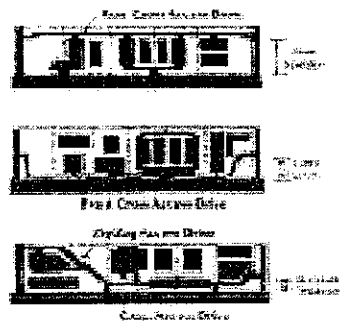


Figure 4. Cross access.

5 Provide residential access through neighborhood streets.

Residential driveways on major roadways result in dangerous conflicts between high-speed traffic and residents entering and exiting their driveway. As the number of driveways increase, the roadway is gradually transformed into a high speed version of a local residential street. Subdivisions should always be designed so that lots fronting on major roadways have internal access from a residential street or lane (also known as "reverse frontage"—see Figures 5 and 6). Minor land division activity can be managed by establishing a restriction on new access points and allowing land to be further subdivided, provided all new lots obtain access via the permitted access point. A variation of this approach is to allow lot splits on major roadways only where access is consolidated. Another step is to prohibit "flag lots" along major thoroughfares. Some property owners subdivide their

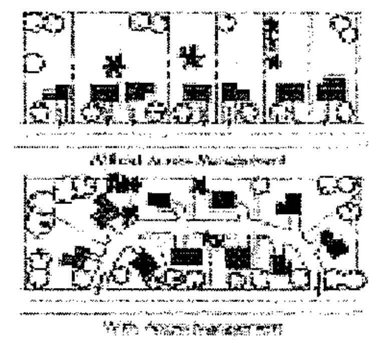


Figure 5. Shared access.

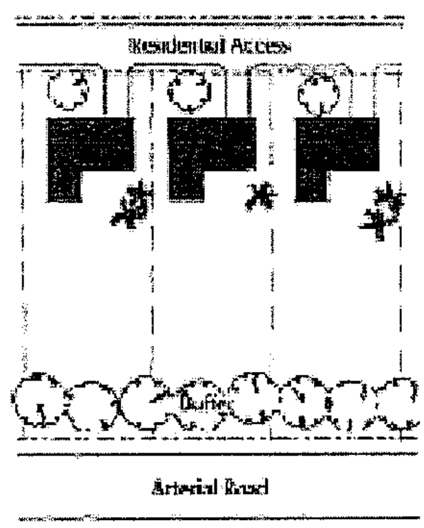


Figure 6. Reverse Frontage.

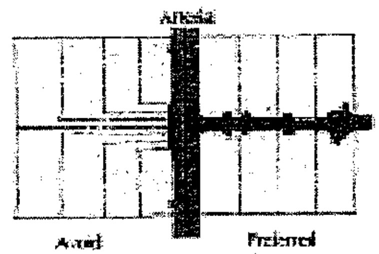


Figure 7. Avoid flag lots.

land into lots shaped like flags to avoid the cost of platting and providing a road. Instead, the flag lots are stacked on top of each other, with the "flag poles" serving as driveways to major roads (see Figure 7). This results in closely spaced driveways that undermine the safety and efficiency of the highway. Eventually, residents may petition for construction of a local public road passing the cost of providing a subdivision road onto the community.

6 Increase minimum lot frontage on major roads.

Minimum lot frontages need to be larger for lots that front on major roadways, than those fronting on local roads. Narrow lots are a problem on major roads because they result in closely spaced driveways. Lots need to be deeper and wider along arterials to allow adequate flexibility in site design and to increase separation of access points (see Figure 8). Assuring an adequate lot size also protects the development potential and market value of corridor properties.

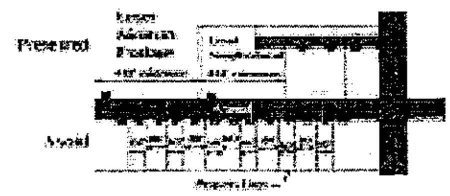


Figure 8. Lot frontage requirements.

7 Promote a connected street system.

As communities grow and land is subdivided for development, it is essential to assure continuation and extension of the existing local street system. Dead end streets, cul-de-sacs, and gated communities force more traffic onto collectors and arterials. Fragmented street systems also impede emergency access and increase the number and length of automobile trips. A connected road network advances the following growth management objectives:

- fewer vehicle miles traveled
- decreased congestion
- alternative routes for short, local trips
- improved accessibility of developed areas
- facilitation of walking, bicycling, and use of transit
- reduced demand on major thoroughfares
- more environmentally sensitive layout of streets and lots
- interconnected neighborhoods foster a sense of community
- safer school bus routes

Connectivity can be enhanced by a) allowing shorter blocks (600 ft.) and excluding cul-de-sacs from the definition of intersection; b) requiring stub streets to serve adjacent undeveloped properties; c) requiring street connections to nearby activity centers; d) requiring connections to or continuation of existing or approved public streets; and e) requiring bicycle/pedestrian access-ways at the end of cul-de-sacs or between residential areas and parks, schools, shopping areas or other activity centers. It is also important to allow a greater variety of street types.

8 Encourage internal access to outparcels.

Shopping center developments often include separate lots or "outparcels" fronting on the major roadway. The outparcels are leased or sold to businesses looking for highly valued corridor locations. Access to these outparcels should be incorporated into the access and circulation system of the principal retail center. This reduces the need for separate driveways on the major road, while maintaining overall accessibility to the site. To accomplish this, establish that development sites under the same ownership or those consolidated for development will be treated as one site for the purposes of access management. Then require a unified traffic circulation and access plan for the overall development site.

9 Regulate the location, spacing, and design of driveways.

Driveway *spacing* standards establish the minimum distance between driveways along major thoroughfares (see Figure 9). These standards help to reduce the potential for collisions, as travelers enter or exit the roadway. They also encourage the sharing of access for smaller parcels, and can improve community character by reducing the number of driveways and providing more area for pedestrians and landscaping. The *location* of driveways affects the ability of drivers to safely enter and exit a site. If driveways do not provide adequate sight distance, exiting vehicles may be unable to see oncoming traffic. In turn, motorists on the roadway may not have adequate time to avoid a crash. Driveway *design* standards assure that driveways have an adequate design so vehicles can easily turn onto the site. Standards also need to address the depth of the driveway area. Where driveways are too shallow, vehicles are sometimes obstructed from entering the site causing others behind them to wait in through lanes. This blocks traffic and increases the potential for rear-end collisions.

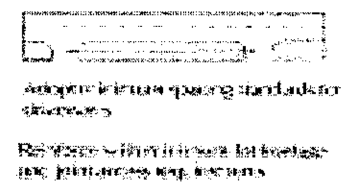


Figure 9. Driveway spacing standards.

10 Coordinate with the Department of Transportation.

The Florida Department of Transportation is responsible for access permits along state roadways. Local governments oversee land use, subdivision, and site design decisions that affect access needs. Therefore, State and local coordination is essential to effective access management. Lack of coordination can undermine the effectiveness of regulatory programs and cause unnecessary frustration for permit applicants.

Timely communication is key to an effective review procedure. Begin by establishing a coordinated process for review of access permits along state highways. The state permitting official could have applicants send a copy of the complete permit application to the designated local reviewing official. Prior to any decision or recommendation, the state permitting official could then discuss the application with the local reviewing official.

Property owners also may be required to submit the necessary certificates of approval from other affected regulatory agencies, before a building permit is issued. In Florida, this should include a "notice of intent to permit" from the Florida Department of Transportation where access to the state highway system is requested.

An effective method of coordinating review and approval between developers and various government agencies is through a tiered process. The first stage is an informal meeting and "concept review" period, which allows officials to advise the developer about information needed to process a development application. This includes information on required state and local permits, and any special considerations for the development site.

The concept review provides the developer with early feedback on a proposal, before the preliminary plat or site plan has been drafted. Once the preliminary plan is drafted, it can be checked to determine if additional conditions are required for approval. The final plan that is formally submitted should then require only an administrative review.

Local governments could also request a response from the FDOT prior to approval of plats on the state highway system. Applicants could be required to send a copy of the subdivision application to the state access permitting official. This should occur early in the plat review process, preferably during conceptual review. Early monitoring of platting activity would allow the Department of Transportation an opportunity to identify problems and work on acceptable alternatives.

Intergovernmental agreements or resolutions can facilitate coordination between the state and local governments on access management. These tools can be used to clarify the purpose and intent of managing access along major thoroughfares, roadways that will receive special attention, and state and local responsibilities for advancing access management objectives.

Additional References

"Model Land Development Regulations that Support Access Management," Center for Urban Transportation Research, 1994.

Williams, K., Marshall, M. "Managing Corridor Development," Center for Urban Transportation Research, 1996.

Williams, K., Forrester, R., "NCHRP Synthesis 233: Land Development Regulations that Promote Access Management." Transportation Research Board, Washington, D.C.: National Academy Press, 1996.

Training Opportunities

"Access Management: Site Planning," FDOT 1997 (A Training Unit), available through Gary Sokolow.

"Land Development Regulations that Support Access Management," FDOT 1997 (A Training Unit), available through Gary Sokolow.

Visit our Web Page at:

http://www.cutr.eng.usf.edu

For More Information, Contact:

Kristine M. Williams, AICP, Senior Research Associate
Center for Urban Transportation Research
(813) 974-9807
e-mail *krwillia@cutr.eng.usf.edu*

Gary Sokolow, Systems Planning Office
Florida Department of Transportation
(850) 488-9747
e-mail *gary.sokolow@dot.state.fl.us*

CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
MINUTES
MARCH 5, 2007
7:00 P.M.

PRESENT

The Board of Aldermen of the City of Harrisonville, Missouri, met in Regular Session on March 5, 2007 at 7:00 p.m. in the Council Chambers of Harrisonville City Hall. Mayor Kevin Wood called the meeting to order.

Aldermen Present: Ed Roberts, Pat Flanner, Jill Check, Carol Burdick, Nancy Linthicum, Dennis Minich, and Carl Howell

Aldermen Absent:

There was a quorum present.

Other officials present: Mayor Kevin Wood, City Administrator Dianna Wright, City Attorney Steve Mauer, Finance Director Mike Tholen, Community Development Director Rick DeLuca, City Engineer Ted Martin and Deputy City Clerk Kim Hubbard.

APPROVAL OF MINUTES

Alderman Check made a motion to approve the Minutes of March 5, 2007 meeting. The motion was seconded by Alderman Minich and passed unanimously by a voice vote of those present.

CEREMONIAL MATTERS

CEREMONIAL MATTERS – None

PUBLIC PARTICIPATION

PUBLIC PARTICIPATION – Mayor announced that items 9 and 10 on the agenda had been continued. Mayor also announced that the applicant for the Market Place TIF has hired a new consultant and the information this new consultant compiles will be made available in the Board of Aldermen packets for the March 19th, 2007 meeting. Mayor then opened the floor for public participation and reminded the audience that there was a four (4) minute time limit. Mayor Wood asked Attorney Mauer to keep time.

Jeff Arnold, owner of Landmark Plaza addressed the Board. Mr. Arnold expressed that he feels that this project causes great alarm for the Landmark tenants. Mr. Arnold urged the Aldermen to be sure that they are representing their constituents when making their decision. Mr. Arnold commented that he has spoke with a few of the Aldermen and was looking forward to speaking to the rest of the Aldermen and the Mayor. Mr. Arnold went on to say that he had concerns of this TIF project going through; that he felt that this was great for the new businesses but was concerned on the impact of old businesses. Mr. Arnold wanted to know if issues with Landmark tenants were looked at when the report was done. Mr. Arnold urged the existing business owners to contact their Aldermen. Aldermen Check addressed Mr. Arnold regarding maintenance issues at Landmark. She made it known that she had been contacted regarding maintenance issues and that the tenants had encountered problems getting their issues resolved. Mr. Arnold said that he had contacted tenants regarding these issues and that they are working on getting these problems corrected. Mr. Arnold went on to say that he realizes that there are issues with the parking lot and is planning on getting this taken care of.

Mike Beal, Ball Foods spoke to the Board regarding a letter from David Edwards, CEAH, to the Mayor and Board of Aldermen. Mr. Beal stated that there was a meeting between Mr. Edwards and himself on February 6, 2007 but that it was not a scheduled meeting. Mr. Beal spoke about the letter of intent with Market Place. He said that they did not see the expansion at the Landmark at the expense to eliminate ½ the tenants. There was discussion between the Board on extending Mr. Beal's time and it was decided that Mr. Beal could address the Board at the March 19th meeting.

Mr. Simmons, applicant for items no.9 & no. 10, addressed the Board next. Mr. Simmons stated that he felt that vocal minority were the ones that were being heard and that he thought there were 10,000 individuals who wanted this project to go forward. Mr. Simmons said that this project would increase tax dollars and create jobs. He asked the Board to consider the silent majority when making their decision. Mr. Simmons pointed out that the area for the project has been cleaned up, and that 2 Highway will be improved. Mr. Simmons said that he would not indicate other tenants until he has the Boards approval. Mr. Simmons did say that CVS has approved the sight for their business.

Tim Soulis, owner of Gaslight Strip Mall, addressed the Board. Mr. Soulis felt that the report was not adequate and spoke of the cost breakdown. Mr. Soulis spoke of his concerns with the viability of the Landmark Shopping Center if the TIF Project was approved. Mr. Soulis also talked about the CPIU historically and projected numbers in the report for the TIF; and that he felt the numbers were off. Mr. Soulis also spoke about increase of taxes for the citizens.

Alderman Roberts asked when the new figures would be given to the Board and Ms. Wright said that it would be with the packets for the March 19th meeting. Alderman Roberts stated that he felt there needed to be time taken to review the numbers. Alderman Howell indicated his interest in a work session. Mayor Wood suggested that another work session could be set if necessary.

ITEM NO. 7 A REQUEST FROM ROTARY FOR APPROVAL OF A RIGHT-A-WAY SOLICITATION PERMIT TO SELL KC STAR NEWSPAPERS ON ROYALS OPENING DAY (APRIL 2, 2007) AT CERTAIN TRAFFIC INTERSECTIONS

ITEM 7 A REQUEST FROM ROTARY FOR APPROVAL OF A RIGHT-A-WAY SOLICITATION PERMIT TO SELL KC STAR NEWSPAPERS ON ROYALS OPENING DAY (APRIL 2, 2007) AT CERTAIN TRAFFIC INTERSECTIONS-Mayor Wood read the request for the right-a-way solicitation permit. Alderman Roberts made motion to approve the request. Alderman Linthicum seconded the motion and was approved unanimously by all present.

ITEM NO. 8 2nd READING COUNCIL BILL NO. 009: AN ORDINANCE OF THE CITY OF HARRISONVILLE, MISSOURI, REGARDING A SPECIAL USE PERMIT FOR THE ESTABLISHMENT OF A SMALL LOAN ESTABLISHMENT LOCATED AT THE GASLIGHT SHOPPING CENTER	**ITEM NO. 8 2nd READING COUNCIL BILL NO. 009: AN ORDINANCE OF THE CITY OF HARRISONVILLE, MISSOURI, REGARDING A SPECIAL USE PERMIT FOR THE ESTABLISHMENT OF A SMALL LOAN ESTABLISHMENT LOCATED AT THE GASLIGHT SHOPPING CENTER-** City Attorney Steve Mauer read Council Bill No. 009 for a second reading by title only Council Bill No. 060 passed with the following vote: Ayes: Aldermen Roberts, Flanner, Burdick, Linthicum, Minich, Howell Nays: Alderman Check Absent: None Abstain: None
ORDINANCE NO. 2981	Council Bill No. 009 became **ORDINANCE NO. 2981.**
ITEM NO. 9. TABLED COUNCIL BILL NO. 004: (2nd READING) AN ORDINANCE APPROVING THE HARRISONVILLE MARKET PLACE TAX INCREMENT FINANCING PLAN, ESTABLISHING OF THE REDEVELOPMENT PROJECT, APPROVING A TAX INCREMENT FINANCING REDEVELOPMENT AGREEMENT BETWEEN THE CITY OF HARRISONVILLE, MISSOURI AND SIMMONS INVESTEMENTS, INC., AND AUTHORIZING THE MAYOR OF THE CITY OF HARRISONVILLE TO EXECUTE THE AGREEMENT (TABLED FROM FEBRUARY 5, 2007 MEETING) ITEM IS CONTINUED AT THE REQUEST OF THE APPLICANT	**ITEM NO. 9. TABLED COUNCIL BILL NO. 004: (2nd READING) AN ORDINANCE APPROVING THE HARRISONVILLE MARKET PLACE TAX INCREMENT FINANCING PLAN, ESTABLISHING OF THE REDEVELOPMENT PROJECT, APPROVING A TAX INCREMENT FINANCING REDEVELOPMENT AGREEMENT BETWEEN THE CITY OF HARRISONVILLE, MISSOURI AND SIMMONS INVESTMENTS, INC., AND AUTHORIZING THE MAYOR OF THE CITY OF HARRISONVILLE TO THE AGREEMENT (TABLED FROM FEBRUARY 5, 2007 MEETING) ITEM IS CONTINUED AT THE RUEQUEST OF THE APPLICANT**

ITEM NO. 10. COUNCIL BILL NO. 005:	**ITEM NO. 10. COUNCIL BILL NO. 010: TABLED COUNCILE BILL NO. 005: (2nd READING) AN ORDINANCE APPROVING THE REDEVELOPMENT PROJECT OF THE HARRISONVILLE MARKET PLACE TAX INCREMENT FINANCING PLAN AS A REDEVELOPEMTN PROJECT AND ADOPTING TAX INCREMENT FINANCING THERIN (TABLED FROM FEBRUARY 5, 2007 MEETING) ITEM IS CONTINUED AT THE REQUEST OF THE APPLICANT**
ITEM NO. 11 CONSIDERATION OF HOLLAND'S AUTOMOTIVE REQUEST FOR A WAIVER FROM THE ACCESS MANAGEMENT GUIDELINES WITH REGARDS TO THE SPACING BETWEEN ACCESS POINTS	**ITEM NO. 11 CONSIDERATION OF HOLLAND'S AUTOMOTIVE REQUEST FOR A WAIVER FROM THE ACCESS MANAGEMENT GUIDELINES WITH REGARDS TO THE SPACING BETWEEN ACCESS POINTS-** Applicant Steve Holland addressed the Board explaining that he will be building a new facility and would like to keep two entrances to his business. Mr. Holland distributed a handout to the Board. (attached) He explained this would make it easier due to some of the large vehicles that come onto his lot. Mr. Holland also stated that he thought one entrance that it would make it dangerous. Alderman Roberts asked about the existing buildings. Mr. Holland said that the storage building was staying. Alderman Minich made a motion to approve the request for the waiver from the access management guidelines. Alderman Linthicum seconded the motion and was approved unanimously by all present.
ITEM NO. 12 COUNCIL BILL 011: A RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE AN AGREEMENT WITH G.E.-M.J. HARDEN FOR CONTOURING TO OUR AERIAL MAPPING NOT TO EXCEED $49,045 TO BE PAID FROM THE GENERAL FUND	**ITEM NO. 12 COUNCIL BILL 011: A RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE AN AGREEMENT WITH G.E.-M.J. HARDEN FOR CONTOURING TO OUR AERIAL MAPPING NOT TO EXCEED $49,045 TO BE PAID FROM THE GENERAL FUND-** Attorney Steve Mauer read Council Bill No. 011 by title only. City Engineer reviewed the information that had been provided to the Board and asked for questions. There were no questions. Alderman Minich moved to approve Council Bill No. 011. The motion was seconded by Alderman Roberts and passed unanimously by a voice vote of those present.
RESOLUTION NO. 006	Council Bill No. 011 became **RESOLUTION NO. 006**
ITEM NO. 13 COUNCIL BILL 012: A RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE CHANGE ORDER NO. 9 WITH WILSON PLUMBING FOR THE SRF RELIEF SEWER AND REHABILITATION IMPROVEMENTS	**ITEM NO. 13 COUNCIL BILL 012: A RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE CHANGE ORDER NO. 9 WITH WILSON PLUMBING FOR THE SRF RELIEF SEWER AND REHABILITATION IMPROVEMENT PROJECT, PAHSE 3 IN AN AMOUNT NOT TO EXCEED $31,621.56 TO BE PAID FROM THE CWSS FUND-** Attorney Steve Mauer read Council Bill No. 012 by title only. City Engineer, Ted Martin explained this was the last change order of SRF Program and this program has been ongoing for four (4) years. Mr. Martin also informed the Board that there has been five (5) miles of sanitary sewer

PROJECT, PHASE 3 IN AN AMOUNT NOT TO EXCEED $31,621.56 TO BE PAID FROM THE CWSS FUND	line installed, two (2) new pump stations, 10,000' of line sewers, and 160 manholes with this program. Alderman Flanner asked if the amount being requested was within budget. Mr. Martin told him that it was. Alderman Linthicum moved to approve Council Bill No. 012. The motion was seconded by Alderman Burdick and passed unanimously by a voice vote of those present.
RESOLUTION NO. 007	Council Bill No. 012 became **RESOLUTION NO. 007**
ITEM NO. 14 ALDERMEN & COMMITTEE REPORTS	**ITEM NO. 14 ALDERMEN & COMMITTEE REPORTS** – None
ITEM NO. 15 REPORT FROM CITY ADMINISTRATOR	**ITEM NO. 15 REPORT FROM CITY ADMINISTRATOR**-Ms. Wright thanked the entities that assisted our Fire Department Saturday night. City Engineer Martin updated the Board on the FEMA Flood Plain maps that were issued last year. Mr. Martin said that there were some that showed in the flood plain that shouldn't be and some that do not show up in the flood plain that should be. FEMA will be re-mapping the county this year. Alderman Howell asked if they are surveying or if they will flyover, Mr. Martin said that he wanted them to use the new mapping system. There was also discussion on whether it would be at the homeowners expense if they were to be re-surveyed to see if they were actually in the flood plain or not.
ITEM NO. 16 REPORT FROM THE MAYOR	**ITEM NO. 16 REPORT FROM THE MAYOR**-None
ITEM NO. 17 QUESTIONS FROM THE MEDIA	**ITEM NO. 17 QUESTIONS FROM THE MEDIA**-None
ITEM NO. 18 ADJOURN TO EXECUTIVE	**ITEM NO. 18 ADJOURN TO EXECUTIVE** There being no Executive Session, Alderman Check moved to adjourn from the regular session. The motion was seconded by Alderman Roberts and was approved by a voice vote.

Mayor Wood adjourned the meeting at 7:44 p.m

K Wood

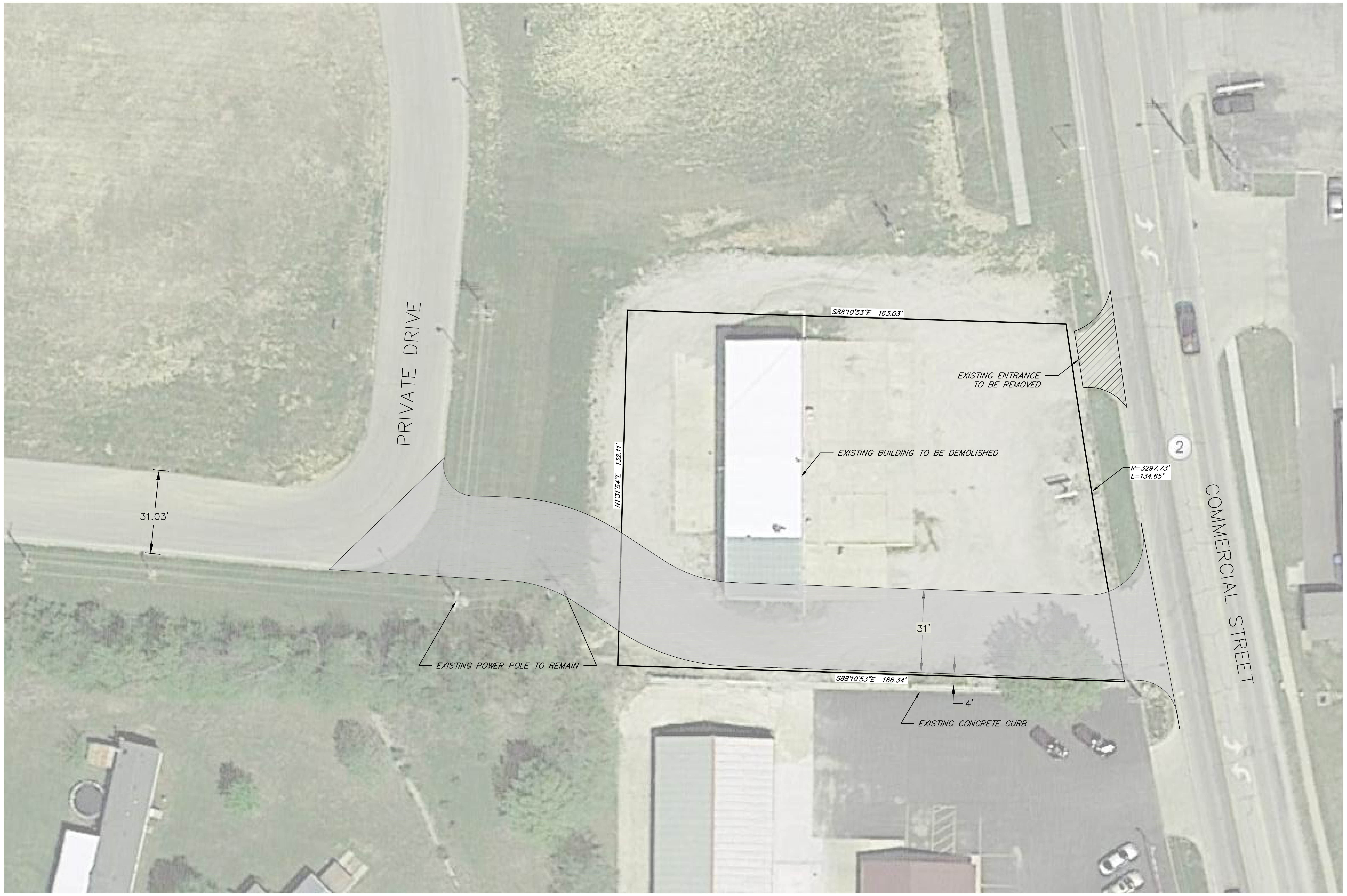
Kevin Wood, Mayor & Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Kim Hubbard

Kim Hubbard, Deputy City Clerk

APPROVED by the Mayor this 19th day of March 2007.



N

20 0 20
scale feet
1" = 20'

McAFEE HENDERSON SOLUTIONS, INC.
Civil Engineering ✦ Land Surveying
15700 College Blvd. Suite 202 Lenexa, KS 66219
Ph: (913) 888-4647 Fax: (913) 390-9865

No.	Date	Revisions	By	App.
1				
2				
3				
4				
5				
6				

HARRISONVILLE MARKETPLACE
NEW PRIVATE DRIVE

Date:	12-12-14
Designed:	CMP
Drawn:	CMP
Checked:	CMP
Approved:	CMP
Proj. No.	2014.063
Sheet No:	1

Drawing Path: P:\Active Projects\2014-063 - Harrisonville Market Place\dwg\2014-063_Exhibit.dwg
Plotted at: Dec 12, 2014 - 10:34am

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Keith Thomas, Director**

DATE: **February 9, 2015**

SUBJECT: **High Performance Outdoor Lighting Accelerator**

Type of Item: *Agreement*

Background: As you may recall, in August of 2011, we entered into a grant program from the U.S. Department of Energy EECBG that was implemented through a partnership of the Smart Lights Coalition made up of the City of Harrisonville, twenty-four other municipalities, MARC, and local utility companies. Each city was originally approved for $120,000 for high efficiency street lighting, shipping, installation, and maintenance. An added benefit for the city was the Electric Department installing and maintaining the lights allowed us to purchase an additional 92 fixtures. It was also cheaper for the city to meter all the different type fixtures, approved by the committee I was fortunate enough to be on, allowing the city to receive additional fixtures through the grant process. The city was able to replace approximately 600 fixtures through the grant program.

Review: The department has replaced approximately 200 additional failed metal halide fixtures, with high efficiency LED's, since the grant program ended. There are approximately 1,000 metal halide fixtures remaining to be replaced. The Board of Aldermen approved the 2015 Budget Objective to convert the remaining fixtures to high efficiency LED lighting. This program will convert approximately 330 of the remaining fixtures per year for the next three years. At the completion of the program the Electric Utility Fund will see a $97,152 per year savings in power costs.

Over the course of the last eight months, the U.S. Department of Energy (DOE) and the White House, through the President's climate action plan has asked MARC on behalf of the greater Kansas City region to become a charter member of the High Performance Outdoor Lighting Accelerator (HPOLA). The Kansas City region was selected as a result of the successful *Smart Light for Smart Cities* project that installed over 5700 high efficiency street lights in 25 cities. In late January the President announced during the U.S. Congress of Mayors, an expanded goal to retrofit outdoor lighting across the nation.

The HPOLA initial announcement on May 9, 2014 White house news release:

> Today, DOE is launching a *High Performance Outdoor Lighting Accelerator* to increase the adoption and use of high efficiency outdoor lighting in the public sector. The

Accelerator is aimed at replacing more than 500,000 outdoor lighting poles and developing best practice approaches to municipal system-wide upgrades. The charter cities include:

- Detroit, MI
- Mid-American Regional Council Representing Kansas City, MO metro area
- West Palm Beach, FL
- Little Rock, AK
- Huntington Beach, CA

Budget Impact: The HPOLA program is designed to accelerate the adoption and use of high efficiency outdoor lighting in the public sector. DOE is asking MARC to join with their member municipalities to develop an approach to promote the installation of high performance outdoor lighting (future purchases), thereby reducing energy use by 50 percent over a 2 year period of time. As a member of the Smart Light for Smart Cities coalition, the cities that participated are in a great position to join the DOE Accelerator as part of the MARC team. Although there is no money attached to the Accelerator at this time, it puts the city in a good position if funds do become available at a later date.

Recommendation: Staff recommends approval of the resolution from MARC. If I can answer any questions, please let me know.

Council Bill No. 018

Resolution No.

A Resolution Authorizing the City Administrator of Harrisonville, Missouri to Join the High Performance Outdoor Lighting Accelerator

High Performance Outdoor Lighting Accelerator

WHEREAS, local governments in the metropolitan Kansas City region have a strong history of working together to improve current services, implement efficiencies in operations and develop best management practices;

WHEREAS, Mid-America Regional Council (MARC) formed a consortium of 25 municipalities and 3 electric utility companies to respond to the U.S. Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) funding opportunity. The initiative was entitled Smart Lights for Smart Cities;

WHEREAS, the Smart Lights for Smart Cities consortium purchased and installed 5700 high efficiency streetlights over the course of 3 years {2010-2013) in the 25 participating communities with the support of DOE EECBG funds. This initiative showcased different technologies and vendors, demonstrating firsthand the benefits of changing from mercury vapor (MV) and high-pressure sodium (HPS) streetlights to a more energy-efficient lighting system, involving induction or light-emitting diode (LED) technologies. The project documented significant energy savings- 55 to 61 percent;

WHEREAS, additional metropolitan KC local governments have or are exploring replacing traditional streetlights with highefficiency street lighting technology. For example, the city of Independence, Missouri recently converted its entire streetlight portfolio to LED, with a projected annual savings of nearly $300,000;

WHEREAS, the Department of Energy contacted MARC in the spring of 2014 to inquire if MARC on behalf of the metropolitan Kansas City region would be interested in becoming a founding member of its newly formed High Performance Outdoor lighting Accelerator (HPOLA);

WHEREAS, the goal of the DOE Accelerator is to replace over 500,000 streetlights with LED lighting during the next two years, collaborate with local municipalities to demonstrate practical and effective best practices to accelerate the adoption of high-efficiency outdoor lighting and improve system-wide replacement processes at the municipal level;

WHEREAS, the benefits to local government to participate in HPOLA are:

- access to tools and resources to help municipalities navigate the transition to high efficiency outdoor street lighting,
- access and leverage technical expertise developed under other DOE efficient outdoor lighting programs,
- create collaborative solutions to address financial, regulatory and technical barriers that constrain broad technology deployment, and
- receive public recognition from DOE as a national leader in municipal system-wide replacement to high efficiency outdoor lighting;

WHEREAS, MARC is seeking municipalities in the Kansas City region to join together in a regional consortium to participate in the DOE High Performance Outdoor Lighting Accelerator program;

WHEREAS, over the next two years (2014-2016) the members of the HPOLA consortium would agree to:

- participate in a systems analysis with the objective of replacing municipal-owned poles with high efficiency lighting,
- share results and lessons learned with DOE and other Accelerator Partners as approaches are implemented,
- participate in identifying key barriers in the implementation of high performing outdoor lighting;

WHEREAS, the City of Harrisonville, MO endorses the objectives of the DOE High Performance Outdoor

Lighting Accelerator initiative and is willing to join in the KC region consortium of local governments;

WHEREAS, the City of Harrisonville, MO is willing to participate in ongoing discussions with other partners on topics of high efficiency street lighting in the hopes to make the KC metro region's local governments energy efficient;

WHEREAS, the City of Harrisonville, MO will replace municipal-owned streetlights with high efficiency lighting technology, as resources allow; and

IN WITNESS WHEREOF, the parties hereto have signed this Resolution.

PASSED AND RESOLVED by the Board of Aldermen and APPROVED by the Mayor of the City of Harrisonville, Missouri, this 17th day of February 2015

Kevin W. Wood, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Kim Hubbard, City Clerk
WITNESS my hand and seal this 17th day of February 2015

City of Harrisonville est. 1836

STAFF REPORT

TO: Board of Aldermen

FROM: Keith Thomas, Director

DATE: February 12, 2015

SUBJECT: Commscope Fiber Optic Equipment

Type of Item: *Purchase*

Purchase equipment required for the interior of facilities of the Fiber Optic Project.

Due diligence was given in evaluating equipment necessary for the project. Commscope was the leader in reliability, value, and longevity. The Commscope Engineering staff also worked with City Staff on the interior design and wiring, saving the City several thousand dollars in engineering fees. Commscope is the preferred manufacturer and WESCO is the only distributor of Commscope equipment in our area.

The attached file shows the estimated payback periods for each facility including interior equipment and associated fiber connections.

Breakeven # on the spreadsheet is based upon the current monthly cost of phone line charges at facilities which could be recouped if those facilities were connected to the fiber and utilized the new phone system that is currently in place at the Police Department. This does not include the price to replace the phones required to connect to the new phone system. It also does not include the current internet connections at those locations which would be migrated to the new fiber. Beyond the monetary recouping of this investment are the large intangible benefits, both immediate and future that will affect all facilities connected to the new fiber network.

Examples of immediate benefits include:

- Reliable and adequate connections from all facilities to city financial systems.
- Better cyber security by reducing the number of internet connection points on our network and all internet traffic being passed through one firewall.
- Reliable internet service for all connected locations.
- Ability to inexpensively expand our current phone system. The Community Center phone system has reached its replacement age and new parts are no longer available. Utilizing the new phone system, we could expect to cut that expenditure by 1/3 to 1/2

In the future this new infrastructure would allow facilities to expand and grow our communications, internet, and security options to suit their needs. Continued technological growth and options for advancing technologies are almost limitless because the fiber is a stable and long lasting medium. The fiber project positions Harrisonville for future revenue generated by leasing access to our fiber system and the economical growth of city services. The Electric Utility will be the beneficiary of future revenues as it is covering the cost of the fiber backbone.

There is currently $427,642 left in the South Tie Transmission Line Project #6-0990-4015 after 2015 Re-appropriations are approved and payment to Ervin Cable Construction, LLC for the fiber installation contract. This is the project currently under construction along Orchard Road. There will be adequate funds remaining in this account for funding this project, due to project savings during the design and construction.

Staff recommends the Electric Fund pay for the costs associated with this material from excess funds available in the South Tie Transmission Line Project #6-0990-4015. The roughly $7,216 of equipment costs needed to serve departments other than those needed for the electric utility will be repaid from the telephone and internet savings achieved at each of those facilities. The pay-back period is shown per facility on the attached spreadsheet. Pricing is per site and therefore if we choose not to install fiber capability in a facility now, that will not impact the price to the other sites.

Staff recommends approval of the Commscope equipment to be purchased from WESCO for $67,235.00

Council Bill No. 019

Resolution No.

A Resolution Authorizing the City Administrator of Harrisonville, MO to enter into a purchase agreement with WESCO for fiber optic materials in an amount to exceed $67,235.

WHEREAS, the City of Harrisonville wishes to build and install a fiber optic loop around the city, and

WHEREAS, the City must purchase a quantity of material for this project, and

WHEREAS, Commscope is the preferred manufacturer of such material and WESCO is the only distributor in our area,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

Section 1: That the City Administrator of the City of Harrisonville is hereby authorized and directed to enter into a purchase agreement with WESCO for the needed materials in an amount not to exceed $67,235.00

Section 2: That this resolution shall become effective immediately upon its passage and approval.

PASSED AND RESOLVED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Harrisonville, Missouri, this 17th day of February 2015

____

Kevin W. Wood, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

____

Kim Hubbard, City Clerk

WITNESS my hand and seal this 17th day of February 2015

	Current phone per month	Cost of fiber install per facility	Cost of Fiber equipment	Total fiber install cost	# of months to breakeven
PD			$ 56,758.00	$ 56,758.00	Main switching for all connections
City Hall		$ 2,545.60	$ 656.00	$ 3,201.60	already on phone, no savings
Water warehouse	$ 130.00	$ 1,897.00	$ 656.00	$ 2,553.00	$ 19.64
Streets	$ 84.00	$ 1,036.00	$ 656.00	$ 1,692.00	$ 20.14
Water treatment Plant	$ 84.00	$ 1,897.00	$ 656.00	$ 2,553.00	$ 30.39
Parks Maintenance	$ 286.00	$ 3,793.27	$ 656.00	$ 4,449.27	$ 15.56
Community Center	$ 311.63	$ 8,108.50	$ 656.00	$ 8,764.50	$ 28.12
Emergency Services	$ 930.00	$ 2,403.52	$ 656.00	$ 3,059.52	$ 3.29
Waste Water Treatment Plant	$ 140.00	$ 3,737.68	$ 656.00	$ 4,393.68	$ 31.38
Animal Control	$ 110.00	$ 1,470.88	$ 656.00	$ 2,126.88	$ 19.34
Aquatics Center	$ 100.00	$ 3,870.49	$ 656.00	$ 4,526.49	$ 45.26
Water Tower	$ -	$ 1,708.00	$ 656.00	$ 2,364.00	future expansion/resale

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Keith Thomas, Director**

DATE: **February 9, 2015**

SUBJECT: **Fiber Optic Construction Project**

Type of Item: *Contract*

Review: The work under this Contract consists of an installation of a 144 count fiber optic ring, 72 count fiber optic taps into 16 City of Harrisonville facilities, including 3-69kV substations and the connection to all Commscope equipment inside the City facilities. The Contract includes all aerial and underground construction. No subcontractors will be used and the contractor must possess experience and management capabilities to accomplish all areas of the project.

All material will be supplied by the City of Harrisonville. The Contractor has to be certified and have the experience both with trained personnel and insulated equipment to work in the space up to 12" below our energized power lines.

The contract includes a cost breakdown for dropping into each of the following 16 City facilities including connection to all Commscope equipment underground and/or overhead as follows:

1. Electric Department			
2. Royal Street Substation	1&2	$3,416.00	Paid by Electric Fund
3. North Substation		$2,805.04	Paid by Electric Fund
4. South Substation		$3,483.19	Paid by Electric Fund
5. Police Department		$3,044.00	Paid by Electric Fund
6. City Hall		$1,495.00	Paid by General Fund
7. Water Warehouse		$1,897.00	Paid by CWSS Fund
8. Street Department		$1,036.00	Paid by General Fund
9. Water Treatment Plant		$1,897.00	Paid by CWSS Fund
10. Parks Maintenance		$3,793.27	Paid by Park Fund
11. Community Center		$8,108.50	Paid by Community Center
12. Emergency Services		$2,403.52	Paid by General Fund
13. Waste Water Treatment Plant		$3,737.68	Paid by CWSS Fund
14. Animal Control		$1,470.88	Paid by General Fund
15. Aquatics Center		$3,870.49	Paid by Aquatics Fund

16. Water Tower $1,708.00 Paid by Electric Fund

The following per unit cost breakout for all phases of the required construction was also included in the specifications:

City of Harrisonville
Per Unit Cost For the Fiber Installation Project

Billable Item	Unit	Unit of Measure	Unit Cost	Total Cost	Description
Composite Strand	42,500	Per Foot	0.46	$ 19,550.00	Installation of all pole line hardware, strand, and piggy/back anchor heads and down guys, to include tree trimming as required. Also the installation of all continutity bonds required by BCI specifications. This does not include ground rods. Billing of this item will be by map footage.
Composite Aerial Fiber Placement	52,000	Per Foot	0.7	$ 36,400.00	Lash fiber to strand. Includes storage loops, installation of snow shoes, and ID tags. Billing will be per footage markers on cable including storage loops.
Underground Construction	3,000	Per Foot	10.5	$ 31,500.00	Directional bore minimum 36" deep and install 1-2" duct, to include all restoration of area. Measured by actual bore length
Pull Fiber Cable Through Duct	4,700	Per Foot	0.6	$ 2,820.00	Pull fiber cable through duct, including section at Community Center using CATV cable as pull device, pulling new CATV and City of Harrisonville fiber into existing duct. Measured by footage markers on cable
Install Fiber Enclosure	3	Each	250	$ 750.00	Preparation of fiber cables. Placement of fiber cables in enclosure. Does not include any fusion splicing. Billing will be per enclosure installed
Ring Cut	15	Each	250	$ 3,750.00	Preparation of fiber cables for a mid-entry (ring cut) splice and installation of enclosure. Does not include any fusion splicing
Fiber Spicing	1,044	Each	28	$ 29,232.00	Fusion splicing of all fibers per design. Bi-directional end-to-end link loss test at 1310/1550 with documentation. Billing will be per splice
Building Entrances	16	Each	200	$ 3,200.00	Engineer means of entry to buildings to be served, to include where applicable use of existing ducts, installation of innerduct where required, core drilling where required, sealing of ducts and/or entry holes, up to and including coiling of slack to inside of building
Equipment Installation	16	Each	500	$ 500.00	Labor to route fiber inside buildings to equipment site, mounting of appropriate enclosures and support structure for fiber equipment. Activiation and set up of equipment is not included in this task
Engineering and Documentation	1	Each	5000	$ 5,000.00	Charge for engineering and design of system and buildings, as built maps post construction showing routes, lengths, splice locations. Includes fiber splice matrix for each splice location as well as overall splice plan.
Relocate Existing Facilities	75	Each	0	$ -	Move existing facilities where possible to create clearance for fiber.
TOTAL BID FOR FIBER OPTIC CONSTRUCTION PROJECT				$ 140,202.00	

Commscope equipment will be engineered and supplied under a separate purchase to WESCO.

One of the many benefits of the City of Harrisonville owning their own electric system is the ability to install the fiber optic system to within 12" of our electric system. This minimizes any pole change outs that would be required by the NESC, but also minimizes the available contractors qualified to perform this type of construction. There were only three contractors found that were certified to work per the qualifications listed in the contract. Requests for bids were sent to the following three contractors:

Ervin Cable Construction, LLC

North Sky Communications, Inc.

TCS Communications, LLC

Ervin Cable was the only bidder. The other two contractors declined the opportunity due to our Prevailing Wage requirements. Ervin Cable is performing a large percentage of the Google Fiber Project currently under construction in the Kansas City area. This is the contractor City staff originally preferred for this project.

Budget Impact: The total bid price for this contract is $140,202.00 from Ervin Cable Construction, LLC and meets all requirements and certifications. Their bid is in-line with the prices for the Kansas City Google Project. Approximately $100,000 of this is for the construction of the loop around the city and $40,000 for city facilities. There may also be some money savings into some of the city facilities going overhead instead of underground. With the cost breakouts, those dollar savings can be deducted from the overall bid price.

The Electric Department has been approved for a $92,000 grant from the MPUA for electric utility improvements. I have MPUA approval for the funding to contribute towards the fiber optic loop for our SCADA communications.

I believe the Electric Fund should pay for all of the overhead fiber to city facilities, substations, Police Department, and the Water Tower. The opportunity for future revenue would exceed the investment required for the costs associated with the overhead fiber.

The fiber will be lit or powered from the Police Department 911 Center. It is the most secure location and has generator backup. This is a huge benefit to the SCADA System used in the Electric Department. There is a possible revenue stream back to the Electric Fund from future customer use of fiber at the Water Tower. Installation of this small extension will be much cheaper under this contract.

The cost for the fiber to enter into the Aquatics Center, Community Center, and Parks Maintenance Facility are $15,772.26 compared to $11, 250 for City Hall, Water Warehouse, Street Department, Water Treatment Plant, Wastewater Treatment Plant, and Animal Control. I believe these costs are associated with the specific facility and should be paid for by their specific funds. The Electric Fund is also contributing the individual separate fiber to each specific facility with no opportunity for revenue from these fibers in the future.

There is currently $567,844 left in the South Tie Transmission Line Project #6-0990-4015 after 2015 Re-appropriations are approved. This is the project currently under construction along Orchard Road. There will be adequate funds remaining in this account for funding this project, due to project savings during the design and construction.

Staff recommends the Electric Fund pay for the costs associated with this contract from excess funds available in the South Tie Transmission Line Project #6-0990-4015. The water/sewer locations will be paid for by the CWSS Fund (roughly $7,500) through a budget amendment. The General Fund will pay for City Hall, Animal Control, EMS and the Street Department, roughly $6,400 through a budget amendment. The balance of roughly $15,800 for the Community Center, Parks Department, and Aquatics Center would initially be paid by the electric utility with reimbursement made by way of the savings in monthly telephone and internet charges experienced at each of these facilities. The pay-back period is shown per facility on the attached spreadsheet. Pricing is per site and therefore if we choose not to install fiber capability in a facility now, that will not impact the price to the other sites.

Recommendation: Staff recommends approval of the contract to Ervin Cable Construction, LLC for a not to exceed price of $140,202.00.

Council Bill No. 020

Resolution No.

A resolution authorizing the City Administrator of Harrisonville, Missouri to enter into a contract with Ervin Cable Construction, LLC for construction and installation of a fiber optic ring in an amount not to exceed $140,202.00

WHEREAS, the City of Harrisonville wishes to build and install a fiber optic ring with taps into 16 city facilities, and

WHEREAS, Ervin Cable Construction, LCC was the only bidder on the project,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

Section 1: That the City Administrator of the City of Harrisonville is hereby authorized and directed to enter into a contract with Ervin Cable Construction, LLC for construction and installation of the fiber optic ring in an amount not to exceed $140,202.00

Section 2: That this resolution shall become effective immediately upon its passage and approval.

PASSED AND RESOLVED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Harrisonville, Missouri, this 17th day of February 2015

____

Kevin W. Wood, Mayor and Ex-Officio

Chairman of the Board of Aldermen

ATTEST:

____

Kim Hubbard, City Clerk

WITNESS my hand and seal this 17th day of February 2015

	Current phone per month	Cost of fiber install per facility	Cost of Fiber equipment	Total fiber install cost	# of months to breakeven
PD			$ 56,758.00	$ 56,758.00	Main switching for all connections
City Hall		$ 2,545.60	$ 656.00	$ 3,201.60	already on phone, no savings
Water warehouse	$ 130.00	$ 1,897.00	$ 656.00	$ 2,553.00	$ 19.64
Streets	$ 84.00	$ 1,036.00	$ 656.00	$ 1,692.00	$ 20.14
Water treatment Plant	$ 84.00	$ 1,897.00	$ 656.00	$ 2,553.00	$ 30.39
Parks Maintenance	$ 286.00	$ 3,793.27	$ 656.00	$ 4,449.27	$ 15.56
Community Center	$ 311.63	$ 8,108.50	$ 656.00	$ 8,764.50	$ 28.12
Emergency Services	$ 930.00	$ 2,403.52	$ 656.00	$ 3,059.52	$ 3.29
Waste Water Treatment Plant	$ 140.00	$ 3,737.68	$ 656.00	$ 4,393.68	$ 31.38
Animal Control	$ 110.00	$ 1,470.88	$ 656.00	$ 2,126.88	$ 19.34
Aquatics Center	$ 100.00	$ 3,870.49	$ 656.00	$ 4,526.49	$ 45.26
Water Tower	$ -	$ 1,708.00	$ 656.00	$ 2,364.00	future expansion/resale