



City of Smithville, Missouri

Board of Aldermen - Work Session Agenda

Tuesday, April 29, 2025

6:00 p.m. – City Hall Council Chambers and Via Videoconference0

Anyone who wishes to view the meeting may do so in real time as it will be streamed live on the City's YouTube page.

For Public Comment via Zoom, please email your request to the City Clerk at ldrummond@smithvillemo.org prior to the meeting to be sent the meeting Zoom link.

1. Call to Order
2. Discussion of Capital Improvement Projects
3. Adjourn

Join Zoom Meeting
<https://us02web.zoom.us/j/88097788585>

Meeting ID: 880 9778 8585
Passcode: 299736



**City of Smithville
Work Session
April 29, 2025**



Combined Water and Wastewater Systems Fund

Utility Discussions

- Not selling utilities
- Aging infrastructure is costly to maintain
- Project costs continue to increase
- Project timing is fluid
- Project engineering, planning and coordination is time consuming
- Recent maintenance projects have reduced emergency expenditures
- Debt financing will be required
- Rate increases will be required; staff has tried to minimize that impact, while still projecting system enhancements

CWWS Capital Projects

Capital Improvement Project	FY 2025	FY 2026
West Bypass of the 144th Street Lift Station (Construction)	\$2,500,000	\$2,000,000
144 th Street Lift Station Federal Earmark	-\$1,050,000	-\$450,000
Smith's Fork Force Main (Construction)	\$600,000	-
Owens Branch Gravity Line Phase #1, Line #1 (Engineering)	\$200,000	-
Maple Ave & River Crossing (12" Waterline) (50% of Construction)	\$490,000	\$210,000
Stonebridge Lift Station (Engineering)	\$30,000	-
Stonebridge Lift Station (Construction With SSD Cost Sharing)	\$1,300,000	-
Water Plant Improvements (Construction)	\$1,400,000	\$420,000
McDonalds/Central Bank Lift Station (Engineering)	\$100,000	-
Interconnect Mains at 144 th /169 Highway/Major Mall (S2, Engineering)	-	\$55,000
Highway 92 & Commercial Waterline (Engineering)	-	\$150,000
Smith's Fork Park Waterline (Construction)	-	\$170,000
Owens Branch Gravity Line Phase #1, Line #1 (Construction)	-	\$1,150,000
Highway 92 & Commercial Waterline (Construction)	-	\$300,000
Owens Branch Gravity Line Phase #1 and #3, Line #2 (Engineering)	-	\$1,000,000
McDonalds/Central Bank Lift Station (Construction)	-	\$500,000
Grand Total (Net Cost)	\$5,570,000	\$5,085,000

Capital Improvement Project	FY 2027	FY2028	FY2029
Owens Branch Gravity Line Phase #1, Line #3 (Construction)	\$2,000,000	-	-
Wastewater Treatment Plant Expansion (Engineering)	\$1,050,000	-	-
Owens Branch Gravity Line Phase #1, Line #2 (Construction)	\$2,500,000	-	-
Interconnect Mains at 144 th /169 Highway/Major Mall (S2, Construction)	\$150,000		
Water Plant Expansion (Engineering)	\$2,100,000	-	-
Additional Water and Wastewater Project Funding	-	\$2,000,000	-
Wastewater Treatment Plant Expansion (Construction)	-	-	\$3,000,000
Water Plant Expansion, Phase I (Construction)	-	-	\$7,500,000
Additional Water and Wastewater Project Funding	-	-	\$2,000,000
Grand Total (Net Cost)	\$7,800,000	\$2,000,000	\$12,500,000

Increased project cost to \$4.5 million

Project ahead of schedule, complete in 2025

Cash Flow Used in Projections

	2025	2026	2027	2028	2029	2030	2031	2032	2033
Beg Cash	7,725,820	10,568,796	3,815,569	4,209,313	2,676,787	568,870	(1,876,285)	(2,344,523)	(710,496)
Revenue	7,143,660	7,679,435	8,255,392	8,874,546	9,495,765	10,160,468	10,871,701	11,632,720	12,447,011
<i>Debt Issuance</i>	<i>7,500,000</i>	<i>-</i>	<i>8,000,000</i>	<i>-</i>	<i>13,000,000</i>	<i>13,000,000</i>	<i>7,000,000</i>	<i>5,000,000</i>	<i>-</i>
Expense	11,800,684	14,432,662	15,861,648	10,407,073	24,603,682	25,605,623	18,339,939	14,998,694	20,439,554
End Cash	10,568,796	3,815,569	4,209,313	2,676,787	568,870	(1,876,285)	(2,344,523)	(710,496)	(8,703,040)
Required Reserve	1,186,323	1,281,179	1,451,097	1,513,273	1,728,663	1,909,012	2,041,189	2,159,765	2,239,120
Major Project Outlay (projected)	5,210,000	7,315,000	7,800,000	2,000,000	15,000,000	15,000,000	7,000,000	3,000,000	8,000,000
Utility Rate % increase	15%	14%	13%	12%	11%	10%	10%	10%	10%

Total 9 Year Outlay

15,500,000	Additional COP
38,000,000	Revenue Bonds
53,500,000	Total Planned Financing

Cash Flow Used in Projections

10% Annual Rate Increase

	2025	2026	2027	2028	2029	2030	2031	2032	2033
Beg Cash	7,725,820	10,568,796	3,672,695	3,799,803	1,900,754	(641,882)	(3,552,186)	(4,518,134)	(3,416,657)
Revenue	7,143,660	7,536,561	7,988,755	8,508,024	9,061,046	9,695,319	10,373,991	11,100,171	11,877,182
<i>Debt Issuance</i>	<i>7,500,000</i>	<i>-</i>	<i>8,000,000</i>	<i>-</i>	<i>13,000,000</i>	<i>13,000,000</i>	<i>7,000,000</i>	<i>5,000,000</i>	<i>-</i>
Expense	11,800,684	14,432,662	15,861,648	10,407,073	24,603,682	25,605,623	18,339,939	14,998,694	20,439,554
End Cash	10,568,796	3,672,695	3,799,803	1,900,754	(641,882)	(3,552,186)	(4,518,134)	(3,416,657)	(11,979,029)
Required Reserve	1,186,323	1,281,179	1,451,097	1,513,273	1,728,663	1,909,012	2,041,189	2,159,765	2,239,120
Major Project Outlay (projected)	5,210,000	7,315,000	7,800,000	2,000,000	15,000,000	15,000,000	7,000,000	3,000,000	8,000,000
Utility Rate % increase	15%	10%	10%	10%	10%	10%	10%	10%	10%

Total 9 Year Outlay

15,500,000	Additional COP
38,000,000	Revenue Bonds
53,500,000	Total Planned Financing

Cash Flow Used in Projections

5% Annual Rate Increase

	2025	2026	2027	2028	2029	2030	2031	2032	2033
Beg Cash	7,725,820	10,568,796	3,494,104	3,247,955	761,001	(2,605,758)	(6,603,795)	(8,948,808)	(9,547,804)
Revenue	7,143,660	7,357,970	7,615,499	7,920,119	8,236,923	8,607,585	8,994,926	9,399,698	9,822,684
<i>Debt Issuance</i>	<i>7,500,000</i>	<i>-</i>	<i>8,000,000</i>	<i>-</i>	<i>13,000,000</i>	<i>13,000,000</i>	<i>7,000,000</i>	<i>5,000,000</i>	<i>-</i>
Expense	11,800,684	14,432,662	15,861,648	10,407,073	24,603,682	25,605,623	18,339,939	14,998,694	20,439,554
End Cash	10,568,796	3,494,104	3,247,955	761,001	(2,605,758)	(6,603,795)	(8,948,808)	(9,547,804)	(20,164,673)
Required Reserve	1,186,323	1,281,179	1,451,097	1,513,273	1,728,663	1,909,012	2,041,189	2,159,765	2,239,120
Major Project Outlay (projected)	5,210,000	7,315,000	7,800,000	2,000,000	15,000,000	15,000,000	7,000,000	3,000,000	8,000,000
Utility Rate % increase	15%	5%	5%	5%	5%	5%	5%	5%	5%

Total 9 Year Outlay

15,500,000	Additional COP
38,000,000	Revenue Bonds
53,500,000	Total Planned Financing

Projected Projects and Rate Percentage Effect

Revenue Scenerio (2026 - 2033)		
	Total Revenue	Change in Revenue
Decreasing % starting with 2026 (current scenario)	\$ 79,417,038	
2026 rate increase of 10% through 2033	\$ 76,141,049	\$ (3,275,989)
2026 rate increase of 5% through 2033	\$ 67,955,404	\$ (11,461,634)

Cash-funded projects that may have to be cut if revenues don't support.

CWWS Non-Bonding Projects	FY 2026
Interconnect Mains at 144 th /169 Highway/Major Mall (S2, Engineering)	55,000
Highway 92 & Commercial Waterline (Engineering)	150,000
Smith's Fork Park Waterline (Construction)	170,000
Highway 92 & Commercial Waterline (Construction)	300,000
Interconnect Mains at 144 th /169 Highway/Major Mall (S2, Construction)	
	\$ 675,000

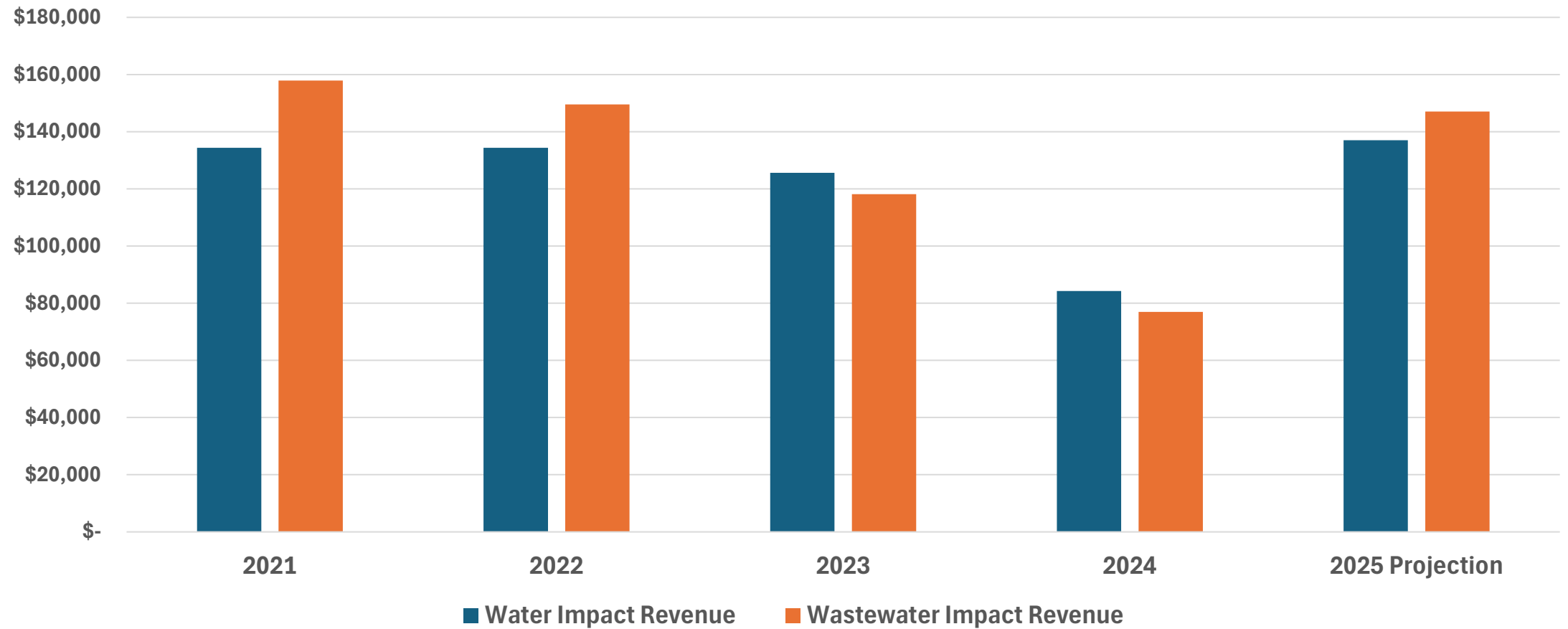
Board Feedback:

Staff is seeking board direction on rate increases and expenditure priorities.

Utilities - Impact Fees

- The purpose of Impact fees are to collect revenues from developers to provide some offset to the cost of system expansion projects
- The current structure doesn't accurately reflect water and wastewater impacts to the system
- Staff is recommending a change in structure for impact fees based on flow
- Staff further recommends annual increase to impact fees

Impact Fee Revenue History



Current Impact fees are not significant

Impact fees revenues range from \$88,000 to \$120,000 per year. With impact fees used to support projects related to growth and expansion, it can require years of revenue growth to assist to identified projects.

Current Impact Fee Rates

Water Impact Fees

5/8, 3/4- or 1-Inch Meter	\$ 3,100
2 Inch Meter	\$ 9,900
3 Inch Meter	\$ 21,660
4 Inch Meter	\$ 38,980
6 Inch Meter	\$ 86,610

Wastewater Impact Fees

5/8, 3/4- or 1-Inch Meter	\$ 2,800
2 Inch Meter	\$ 8,960
3 Inch Meter	\$ 19,600
4 Inch Meter	\$ 35,280
6 Inch Meter	\$ 78,400

Proposed Impact Fee Rates

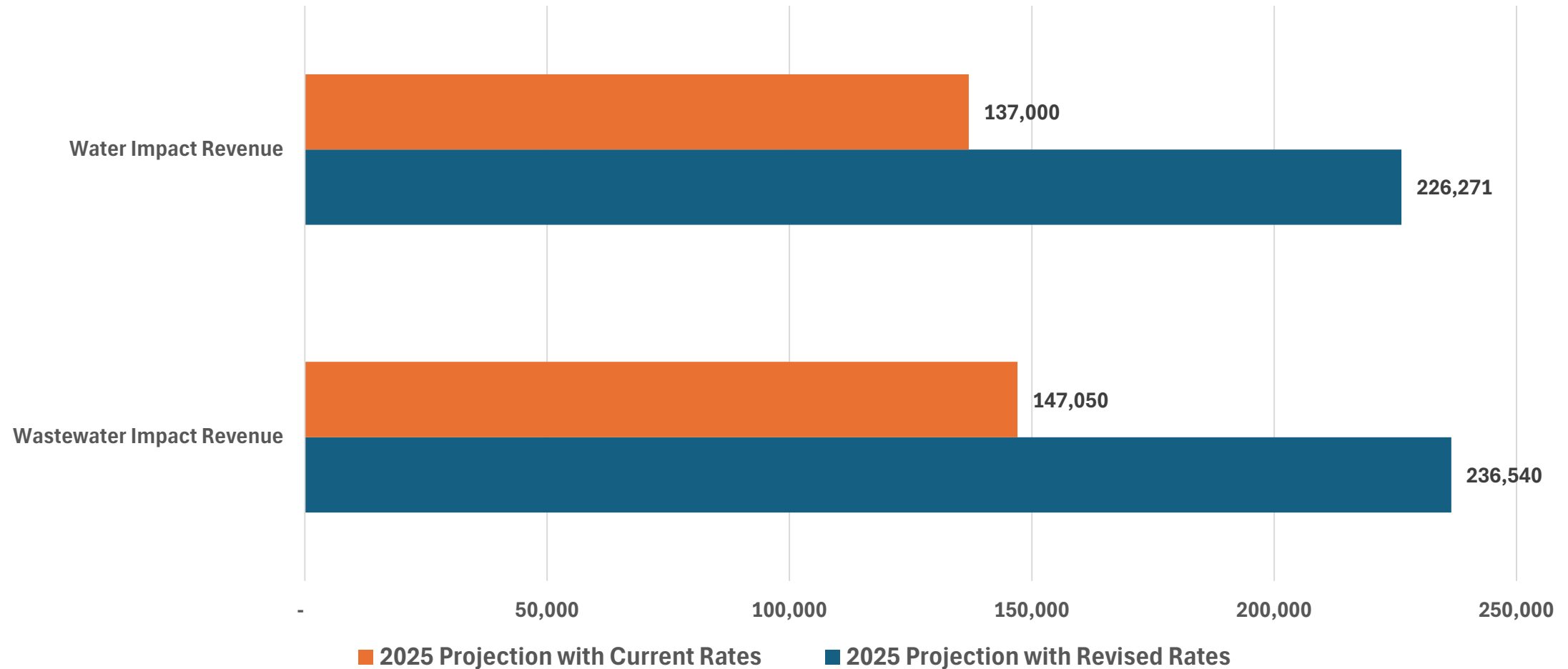
Water Impact Fees

3/4 Inch Meter	\$ 3,100
1 Inch Meter	\$ 5,120
2 Inch Meter	\$ 17,550
3 Inch Meter	\$ 37,720
4 Inch Meter	\$ 66,310
6 Inch Meter	\$ 151,950

Wastewater Impact Fees

3/4 Inch Meter	\$ 2,800
1 Inch Meter	\$ 4,504
2 Inch Meter	\$ 15,461
3 Inch Meter	\$ 33,235
4 Inch Meter	\$ 58,435
6 Inch Meter	\$ 133,913

Impact Fee Results - Current vs Proposed Fees



Let's Talk Trash

- The City contracts with Green For Life (GFL) for the City's trash service.
 - Current contract ends October 2026
- A FY26 price increase of 1.7% has been agreed on.
 - GFL has also indicated the FY27
- This increases the cost the City pays to GFL from \$20.50 to \$20.85. The senior rate will increase the City's cost of trash from \$17.43 to \$17.73.
 - The Schedule of Fees the Board reviews this summer will include proposed trash rates for consumers taking into consideration GFL costs, HHW fees and administrative costs.
- GFL has asked the City to extend the contract for one additional year, with a guaranteed 1.7% increase for 2027.

Capital Funds

Capital Improvement Sales Tax Projects

Capital Improvement Project Name	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Annual Transfer to Debt Service	\$364,875	\$367,920	\$373,420	\$376,420	\$382,420
Riverwalk & Trail (Engineering)	\$150,000	-	-	-	-
2 nd Creek Sidewalks (Engineering)	\$100,000	-	-	-	-
Downtown Streetscape Phase III	\$1,828,000	-	-	-	-
Downtown Streetscape Phase III (MARC)	-\$1,488,000	-	-	-	-
1st & Bridge Street Round-A-Bout (50% of Engineering)	\$220,042	-	-	-	-
1st & Bridge Street Round-A-Bout (Engineering)	\$0	-	-	-	-
2 nd Creek Sidewalks (70% of Construction)	\$695,000	\$695,000	-	-	-
2 nd Creek Sidewalks (MARC Reimbursement)	-\$600,000	-\$600,000	-	-	-
Riverwalk & Trail Construction (60% of Construction)	\$480,000	\$480,000	\$670,000	-	-
Riverwalk & Trail (MARC Reimbursement)	-\$480,000	-\$480,000	-\$420,000	-	-
1 st & Bridge Street - Round-A-Bout (20% of Construction)	-	\$120,000	-	-	-
Maple Lane Sidewalks (Engineering)	-	-	\$50,000	\$50,000	-
180 th & Eagle Parkway Round-A-Bout (Engineering)	-	-	-	\$250,000	-
Maple Lane Sidewalks (Construction)	-	-	-	-	\$600,000
Maple Lane Sidewalks (MARC Reimbursement)	-	-	-	-	-\$480,000
Pope Lane Round-a-Bout/Connection (80% of Engineering)	-	-	-	-	\$400,000
180 th & Eagle Parkway Round-A-Bout (75% of Construction)	-	-	-	-	\$1,000,000
180 th & Eagle Parkway Round-A-Bout (MARC Reimburse)	-	-	-	-	-\$700,000
Grand Total (Net Cost)	\$1,174,917	\$582,920	\$673,420	\$676,420	\$1,202,420

Decreased to 50% share and increased cost to \$220,042 from \$100,000

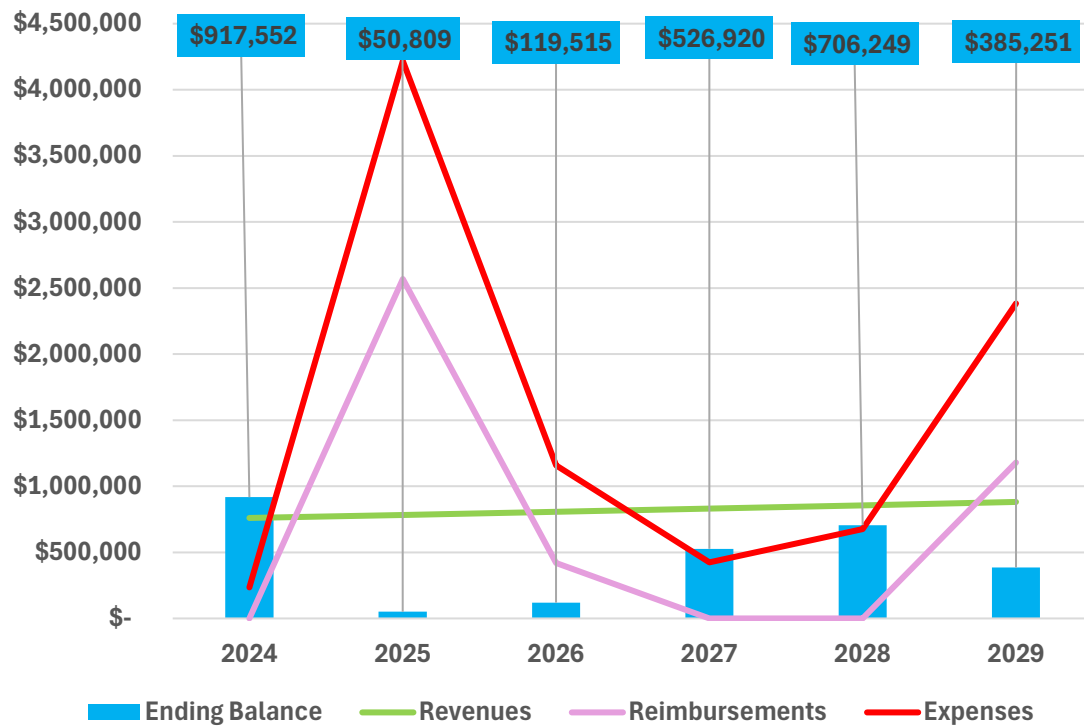
Zeroed out and consolidated with \$220,042 engineering

Moved to subsequent year

Capital Improvement Sales Tax Cashflow

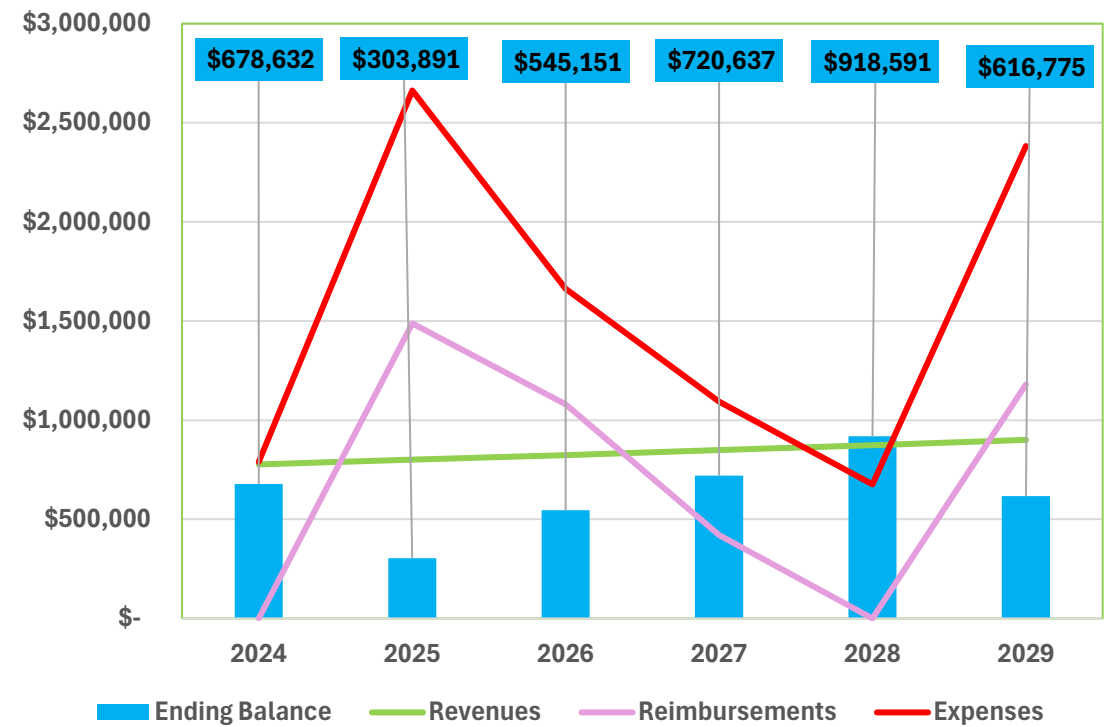
Original Cashflow

Capital Improvement Sales Tax - 5 Year Forecast



Updated Cashflow

Capital Improvement Sales Tax - 5 Year Forecast



Transportation Sales Tax Projects

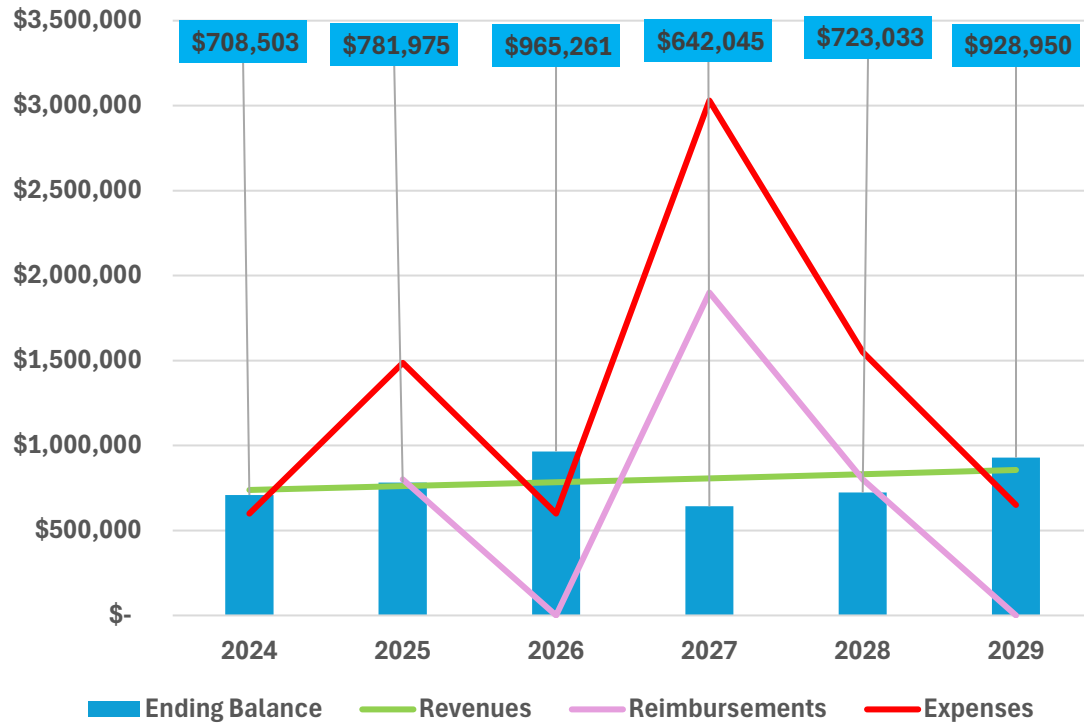
Transportation Sales Tax Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Annual Asphalt Overlay Program (Projects TBD)	\$300,000	\$500,000	\$300,000	\$300,000	\$300,000
Annual Sidewalk Replacement Program	\$50,000	\$100,000	\$50,000	\$50,000	\$50,000
Commercial Street Sidewalks (Construction)	\$1,000,000	-	-	-	-
Commercial Street Sidewalks (MARC Reimbursement)	-\$800,000	-	-	-	-
1st & Bridge Street Round-A-Bout (50% Engineering)	\$220,042				
1 st & Bridge St Round-A-Bout Construction (80% of Project Expense)	-	-	\$2,380,000	-	-
1 st & Bridge Street Round-A-Bout (MARC Reimbursement)	-	-	-\$1,900,000	-	-
Richardson St / 169 Signal (Engineering)	-	-	\$300,000	-	-
Richardson St / 169 Signal (Construction)	-	-	-	\$1,200,000	-
Richardson St / 169 Signal (Construction) MODOT 50% Cost Share	-	-	-	-\$600,000	-
Richardson St / 169 Signal (Construction) Developments Share	-	-	-	-\$200,000	-
180th & Eagle Round-A-Bout Construction (25% of Project Expense)	-	-	-	-	\$300,000
Grand Total (Net Cost)	\$770,042	\$600,000	\$1,130,000	\$750,000	\$650,000

Increased cost from to \$220,042 from \$137,000

Transportation Sales Tax Cashflow

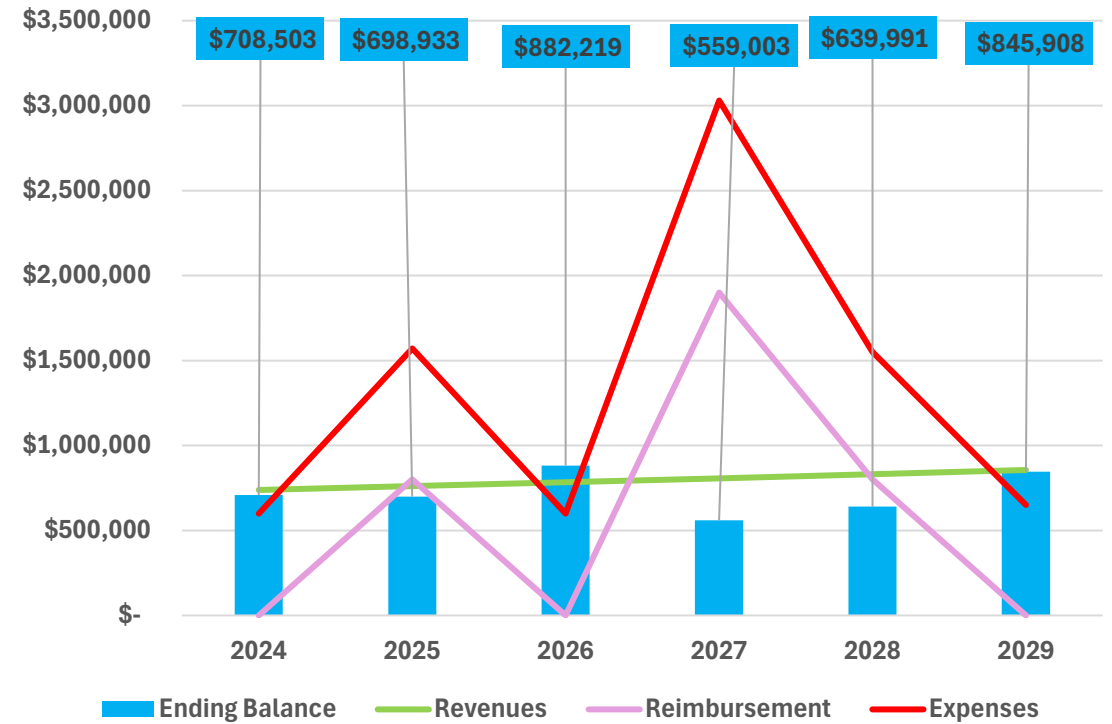
Original Cashflow

Transportation Sales Tax - 5 Year Forecast



Updated Cashflow

Transportation Sales Tax - 5 Year Forecast



Parks and Stormwater Sales Tax Projects

Park and Stormwater Sales Tax Project Name	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
OK Railroad Trail - Phase I (Construction)	\$281,000	-	-	-	-
OK Railroad Trail - Phase I (Grant)	-\$184,000	-	-	-	-
Dundee Road Stormwater Improvements (Engineering)	\$50,000	-	-	-	-
Dundee Road Stormwater Improvements (Construction)	\$150,000	-	-	-	-
Riverwalk & Trail Construction (30% of Construction)	\$600,000	\$600,000	-	-	-
Forest Oaks Stormwater Improvements (Engineering)	-	\$50,000	-	-	-
Forest Oaks Stormwater Improvements (Construction)	-	\$300,000	-	-	-
Cedar Lakes Stormwater Improvements (Engineering)	-	-	\$25,000	-	-
Cedar Lakes Stormwater Improvements (Construction)	-	-	\$100,000	-	-
Smith's Fork Park Complex (Engineering & Design)	-	\$320,000	\$320,000	-	-
Maple Lane Stormwater Improvements (Engineering)	-	-	-	\$50,000	-
Maple Lane Stormwater Improvements (Construction)	-	-	-	\$250,000	-
Smith's Fork Park Complex (Construction, Phase I)	-	-	-	\$2,240,000	-
Grand Total (Net Cost)	\$297,000	\$1,270,000	\$445,000	\$2,540,000	\$0

Project cost moved to subsequent year

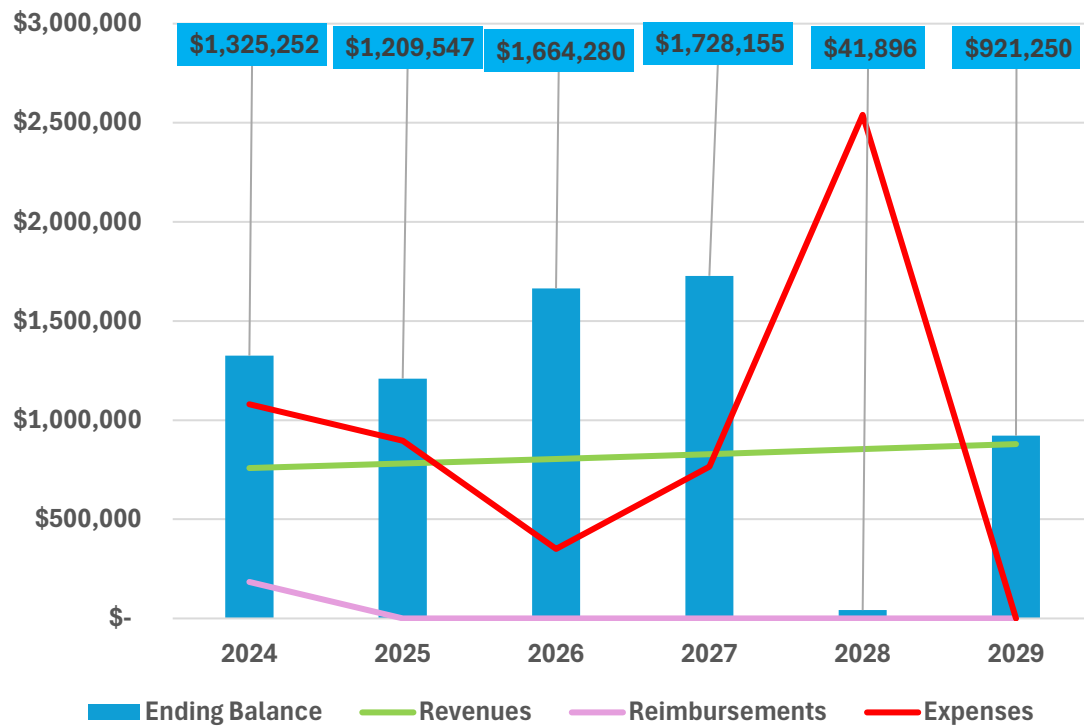
50% of FY27 cost moved to FY26



Parks and Stormwater Cashflow

Original Cashflow

Park & Stormwater Sales Tax - 5 Year Forecast



Updated Cashflow

Park & Stormwater Sales Tax - 5 Year Forecast

