

# **SMITHVILLE BOARD OF ALDERMAN**

## **WORK SESSION**

March 1, 2022, 6:00 p.m.

City Hall Council Chambers and Via Videoconference

### **1. Call to Order**

Mayor Boley, present, called the meeting to order at 6:00 p.m. A quorum of the Board was present: Kelly Kobylski, John Chevalier, Dan Ulledahl, Marv Atkins, Rand Smith and Dan Hartman.

Staff present: Cynthia Wagner, Chief Jason Lockridge, Chuck Soules, Linda Drummond, and Stephan Larson. Anna Mitchell, Matt Denton and Jack Hendrix attended via Zoom.

### **2. Transportation Master Plan Presentation**

Chuck Soules, Public Works Director, noted we began the process of developing the Transportation Master Plan nearly a year ago and on March 2, 2021, the Board approved moving forward with Toole Design.

Chuck explained that a steering committee was established and consisted of Mayor Boley, Alderman Kobylski, Alderman Chevalier, the Chamber Executive Director, a school representative, a member of the public, Jack Hendrix, Development Director, Cynthia Wagner, City Administrator and himself. MoDOT (Missouri Department of Transportation) and MARC (Mid-America Regional Council) also participated. We were also guided by public input through a community survey, a pop-up meeting. We have also posted the plan on the city website and invited the public to comment by March 18.

Similar to our other infrastructure plans, the Water Master Plan and Wastewater Master Plan, the Transportation Master Plan builds upon the Comprehensive Plan and Parks and Recreation Master Plan to prepare our transportation network for the future. This will help to improve traffic flows, congestion management and provide for all modes of transportation, motor vehicles, bicycles and pedestrian. The plan includes safe routes to schools, for trails, access to the workplace, shopping, parks and recreation, it also includes neighborhood connectivity for all users and all abilities.

Transportation planning is the process of looking at the current state of transportation in the area, designing for future transportation needs, and combining all with budgets, community goals, visions and policies.

Smithville has grown over the last 15 years and will continue to grow. The purpose of the Transportation Master Plan is to help make better informed decisions that will improve mobility for all residents and visitors of all ages, abilities and backgrounds. It addresses the needs of the transportation systems for multiple users including pedestrians, bicyclists, school aged children, freight, and motor vehicles.

The plan is meant to provide overall guidance to maintain the community's identity (local small-town feel) as development occurs. More planning will be needed for individual projects, and this will include alignment studies, design, and additional public input.

This plan also recommends additional tools to assist the city to require developers to analyze and help pay for the impact of development in our community, through traffic impact study requirements and potentially create impact fees to lessen development costs to the community at large.

This Transportation Master Plan is also an important document needed/required as we try to leverage for state and federal funding to offset the costs of some of these improvements.

Chuck introduced Tammy Sufi and Sarah Davis with Toole Design to present the Transportation Master Plan.

Tammy Sufi, Toole Design, went through highlights and the process of creating the Transportation Master Plan.

#### Transportation Master Plan Project Overview

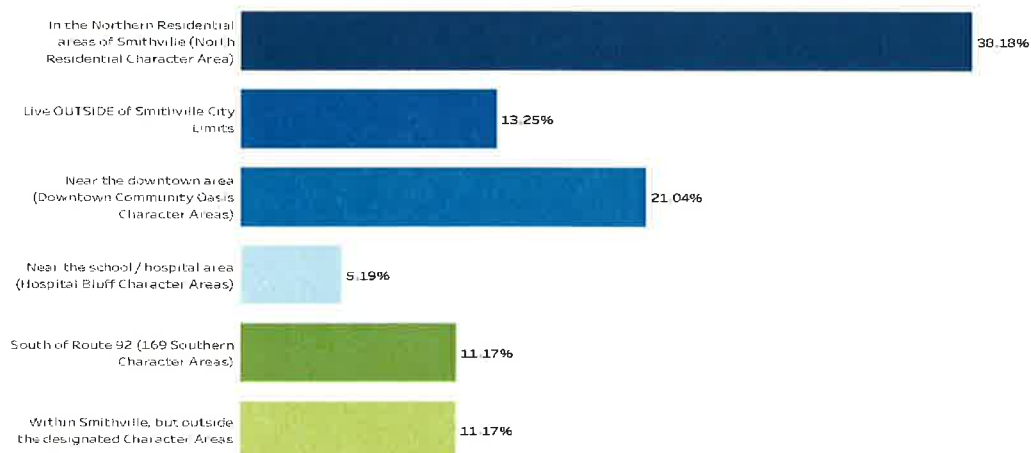
- Community Engagement
- Review Previous Plans
- Traffic Forecasts
- Connectivity and Gap Analysis
- Traffic Impact Study Requirements
- Complete Streets Policy and Design Guide (Includes Access Management)
- Final Plan and Implementation

#### Public Engagement

- Steering committee meetings (3) over the past year
- Pop-up meeting at Price Chopper-June 2021 – had contact with about 200 people and received really good feedback.
- Online community survey received nearly 400 responses
- Posted on city's website, comment on plan until March 18

#### CHARACTER AREA

Where in Smithville do you live? (select only one)



## Take-Away Messages

- Priority is to get families around safely
- Hwy 169 traffic/crossings and Downtown are issue areas
- Desire for more walking, biking and trail connections
- Potential future 'pinch-point' in community oasis area



They also looked for opportunities to better make connections north, south, east and west throughout the city.

## Traffic Forecasts

### Calculated Assumptions

#### Data sources

- MARC Regional Model (needed finer grained process)
- Aerial growth forecasting review
- MoDOT traffic volumes

#### 2030 Comprehensive Plan Dwelling Units (DU):

- 3 Single Family DU per Acre
- 10 Moderate Density Single Family DU per Acre
- 25 High Density Multi-family DU per Acre

#### ITE Daily Trip Generation Rates:

- 9.4 Single Family Detached per DU
- 5.4 Multifamily Mid-Rise per DU

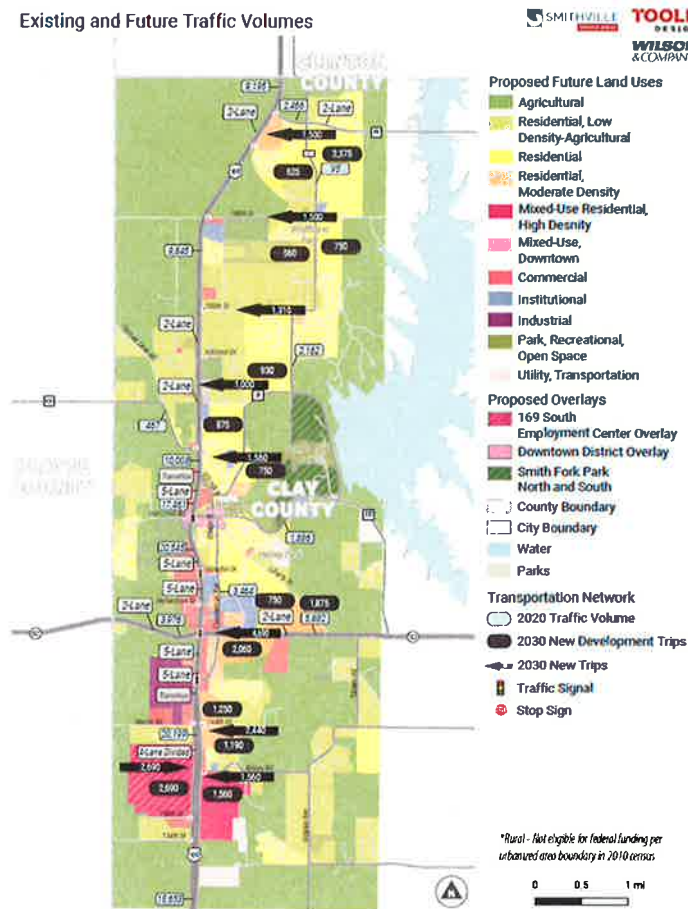
## 2030 New Development Tips

- Anticipated major growth south of MO-92
- By 2030, if area develops to 25% of the Comp Plan Vision then:
  - Almost 5,000 new daily vehicles on MO-92
  - Almost 10,000 new daily vehicles on US-169

Existing infrastructure requires use of US-169 for trips – will get congested and cause delays

- Without a network of arterials and collectors, development will stall
- Recommend new roadways to accommodate growth and provide alternative routes

## Existing and Future Traffic Volumes



## Fieldwork

They spent time with city staff and consulting team to look at possible improvements to downtown, Eagle Heights Elementary and US-169 Highway.

## Complete Streets Policy/Vision

"The City of Smithville will provide a safe, complete, and connected network of streets for residents and visitors of all ages, abilities, and backgrounds to walk or use wheelchairs, bike, and drive to reach destinations throughout the community. The needs of these users will be balanced with those of commercial freight movement and emergency responders. Smithville's multimodal streets will enhance Smithville's quality of life and strengthen the City's ability to remain a small-town community oasis that is prepared for the future. The City's transportation system will provide safe, reliable, affordable, and efficient choices for all."

Tammy noted that the reason for doing a Transportation Master Plan is important for future funding opportunities and making sure you are ready for future growth.

## Guiding Principles

- Transportation for all: Serve all users, abilities, and backgrounds with convenient, affordable transportation choices.
- Safe Connections: Focus on providing safe transportation networks and crossings for all users
- Strong Community: Support placemaking and community identity through design
- Future Focused Investments: Promote sustainability and responsible transportation investments. Maintain infrastructure.

Sarah Davis, Toole Design, went through the demographics and initial recommendations for the Transportation Master Plan.

## Demographics

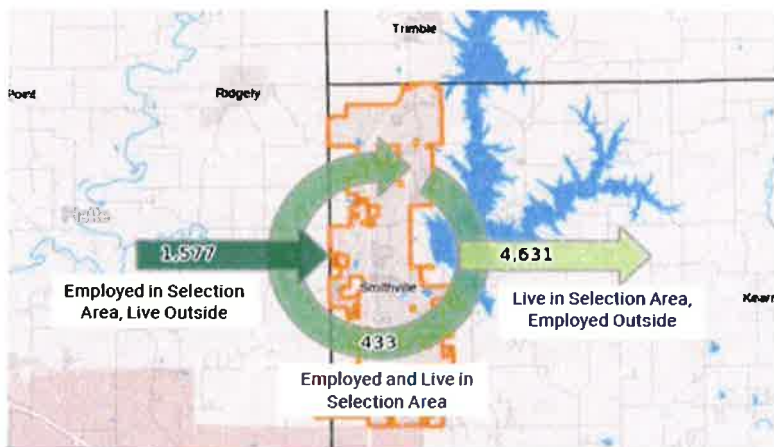
Figure 4. Population and Income 2019

	Smithville, MO	Kansas City Metro	Missouri
Population	10,406	2,173,212	6,154,913
Population under 18	27.8%	24%	22%
Population 65+	12.2%	15%	17%
Median Household Income in 2019 dollars (2015-2019)	\$82,398	\$70,125	\$55,461

## Vulnerable Populations

- Population under 65 with a disability: 7%
- Population living in poverty: 6%
- Zero vehicle households: 4%

## Commuter Patterns



- 1,500 people coming in for jobs
- 400 people live and work here
- 4,600 travel outside of community to work
- A lot of traffic coming in and out of Smithville, it is important to understand for roadways both now and in the future
- Working age population is close to 5,500

#### Rules of Thumb for Smithville Roadways

- Consider Context
- Construct Sidewalks
- Moderate Target Speeds
- Right-Size Roadways

- Consider Context: When planning and designing new streets or retrofits, the city or developer should consider the needs of all users and adjacent land use the Complete Streets Design Guidelines as guidance.

- Construct Sidewalks: All streets should be built with a minimum sidewalk of 5 feet on both sides of the street (6 feet on arterials and collectors) or a 10-foot minimum shared use path for use by both pedestrians and bicyclists on one side of the roadway and sidewalk on the other. Buffers between the sidewalk and the roadway are essential on arterials and collector to provide safety and comfort.

- Moderate Target Speeds: Target speeds on roadways adjacent to neighborhoods and commercial areas should be 30 MPH or below. Exceptions include highways US-169, MO-92 and select arterials and collectors.

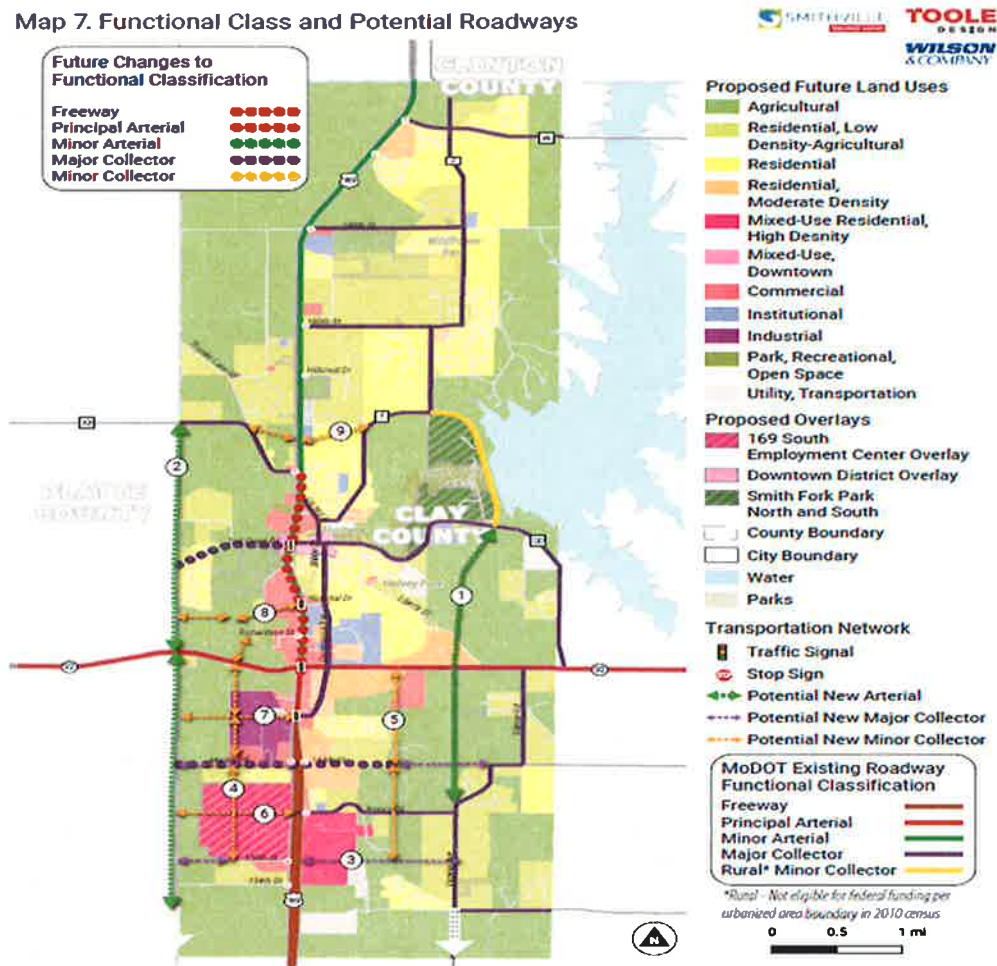
- Right-Size Roadways: With a few exceptions, Smithville should not overbuild the roadway network with wide roadways. While new roadways are needed, roadways with 2 to 3 lanes (one lane in each direction plus turn lane) are most appropriate to maintain the small-town character of Smithville, to reduce barriers to pedestrians and bicyclists, and to maintain overall safety for all users. US-169 is the exception to this rule of thumb, however this roadway already creates a significant barrier within Smithville due to high volumes and speeds. Clear communication between Smithville and MoDOT regarding any future changes to the configuration of US-169 will be essential. Any widening effort would create significant negative impacts on Smithville and the city would prefer to see additional north-south roadways that create redundancy in the network to widening of US-169.

## Proposed New Roadways-Exact TBD

Classification	New Roadway	Purpose
Arterial	1) I-435 & Virginia Ave to north to MO-DD at southwest corner of Smith's Fork Park	Connect Virginia Ave to Smith's Fork Park
	2) I-435 & Cookingham / Platte Purchase Dr. north to KK following county boundary	Provide alternative north-south route on the western edge of the city
Major Collector	3) 136th (Platte County to Virginia Ave)	Connect mixed-use high density land use to US-169
Minor Collector	4) ½ mile west of US-169 – 136th north to MO-92	Connect the proposed 169 South employment district to industrial and commercial land uses west of US-169
	5) 1 mile east of US-169 – 136th north to MO-92	Connect mixed-use high density land use to MO-92 and commercial land uses
	6) Amory Rd – new county line arterial to US-169	Provide access through the proposed US-169 South employment district and connect US-169 to proposed new arterial along western city border
	7) ½ mile south of MO-92 – new county line arterial to US-169	Provide access through high density mixed land use and connect US-169 to proposed new arterial along western city border
	8) ½ mile north of MO-92 – new county line arterial to US-169	Connect commercial and institutional land uses to proposed arterial along western edge of the city
	9) Connection between MO-KK and 172nd St. (following Pope Lane (172nd St.) - avoiding transmission lines)	Provide an east-west connection between two major existing roadways



Map 7. Functional Class and Potential Roadways



Sarah noted that they identified the rough corridors where new roadways are needed, but a lot more study and public engagement will be needed to determine exact alignment.

## Active Transportation

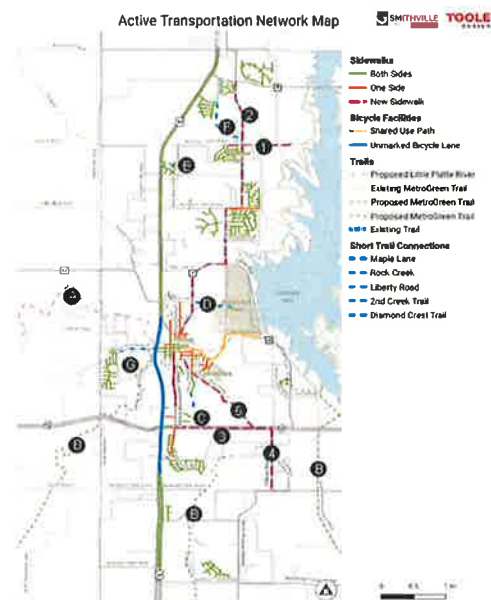
# Active Transportation

### Sidewalks:

1. NE 188<sup>th</sup> St. (Little North Trailhead to Woodruff St.)
2. Eagle Pkwy and Old Jefferson Hwy (County Route W to Litton and Litton to 1<sup>st</sup> St.)
3. Missouri Highway 92 (Commercial Ave to Tillman Rd.)
4. Tillman Rd. (MO-92 South to 144<sup>th</sup> St.)
5. Liberty St. (MO-92 to Downtown)

### Trails:

- A. River Walk Trail
- B. Metro-Green Trail System
- C. Connection between Liberty Rd. and School Campus
- D. Maple lane to Smith's Fork Park
- E. Rock Creek neighborhood to Main St.
- F. Diamond Crest Trail
- G. 2<sup>nd</sup> Creek trail





# Gateways and Roundabouts

## Gateways

1. Northern Boundary Gateway
2. Gateway into Downtown
3. US-169 & MO-92 Gateway
4. Gateway entry to Smithville

## Roundabouts

- A. Pope / Spellman / 172nd St.
- B. 180th / Old Jefferson
- C. 180th / Eagle Parkway



Roundabout at MO-92 and Commercial Ave



Proposed roundabout location



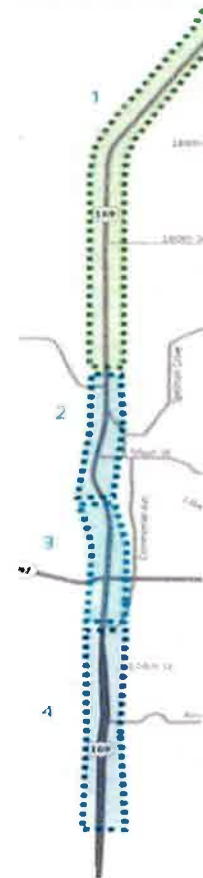
Sarah explained that another element obtained from public comment and previous planning efforts were implementing gateways and roundabouts. Gateways are a great way to create placemaking and help people feel like they are entering a community. She noted that other people outside of Smithville see Smithville as just a pass-through town. Gateways help make cities more inviting for the different destinations they offer and not just a pass-through town.

Sarah said they looked more at the north area of town for roundabouts, for some of the older intersections that are tricky to navigate especially with expected growth in those areas. They are proposing roundabouts for those areas to better facilitate circulation and make the intersections safer.

## US – 169 Highway Experience

1. Rural Character North of Downtown
2. Pedestrian-Focused Downtown
3. Transitioning Boulevard
4. Balanced New Mixed-Use Development and Preserved Greenspace

Sarah noted that they have in the plan for the city to coordinate with MODOT to make sections of 169 that are closer to downtown and hospital more pedestrian friendly. In the north they want to retain the more rural areas the same. In the south they are proposing an employment district overlay, a way of balancing the new infrastructure there that would accommodate for the new jobs that would be located there.



## Safe Routes to School

### Takeaway Recommendations:

- Stripe any locations on the school driveway or parking lot where students are expected to cross to make these locations stand out to drivers.
- Update all signage and follow MUTCD fluorescent green standards for school warning signs.
- Install internal crossings, pavement markings, and signage to better organize internal circulation.
- Install sidewalks within the school campus to facilitate pedestrian movement. These sidewalks should connect to the new sidewalks the city is building

Tammy went over their recommendations on policy, coordination and programs.

### Recommended Coordination, Policies and Programs

- Adopt the Complete Streets Policy and Design Guidelines
- Implement traffic impact study requirements and best practices in development districts/impact fees
- Update current subdivision code to encourage connected active transportation networks including pedestrian connections

- Build and strengthen relationships with MoDOT, MARC, and Clay County
- Conduct ongoing coordination with planning, parks, and schools
- Develop parking policies for new commercial development that include consideration of how active transportation can reduce parking needs
- Begin developing policies for electric vehicles, bike share, scooter share and other new mobility alternatives.

### Traffic Impact Study Recommendations

- Traffic Input Analysis (TIA) to be conducted for all new development proposals along existing and future Arterials and Collectors and identify how impacts will be mitigated and the responsible party.
- For any development generating more than 50 peak hour trips; 500 daily trips; or in cases where developers are requesting a variance of design standards, or variance from Comprehensive Plan/Transportation Master Plan/Parks Master Plan recommendations.
- Provides recommended contents including
  - Description of recommendations to mitigate traffic impacts
  - Description of multimodal enhancements/accommodation
- Description of how mitigations align with values of Comprehensive Plan, Complete Streets Guidelines, and Transportation Master Plan (Trade-Offs between the first two bullets may be necessary and these plans will help guide those decisions)
- Map that clearly indicates the limits of Study Area with proposed geometric improvements consistent with the recommendations

Tammy noted that they are recommending the city start to require traffic impact studies for development that is on arterials and collector or for development that generates more than fifty peak-hour trips or five hundred daily trips. She explained that the traffic impact study is typically completed by the developer or their consultant. The idea is to help anticipate the needs then mitigate any impacts on adjacent roadways or sidewalks.

### Traffic Impact Fees

- Rough Proportionality
  - Should not affect pre-existing negative impacts in the level of service
  - Should not charge a new development multiple times
  - Other taxes and contributions in the future will be used for the same purpose
- Strategies:
  - Keep the process and regulations simple and transparent
  - Maintain a strict policy on fee usage for basic facilities and infrastructure
  - Utilize a generalized fee schedule for ease of policy transfer with new or anticipated land use changes

- Effect new development almost exclusively to simplify the administrative process and protect the existing residents and businesses
- Implementation
  - A flat rate based on the size of the development
  - A percentage of the project cost

## High Priority Projects

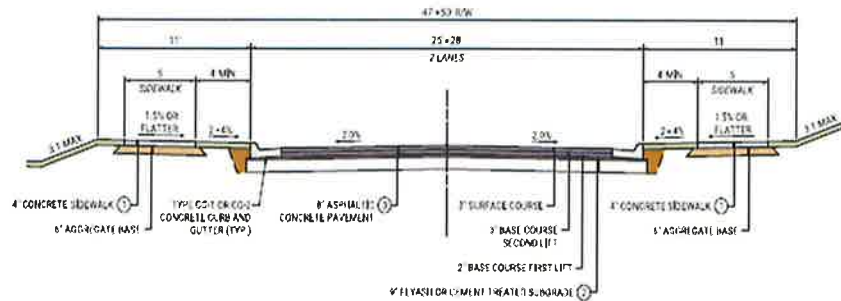
The following projects should be started right away to meet the needs of Smithville residents and visitors, to provide safe connections, build community, and plan for the future.

Project Type / Location	Prioritization Criteria/ Guiding Principles				Time Frame	Possible Funding Sources
	Transportation for All	Safe Connections	Strong Community	Future Focused		
New Roadway: ½ mile south of MO-92 – new county line arterial to US-169 (#7 on Map 7/Figure 7)	x	x		x	Mid-Term	Developer, City, MARC
New Roadway: Connection between MO-KK and MO-F following Pope Lane (172nd St.) - avoiding transmission lines (#9 on Map 7/Figure 7)	x	x	x	x	Mid-Term	Developer, City, MARC
New Roadway: Amory Rd – new county line arterial to US-169 (#6 on Map 7/Figure 7)	x	x	x	x	Mid- to Long-Term	Developer, City, MARC
Sidewalk/Sidepath: NE 188th St (Little North Trailhead to Woodruff Street)	x	x		x	Short-Term	City, MARC
Trail: River Walk Trail	x	x	x		Mid-Term	City, MARC
Trail: Short Trail Connections (Miscellaneous as indicated on Map 8)	x	x	x	x	Short to Mid-Term	City, MARC
Roundabout at Pope Lane (172nd St) / Spelman/172nd	x	x	x		Short Term	City, MARC
Roundabout 180th/Old Jefferson	x	x	x		Mid-Term	City, MARC
Downtown Gateway			x			

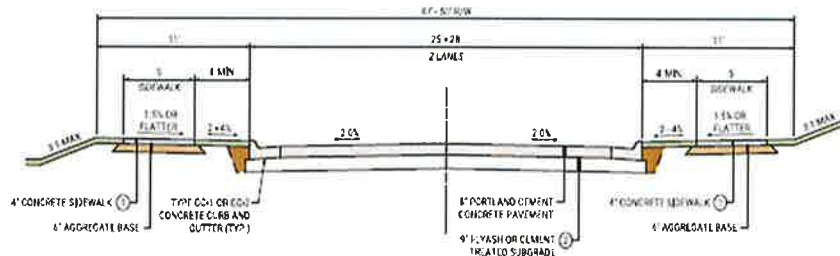
## Complete Streets Design Guidelines

Tammy explained that the complete streets design guidelines build on the policy providing transportation for all. This does not mean a bike lane on every street it means for every street you are thinking about building or retrofitting you are considering what the needs of various users are.

## Local Street Section



**ASPHALTIC CONCRETE - TYPICAL SECTION**  
(LOCAL)



**PORTLAND CEMENT CONCRETE - TYPICAL SECTION**  
(LOCAL)

### NOTES:

- ① Sidewalks shall be a minimum of 4 inches thick. Sidewalks 6 feet or wider shall be 6 inches thick. Where a driveway crosses a sidewalk, the sidewalk will be 6 inches thick through the driveway. The abutting sidewalk slabs will be doweled with ½ inches rebar. All sidewalks will meet KCMMB 4000 psi durable aggregate mix design.
- ② Subgrade shall be 9 inches Fly Ash or 6 inches AB-3, compacted to a minimum density of 95% of standard proctor. Subgrade Stabilization shall extend 1 foot beyond the edge of pavement.
- ③ Asphalt cement shall conform to the Performance Graded (PG) system. The asphalt oil used for residential, collector, and arterial streets shall be PG 64-22 for all types of AC mixes. Recycled asphalt pavement (RAP) shall be processed such that 100% will pass the 1-1/2 inch sieve and shall be free of debris and foreign material. RAP shall only be used in base courses at a maximum rate of not greater than 15% by volume. The top course shall be 100% virgin material unless a waiver has been granted by the City Engineer to use recycled asphalt. Tack oil shall be SS-1, SS-1H, CSS-1 or CSS-1H grade oil. Alternative materials must be submitted for approval by the Engineer prior to submitting a bid on a project. Certification shall be submitted to Engineer.

## Access Management Recommendations

- **Access Spacing:** Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors.
- **Driveway Spacing:** Fewer driveways spaced further apart allows for more orderly merging of traffic and presents fewer challenges to drivers.
- **Safe Turning Lanes:** Dedicated left- and right-turn, indirect left-turns and U-turns, and roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe

crash history (i.e. T-bone crashes) to one that operates with fewer conflict points and less severe crashes (i.e. sideswipes) if they occur.

- Median Treatments: Two-way left-turn lanes (TWLTL) and nonreversible, raised medians are examples of some of the most effective means to regulate access and reduce crashes.
- Right-of-Way Management: Right of way reservation for future widenings, good sight distance, access location, and other access-related issues.

#### Public Comments to Date:

*"I look forward to the improvements from 180th to Eagle Heights in regard to sidewalks and having roundabouts at the three curves into town along F and Old Jefferson will be a great improvement and help with the lake traffic in the summer as non-citizens tend to be very confused with who has the right of way. It is a little disappointing to see that there is no improvement suggested for 180th and 169, as this can be dangerous during high traffic times. I do look forward to seeing changes along 169 as speed limits are typically not obeyed."*

*"Make a bypass for 169 that goes around Smithville. Stop being a speed bump, bet it would increase commerce actually."*

*"I am so glad to hear this is happening! I am always especially concerned for our disabled Citizens getting around, other than in their wheelchairs in bad weather."*

*"Not sure how we feel but concerned as there is 3 new proposed roads that cut through our property. Please put us on your email list. Thanks"*

*"Smithville School Board doesn't want to move driveway at Eagle Creek, but is okay with 1) marking the sidewalk/driveway crossings on the school site w/crosswalk markings to bring more attention to pedestrians. 2) exploring the idea of adding a walkway on the east side of Eagle Parkway to bring pedestrians north of the school parking lot and down to campus so they are not crossing in front of circulating vehicles. 3) creating a small traffic circle or other method of facilitating U-turns on 188th so that drivers can comply with the school rule to pass the school, turn around, and queue on the north side of 188th."*

*"I'm glad this is being made public. The traffic flow downtown for our citizens and tourists makes it challenging to visit. We need clean easy flow and an invitation to those campers and boaters to visit our downtown. Today our downtown resembles a flyover city for tourists. Downtown businesses are missing out on a valuable income and the city on tax revenue."*

*"A lot of information shared in the plan. It takes a little while to review and digest the information, especially for those not as involved in the previous meetings or surveys. It looks like a lot of feedback from the various surveys, with most being sharing valid concerns and input. It would help to make this information more readily available for review, and advertise for more input in meetings and planning if possible."*



Tammy explained that they have been corresponding with a representative from the school district and they were considering taking out or moving one of the driveways Eagle Creek Elementary to make it safer for pedestrians to cross. Due to the infrastructure in place that will not be possible, so they will be recommending pedestrian crossing at other areas.

Tammy reminded everyone that the Transportation Master Plan is on the City website, and we are welcoming public comments until March 18.

Mayor Boley asked if logistically it would be possible to leave the public comment open until the end of the month?

Chuck noted that this is the community's plan and the more public input we get the better the plan will be. He said that the public comment can remain open as long as the Board desires.

Alderman Hartman said he thought it was a great plan and would definitely be interested in hearing from constituents.

#### Public Comment

Ali McClain, 1004 Coneflower, spoke to the Board about lengthening the public comment due to two weeks not being enough time. She noted that the older citizens and they would need more time to review the plan before making their comments.

She also noted that mostly everybody talked about repairing a lot of the streets and thought that was very enlightening. She said that the only problem she had was with the appendix B, the exceptions and accommodations, where it says that the Board of Alderman are the ones that are going to approve this. She asked if there was some flexibility with that so that citizens that are not in city limits can find out who will take care of their needs?

Kobe Hove, 404 Lakeview Drive, spoke to the Board requesting sidewalks for bike trails for easier and safer access for kids to ride their bikes downtown and to school.

### **3. FY22 3-Month Budget Review**

Stephen Larson, Finance Director, presented the review of the FY22 3-month budget.

FY22 budget figures include budget amendments approved by the Board:

- Budget Amendment #1
- Budget Amendment #2

Expenditures include 6 of the 26 fiscal year payrolls. 23% of wage related expenses have been paid through 6 payrolls.

## General Fund

General Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Revenues</b>	\$4,918,620	\$4,969,917	<b>\$1,806,534</b>	<b>36.73%</b>

General Fund revenues typically exceed 25% through Q1 because of the large property tax disbursement received in January each year.

General Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Expended
<b>Expenditures</b>	\$5,905,850	\$5,853,504	<b>\$1,400,522</b>	<b>23.71%</b>

- Campground Electrical Upgrade – Phase II and III (\$75,000 Budget)
- GIS/Asset Management (\$100,000 Budget)
- Public Works/Streets Facility Engineering (\$250,000 Budget)
- Transportation Master Plan (\$60,000 Budget)
- Complete Streetscape Phase II (\$105,000 Budget)

## Property Tax Revenue

General Fund Major Revenues	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Property Tax Revenues</b>	\$935,099	\$948,576	<b>\$907,544</b>	<b>97.05%</b>

- The City received the large Property Tax disbursement in January 2022.
- The City, on average in the past 3 years, receives **91.8%** of property tax revenue by the 1<sup>st</sup> quarter of the fiscal year.

## Property Tax Revenue 3 Year Trend History



## Sales Tax Revenue

General Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Sales Tax Revenues</b>	\$1,233,381	\$1,233,381	<b>\$300,776</b>	<b>24.39%</b>

- The City, on average in the past 3 years, receives **21.7%** of sales tax annual revenue by the 1st quarter of the fiscal year.
- This data reflects the transfer of TIF EATs from General Fund to Special Allocation Fund.

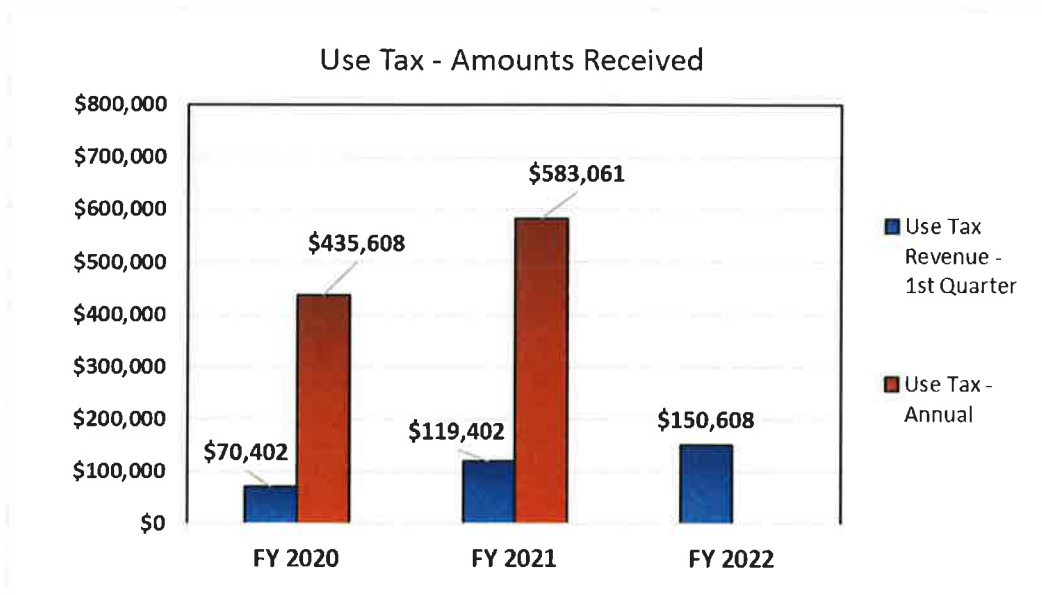
## Sales Tax Revenue 3 Year Trend History



General Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Use Tax Revenues</b>	\$563,720	\$563,270	<b>\$150,608</b>	<b>26.72%</b>

Use Tax Revenue

### Use Tax Revenue 3 Year Trend History



### Capital Improvement Sales Tax Fund

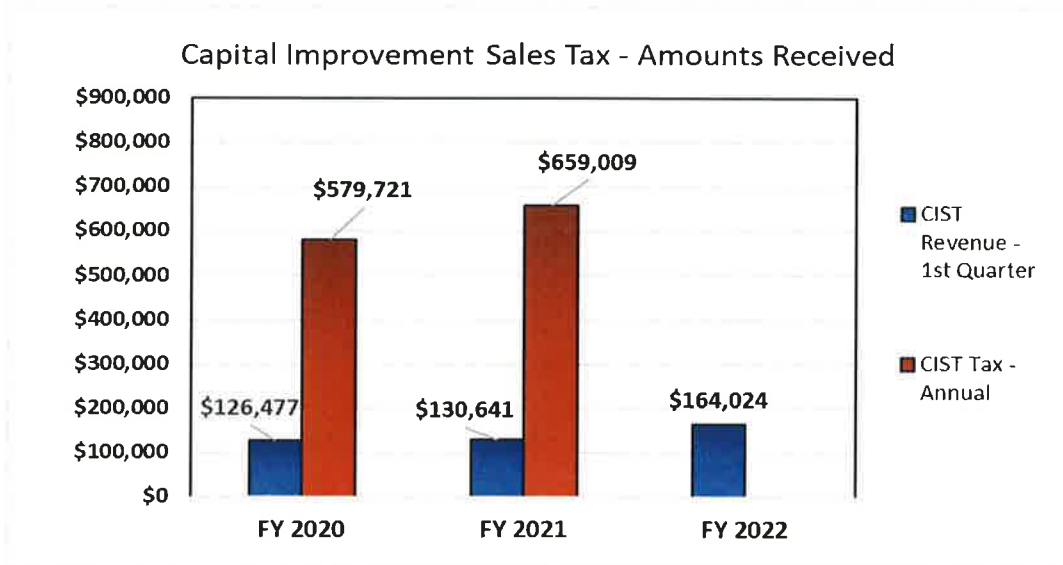
Capital Projects Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Revenues</b>	\$137,000			<b>0.00%</b>

- The City, on average in the past year 3 years, receives **19.7%** of capital improvement sales tax annual revenue by the 1st quarter of the fiscal year.
- Capital Improvement Sales Tax is not subject to TIF EATS collections

Capital Projects Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Expended
<b>Expenditures</b>	\$127,000			<b>0.00%</b>

- Streetscape Phase III (Bridge Street) Engineering (**\$182,000**)
- Transfer to Capital Projects Fund for Streetscape Phase II (**\$127,000**)
- Transfer to Debt Service Fund (**\$351,550**)

### Capital Improvement Sales Tax Revenue 3 Year Trend History



### Debt Service Fund

Debt Service	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Revenues</b>	\$351,550	\$351,550	<b>\$0</b>	<b>0.00%</b>

- Finance staff will transfer in of **\$351,550** from the Capital Improvement Sales Tax Fund to support Debt Service payments.

Debt Service	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Expended
<b>Expenditures</b>	\$339,213	\$339,213	<b>\$0</b>	<b>0.00%</b>

- General Obligation Debt Payments (for Series 2018 and Series 2019) are scheduled for **March 1, 2022** and on **September 1, 2022**.

### Transportation Sales Tax Fund

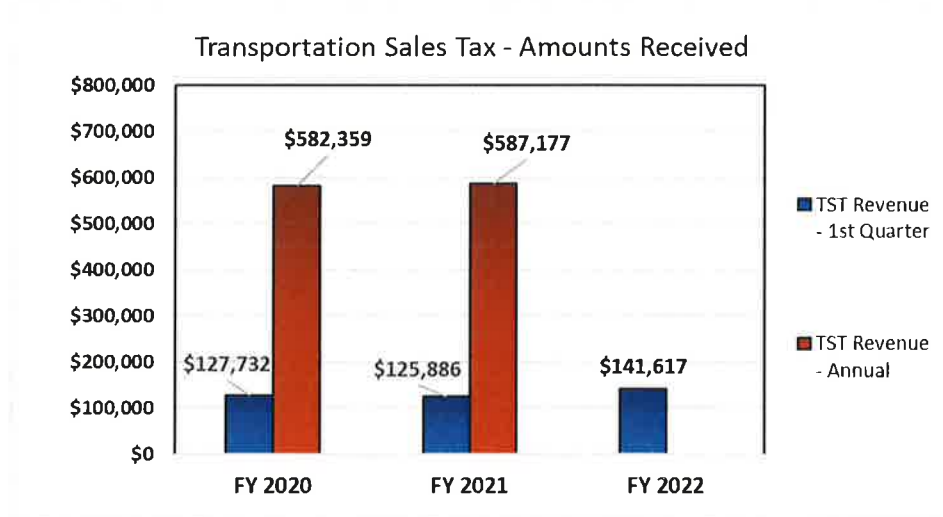
Transportation Sales Tax	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Revenues</b>	\$569,160	\$569,160	<b>\$141,617</b>	<b>24.88%</b>

- The City, on average in the past 3 years, receives **21.8%** of transportation sales tax annual revenue by the 1st quarter of the fiscal year.
- Transportation Sales Tax **is subject** to TIF EATS collections.

Transportation Sales Tax	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Expended
<b>Expenditures</b>	\$782,630	\$782,630	<b>\$190,331</b>	<b>24.32%</b>

- Annual Asphalt Overlay Program (**\$300,000**)
- Streetscape Phase 2 (**\$169,000**)
- 4<sup>th</sup> Street Terrace Road Repairs Following Utility Improvements (**\$100,000**)

### Transportation Sales Tax Revenue 3 Year Trend Revenue



### Special Allocation Fund

Special Allocation Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Revenues</b>	\$570,000	\$570,000	<b>\$513,096</b>	<b>90.02%</b>

- 2021 TIF Increments will be distributed to the respective entities in **Q2 of 2022**. This will reduce revenues in the Special Allocation Fund.
- The proposed creation of the CID Fund will segregate the 1% CID Sales Tax and associated CID expenses into a separate tracked fund.



CWWS Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Received
<b>Revenues</b>	\$5,925,400	\$5,925,400	<b>\$1,242,223</b>	<b>20.96%</b>

Special Allocation Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Expended
<b>Expenditures</b>	\$1,166,888	\$1,166,888	<b>\$0</b>	<b>0.00%</b>

#### Combined Water and Wastewater System Fund

- Revenue budget includes the planned **\$806,000** from Clay County for ARPA Reimbursement (Budget Amendment #2) which will be received as the project is completed over time.

CWWS Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% of Budget Expended
<b>Expenditures</b>	\$6,778,415	\$6,778,415	<b>\$806,904</b>	<b>11.90%</b>

- Floating Aerator (**\$450,000**)
- West Bypass 144<sup>th</sup> Lift Station (Engineering) (**\$500,000**)
- 4<sup>th</sup> Street and 4<sup>th</sup> Terrace (Construction) (**\$300,000**)
- GIS/Asset Management (**\$100,000**)

#### Water and Wastewater Sales Revenue

CWWS Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% Received of Budget
<b>Water Sales</b>	\$2,716,094	\$2,716,094	<b>\$649,053</b>	<b>23.90%</b>

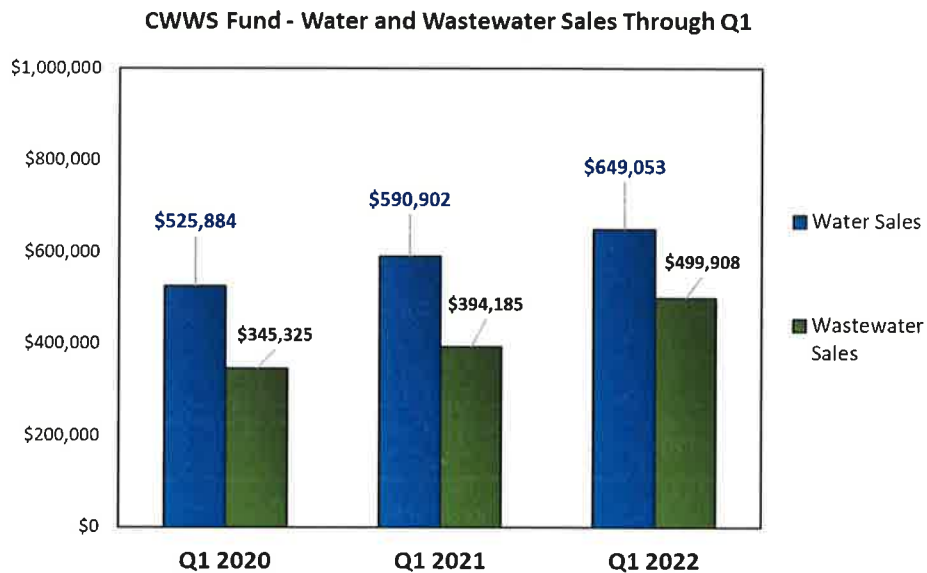
- The City, on average in the past 3 years, receives **22.3%** of water sales annual revenue by the 1st quarter of the fiscal year.

CWWS Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% Received of Budget
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<b>Wastewater Sales</b>	\$1,790,666	\$1,790,666	<b>\$499,908</b>	<b>27.92%</b>
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- The City, on average in the past 3 years, receives **22.6%** of wastewater sales annual revenue by 1st quarter of the fiscal year.

### Water and Wastewater Sales Revenue 3 Year Trend History of Quarter One



### Sanitation Fund

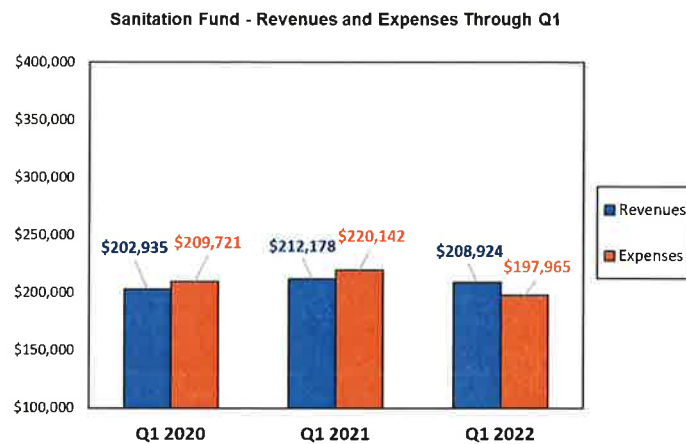
Sanitation Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% Received of Budget
<b>Revenues</b>	\$849,530	\$849,530	<b>\$208,924</b>	<b>24.59%</b>

- The City, on average in the past 3 years, receives **24.3%** of solid waste annual revenue by the 3rd quarter of the fiscal year.

Sanitation Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% Expended of Budget
<b>Expenditures</b>	\$836,450	\$836,450	<b>\$197,965</b>	<b>23.67%</b>

- The City also pays to participate in the Household Hazardous Waste collection program administered by MARC which is funded by the Sanitation Fund. This expense has not yet been paid through Q1 but will be processed shortly.

## Sanitation Fund 3 Year Trend History of Quarter One



## Park and Stormwater Sales Tax Fund

Park & Stormwater Sales Tax	FY22 Budgeted	FY22 Projections	FY22 YTD	% Received of Budget
<b>Revenues</b>	\$627,555	\$627,555	<b>\$162,626</b>	<b>25.91%</b>

- Initial collections of Park & Stormwater Sales Tax occurred **November 2020**.
- Park & Stormwater Sales Tax is not subject to TIF EATS collections.

Park & Stormwater Sales Tax	FY22 Budgeted	FY22 Projections	FY22 YTD	% Expended of Budget
<b>Expenditures</b>	\$485,000	\$485,000	<b>\$6,962</b>	<b>1.44%</b>

- Diamond Crest Neighborhood Park **(\$275,000)**
- Stormwater Master Plan **(\$150,000)**
- Quincy/Owens Stormwater Improvements Engineering **(\$60,000)**

#### VERF (Vehicle and Equipment Replacement Fund)

VERF	FY22 Budgeted	FY22 Projections	FY22 YTD	% Received of Budget
<b>Revenues</b>	\$284,000	\$284,000	<b>\$175,000</b>	<b>61.62%</b>

- The City sold **10** vehicles through Enterprise in FY2021. Enterprise recently picked up **3** vehicles from the City which are pending sale.
- The City transferred **\$40,000** for VERF support and **\$135,000** to support leasing expense for 4 police cars.

VERF	FY22 Budgeted	FY22 Projections	FY22 YTD	% Expended of Budget
<b>Expenditures</b>	\$175,749	\$175,749	<b>\$25,188</b>	<b>14.33%</b>

- The City is continuing to receive leased vehicles from Enterprise. Expenses are tracking under budget but will increase as vehicles are received.

#### ARPA Fund (American Rescue Plan Act Fund)

American Rescue Plan Act Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% Received of Budget
<b>Revenues</b>	\$1,089,162	\$1,089,162	<b>\$0</b>	<b>0.00%</b>

- 2<sup>nd</sup> tranche payment will be received no less than 1 year after 1<sup>st</sup> tranche payment. City received 1<sup>st</sup> payment on **September 8, 2021**.

American Rescue Plan Act Fund	FY22 Budgeted	FY22 Projections	FY22 YTD	% Expended of Budget
<b>Expenditures</b>	\$2,178,300	\$2,178,300	<b>\$0</b>	<b>0.00%</b>

- The City will expend non-ARPA funds for the Raw Water Pump Station project prior to utilizing ARPA Funds. City will receive reimbursement from Clay County for the non-ARPA funded portion of the project (**\$805,495**)

Alderman Hartman thanked Stephen and his staff for their great work putting these numbers together and for making it easy to understand.

Cynthia expanded on why we provide the three-month budgetary information to everyone so they know where we stand as we begin in the budget development

process. Also, to keep the Board informed, staff is monitoring those expenditures and revenues on a monthly basis but also as things change. Cynthia noted that over the last few days as a result of the world situation, we are receiving word on increases in asphalt prices. We know that fuel prices are increasing and that affects our fleet and our budget and on project costs. She noted that on some of our larger projects we are seeing potential cost increases based on the rising cost of supplies and also potential delays because we have had indications from our engineers on projects due to material shortages because of their need for global events. Staff is monitoring that on a daily basis.

**4. Adjourn**

Alderman Ulledahl moved to adjourn. Alderman Atkins seconded the motion.

Ayes – 6, Noes – 0, motion carries. Mayor Boley declared the Work Session adjourned at 6:54 p.m.



Linda Drummond, City Clerk



Damien Boley, Mayor