MINUTES
CAPITAL IMPROVEMENT AND PUBLIC SAFETY
SALES TAX OVERSIGHT COMMITTEE
REGULAR MEETING
MAY 19, 2016
4:00 P.M.

Call to order:

The Capital Improvement and Public Safety Sales Tax Oversight Committee met in regular session on Thursday, May 19, 2016. Present were committee members Tom Beisner, Don Goetz, Harvey Hutchinson, Ryan Jackson, DeWayne Patton, James Richards, and Richard Schlottke. Committee members Chris Churchwell and Charles Genesio were absent.

City Staff present were A. J. Whistler, Assistant Finance Director; Scott Garrie, Parks Director; Paul Bloomberg, Assistant Parks Director; Dan Salisbury, Assistant Public Works Director; Dan Johnson, Civil Engineer; and Matthew Stewart, Police Chief.

Mr. Jackson served as acting chairman in Mr. Churchwell's absence.

Approve minutes from the meeting of February 18, 2016:

Mr. Jackson asked for additions or corrections to the minutes from the meeting of February 18, 2016, and none were received.

MR. GOETZ MOVED, SECONDED BY MR. BEISNER, THAT THE MINUTES FROM THE MEETING OF FEBRUARY 18, 2016 BE APPROVED. THE MOTION CARRIED, WITH MR. BEISNER, MR. GOETZ, MR. HUTCHINSON, MR. JACKSON, MR. PATTON, MR. RICHARDS, AND MR. SCHLOTTKE VOTING "AYE"; AND WITH MR. CHURCHWELL AND MR. GENESIO BEING ABSENT (7 IN FAVOR, 2 ABSENT).

Review sales tax collections and projects:
Parks and Stormwater Sales Tax:

Mr. Whistler gave those present reports outlining the revenues and expenditures for the parks and stormwater sales tax through April 30, 2016. Revenues are no longer being collected in Phase I. Report 1 shows the beginning fund balance as being a negative figure of -$139,053.19. The beginning fund balance for parks is a negative figure of -$243,190.19. The total projected funding sources for parks is $12,043,194.07. The actual costs to date for parks total $12,286,384.26.

The beginning fund balance for stormwater for FY 2016 is $104,137.00, with the total projected funding sources being $21,843,369.38. The actual costs during the current year total $132,130.67, with the sub-total of actual costs to date being $21,871,362.43. The remaining estimated project costs total $125,621.

Mr. Goetz asked about the $400,000 shortfall, and Mr. Jackson thought there is a deficit on both parks and stormwater. He asked where the difference comes from if there is a shortfall at the end of the fiscal year. Mr. Whistler thought it must be offset by another revenue source. Mr. Jackson asked for information on the deficit to be provided for the next committee meeting.

Report 2 contains the list of projects in Phase I, with projects still in progress including the Mohaska Ditch and Eighth Street and Patterson Avenue.

Report 3 contains the project analysis for Phase II. The beginning fund balance for FY 2016 for parks is a negative figure of -$3,358,801. Actual sales tax receipts during FY 2016 for parks total $715,309.85. Actual costs to date in the current year for parks total $58,777.14, with $43,944.50 being paid to the Tax Increment Financing (TIF) developers. The actual costs to date are $8,036,976.44. The remaining estimated project costs are $5,010,140.

The beginning fund balance for stormwater is $4,749,892. Actual sales receipts during FY 2016 for stormwater total $1,029,348.32. Actual costs to date in the current year total $666,208.40, with $63,237.21 being paid to the TIF developers. The actual costs to date are $5,571,600.62, with the remaining estimated project costs being $15,210,426. Work has begun on several projects.

Mr. Patton asked what the annual maintenance involves, and Mr. Garrie replied most of those funds are for personnel. Those costs currently cover one full-time employee, with no additional positions being filled yet. The other part of the annual maintenance includes $300,000 toward trail maintenance, with $10,000 being used for regular maintenance annually.

Mr. Garrie noted increased costs with the onset of Mercy Park and the fact that Joplin has twice as much acreage of cities its size for park land. Cities Joplin's size typically have nine acres of park land per 1,000 residents, with Joplin having about 20 acres.

Stormwater:

Mr. Johnson discussed the stormwater maintenance activities and stated the crew time was spent on ditch maintenance and cleaning inlets following rain events, with $149,122 being spent on ditch maintenance activities.

Five positions were maintained with one vacant position during the second quarter of FY 2016. The operations expenditures totaled only 30 percent of the overall budget, with small repairs being made to the minor drainage system.

Ditch maintenance totals include 4,862 feet of ditch maintenance, with 213 catch basins being cleaned, and 2,303 miles of street sweeping being logged.

Mr. Johnson discussed the major projects in Phase I. The Maiden Lane drainage work is complete. The design work for Eighth Street and Patterson Avenue is complete with utilities being relocated at this time. Drainage and construction easement acquisition will begin during June.

Mr. Johnson discussed the projects in Phase II and stated the regional detention west of Arizona Avenue and north of 32nd Street is under construction, with the project being 25 percent complete.

The storm sewer improvements on Illinois Avenue between Seventh and Ninth Street and the regional detention at 15th Street and Massachusetts Avenue are combined. The design work is 60 percent complete. Staff is currently soliciting input from property owners.

The ditch and culvert improvements at Fourth Street and School Avenue are currently under design, with construction beginning during FY 2017. This project may be divided into two phases

since some of the work will be performed around Joe Becker Stadium to deal with the drainage in that area.

Design work is complete for the ditch improvements at Euclid Avenue and Odessa Street, with utility relocations and easement acquisition progressing at this time. Construction should begin soon at 10th Street and Peters Avenue. Construction should also begin this summer on Hill Street between Division and Mineral Avenues.

Mr. Schlottke asked what is considered ditch improvements or ditch maintenance. Mr. Johnson replied the ditch improvements are where ground is actually being dug. The ditch is being reshaped and cleaned out. The City has a piece of equipment used for cleaning out the small ditches, as well as some of the larger ones. The ditch maintenance is performed by the City's stormwater maintenance crew, who mow the ditches and remove trees.

Parks:

Mr. Garrie stated the softball complex amenities are still progressing, with most of the major projects at the athletic complex being complete. Work is progressing on the trail amenities.

Mr. Garrie stated the main thing happening at Schifferdecker Park is the demolition of the naval reserve facility, with the work being 70 percent complete. Improvements are also being planned for the tennis courts.

Mr. Hutchinson asked if the tennis courts would be acceptable for tournaments, and Mr. Garrie replied the tournaments would be held at the athletic complex. There are some issues with cracks in the tennis courts at the athletic complex. The cost to repair the courts the way they should be repaired will cost around $1 million.

Mr. Patton asked if this was a design flaw with the cracks showing. Mr. Garrie understood the tennis courts were scheduled to be complete at a certain deadline, with the contractor not being able to do what needed to be done, so clay exists underneath the asphalt tennis courts. The cracking will continue to be an issue since the courts don't have any sub-drainage.

Mr. Patton asked if the construction company has the responsibility to make things good. Mr. Garrie understood the City was acceptable to that deadline, with the City not having any obligation at that point.

Mr. Garrie stated most of the improvements in Parr Hill Park are complete, with most of the work being funded through donations. Some of the improvements have been completed using the Parks Department's regular operating budget.

The skate pods are complete. The only work remaining in the athletic complex is replacement of playground equipment in 2022. The Cunningham Park improvements involve playgrounds.

The playground equipment in Ewert Park is to be replaced this year with a cost of $40,000, along with expenditures totaling $10,000 for landscaping and maintenance.

The McClelland to Town Green via Tin Cup Trail is not being constructed at this time. The Campbell Parkway improvements consist of benches and other amenities. Some repairs are to be

made at Garvin Park and Leonard Park. Playground equipment is to be replaced at McClelland Park. The improvements at Humphrey Park consist of playground equipment replacement and demolition of the existing shelter.

Mr. Garrie stated the basketball and tennis courts in Ewert Park are being repaired as the result of a sinkhole and are being covered by insurance. He will decide which courts need to be improved.

The Landreth Park improvements consist of new playgrounds at $45,000 each. The existing playgrounds are in good condition at this time.

The Spiva Park improvements are scheduled for FY 2017. The park has major electrical deficiencies, so Mr. Garrie did not believe $50,000 would be sufficient to handle those repairs.

FY 2016 is the last year for the annual support for the Wildcat Glades & Audubon Center. The Low Water Bridge to Grand Falls Trail is yet to be completed, with the off-leash dog park being part of the Parr Hill Park improvements. Donations and alternate funding sources were used for Parr Hill Park, with that work already being complete.

Mr. Garrie will utilize savings from other projects to hire maintenance personnel. Mercy Park will require a lot of maintenance since it contains 17 acres with a two-acre lake and a two-mile walking path. It will cost $100,000 annually to maintain that park, with those funds not currently in the parks operating budget.

Capital Improvement Sales Tax:

Mr. Whistler gave those present reports outlining the revenues and expenditures for the capital improvement sales tax through April 30, 2016. The beginning fund balance for Phase I for FY 2016 is $13,054,351.18. The total projected funding sources are $70,179,841.60. Actual project costs for the current year total $4,089,592.32. The actual costs to date total $61,215,082.74, with remaining estimated project costs of $5,052,654.

Report 8 contains a list of the projects in Phase I. Projects currently in progress include the City overlay program, Maiden Lane, Zora Street from Range Line Road to Main Street, St. Louis Avenue from Broadway to Zora, and existing traffic signal upgrades.

Mr. Jackson asked if the traffic signal upgrades include the new signals at 20th Street and Maiden Lane. Mr. Salisbury replied the upgrades involved several intersections, and the work had been completed years ago. He would like to address timing issues at the intersection of 32nd Street and Connecticut Avenue. The timing has never been good because the Missouri Department of Transportation (MoDOT) has rhythm system software on Range Line Road that automatically manipulates traffic from one signal to the next up and down the corridor. The signal at 32nd and Connecticut is the first conventional signal. Mr. Salisbury has been visiting with MoDOT about installing that rhythm system on 32nd Street at Connecticut Avenue, Indiana Avenue, and Main Street. If MoDOT will pay 50 percent, the City has excess funding to make these intersection improvements with remaining funds.

Mr. Hutchinson asked about the cost for these improvements, and Mr. Salisbury replied the cost varies from one intersection to the next. The cost should be under $100,000 per intersection. The City will be sharing on the cost of purchasing the materials with MoDOT installing the equipment.

Mr. Richards asked about the signal at 32nd Street and Arizona Avenue, and Mr. Salisbury replied it already the rhythm system software. He thought the system should have been continued down 32nd Street, but wherever the system stops, the next intersection will have a problem.

Mr. Schlottke asked if 32nd Street is not a MoDOT right-of-way. Mr. Salisbury replied that 32nd Street from Main Street east belongs to MoDOT, with the portion of 32nd Street west of Main belonging to the City of Joplin.

Mr. Schlottke asked if 32nd Street is also named as a state highway, and Mr. Salisbury replied State Route FF. Mr. Schlottke asked why the City is not looking further up the corridor, and Mr. Salisbury wants to see how the funding works out.

Mr. Salisbury discussed the recovery projects on 20th Street from Range Line Road to Main Street and on Main Street from 32nd to 15th Streets. He would like to install that rhythm system on those two corridors. The intersections on Joplin and Wall Avenues have the old rhythm signal equipment, so he would like to bring those signals up to current standards.

Mr. Hutchinson asked when the 20th Street overpass will be open, and Mr. Salisbury replied this summer. Construction is progressing ahead of schedule. Once opened, the goal is to leave 20th Street open until the summer of 2017, with street improvements, sidewalks, and other amenities being planned at that time. A sewer manhole relocation project will take place at 20th Street and Connecticut Avenue prior to the overpass opening.

Mr. Richards asked about sidewalks at 20th and Connecticut, and Mr. Salisbury replied a public meeting for the 20th Street and Main Street recovery projects is scheduled for June 7, 2016. The improvements will include generally a six-foot wide sidewalk along the entire length of 20th Street on the north side. The south side will have generally a 10-foot wide shared use path for pedestrians and bicyclists.

Mr. Whistler discussed the projects in Phase II. The beginning fund balance for FY 2016 is $2,455,634.80. The actual sales tax receipts for FY 2016 total $2,616,919.68. Interest income in the current year totals $54,584.71. The total projected funding sources are $51,149,551.71. Actual project costs for the current year total $267,562.99, with payments to the TIF developers totaling $150,054.42. The actual costs to date total $536,236.90, with remaining estimated project costs of $51,281,597 for Phase II.

Mr. Salisbury discussed the projects in Phase II and stated 32nd Street from Schifferdecker Avenue to Country Club Road and 32nd Street from Country Club Road to Central City Road were included in a TIGER grant application. Construction will begin during 2019 if the TIGER grant is approved. Staff should learn whether the City of Joplin receives that grant during late October. In addition to the 32nd Street improvements, an overpass on East 32nd Street east of Range Line Road and a northbound right-turn lane at 32nd and Main Streets were included in the grant application. A public meeting for the 32nd Street improvements will be held sometime this summer.

Mr. Salisbury discussed the neighborhood transportation improvements and stated the advertisement (CIST) project signs are installed on Zora Street.

Mr. Salisbury discussed the street surface repairs and has worked with the railroads to develop a plan. Plans are complete to close the crossing near Sergeant Avenue and 10th Street for the

Missouri & Northern Arkansas (MNA) railroad. Staff is currently acquiring right-of-way, with the utilities designing relocation plans. Plans are complete to coordinate with MNA to improve the railroad crossing on Jackson Avenue at 10th Street.

Mr. Richards stated 10th Street (westbound) is very rough when it approaches Maiden Lane and expressed concern about how the concrete retention was designed. Mr. Salisbury stated there are still several "punch list" items on Maiden Lane. (After the meeting, the City staff directed the contractor to fix this.)

Plans are complete for railroad crossing improvements on Fourth Street east of the Joplin Area Chamber of Commerce. Staff is awaiting an agreement from Kansas City Southern Railway Company (KSC) to make these improvements. Missouri Gas Energy has donated right-of-way for this project.

The 2016 resurfacing program will begin during June, with the rough manhole frames and covers being addressed. The will be repaired in a manner so they will be very smooth. A second contract was just awarded to repair all the other rough manholes on the collector and arterial streets.

Mr. Salisbury stated 18th Street will be closed sometime after the 20th Street overpass is open, with KCS erecting some barricades. Next spring the City will connect the streets up to make the area look better. KCS will pay the City of Joplin $25,000 to handle any street improvements.

Mr. Salisbury has not moved fast on the intersection improvements since the City wants to partner with MoDOT on some of the busier intersections. MoDOT is going through their programming process at this time and have a generic project programmed for intersection improvements. Communities in southwest Missouri can compete for the funds.

One meeting has been held with property owners along Connecticut Avenue between 32nd Street and Interstate 44. This project presents a major impact to many property owners and will move more slowly than several of the other projects.

The overpass on Connecticut at I-44 is actually owned by MoDOT. The City of Joplin would like MoDOT to contribute a significant amount of funding towards that project.

Mr. Schlottke asked about plans for sidewalks or trails through that area, and Mr. Salisbury plans sidewalks along both sides of the overpass. Shared-use paths are being planned on the bridge.

Staff has solicited input from property owners along Connecticut Avenue between I-44 and 44th Street and along 44th Street between Range Line Road and Connecticut. One-third of the property owners along 44th Street have agreed to donate temporary easements. Staff is negotiating donated right-of-way on the north side of 44th Street.

Mr. Hutchinson asked about the chances of the TIGER grant not being approved. Mr. Salisbury replied that the program is a very competitive national program.

Mr. Salisbury stated the consultant has completed the conceptual design phase for Zora Street from Range Line Road to Route 249. A public meeting will be scheduled this summer.

Mr. Richards asked if one side of Zora will have curb and gutter for future growth. Mr. Salisbury cannot justify a five-lane roadway at this time based on projected traffic, so the roadway will contain three lanes with curb and gutter on both sides. Widening Zora to five lanes would be very challenging since many homes would need to be purchased.

Mr. Richards stated Zora is a very rough road and expressed concern that the three-lane roadway may become very heavily used, with the traffic volume greatly increasing. Mr. Beisner anticipates a lot of traffic with Zora being widened to the west.

Mr. Salisbury discussed the Jackson Avenue bridge and stated there is controversy regarding the placement of the new bridge. A meeting with property owners and the "Save the Bridge" group will be scheduled this summer.

Mr. Hutchinson asked about retaining the existing bridge as a bike and pedestrian bridge, but Mr. Salisbury stated the hydraulics on the existing bridge are quite complicated and will not be discussed until all of the information is assembled.

Right-of-way negotiations are in progress on the Schifferdecker Avenue bridge at Turkey Creek. Mr. Goetz expressed concern about the intersection where Route P curves to the west from Schifferdecker, and Mr. Salisbury stated that will be considered in the future.

Mr. Richards asked if the replacement bridge will be at the same location as the current bridge, and Mr. Salisbury replied no. There will be a curve in the roadway, with the new bridge being to the south and east of the current bridge.

Mr. Salisbury discussed the projects in Phase I (2004-2014). The 2015 overlay and micro-surfacing program are almost complete. Maiden Lane is substantially complete. Zora Street from Range Line Road to Main Street is currently under construction.

The City Council recently gave staff the authority to condemn two properties on St. Louis Avenue between Broadway and Zora. Tree and stump removal is substantially complete, with utility relocations taking place once that work is complete. The roadway project will be bid this fall.

Mr. Beisner asked if this will be a two-lane roadway, and Mr. Salisbury replied a three-lane roadway with curb and gutter, sidewalks, and bike lanes.

Public Safety Sales Tax:

Mr. Whistler gave those present reports outlining the revenues and expenditures for the public safety sales tax through April 30, 2016. Report 12 shows a beginning fund balance for FY 2016 being $10,247,328, with $3,488,983 being collected through April 30, 2016. Expenditures total $167,002 for street lights; $1,267,633 for police; and $1,146,208 for fire. A total of $300,128 was spent on the public safety training center, with $225,030 being paid to the TIF developers. Total expenditures are $3,106,001, with a net change in the fund balance being $382,982. The ending fund balance is $10,630,311. Report 13 contains the list of expenditures.

Police & Fire:

Police Chief Stewart stated all the Police Department's public safety tax positions are filled. The department currently has nine general fund vacancies. Five conditional offers have been made, with eight attending the in-house academy and two in the field training program. Five personnel are still yet to retire in 2016, with 19 people completing testing during May.

Chief Stewart discussed training center operations and stated 421 training seats have been filled by just Joplin Police Department officers. They have filled 173 seats from regional police departments. The training grounds are completed.

The contract for the public safety training facility was recently awarded to Crossland Construction in the amount of $4.778 million. A notice to proceed should be issued this week with anticipated completion by March 23, 2017.

Two acres of land at the intersection of 30th Street and Jaguar Road were purchased for the future Station No. 7 at a cost of $155,000. Construction is anticipated during FY 2018.

All the Fire Department's public safety tax positions are currently filled, and they have just finished their second new hire academy utilizing the training grounds.

Schedule next meeting of the oversight committee and semi-annual presentation to City Council:

The next meeting of this committee will be held on Thursday, August 18, 2016 at 4:00 p.m. The semi-annual report will be presented to the City Council on Monday, June 20.

Adjournment:

Mr. Jackson asked for a motion to adjourn.

MR. BEISNER MOVED, SECONDED BY MR. PATTON, THAT THE MEETING BE ADJOURNED. THE MOTION CARRIED, WITH MR. BEISNER, MR. GOETZ, MR. HUTCHINSON, MR. JACKSON, MR. PATTON, MR. RICHARDS, AND MR. SCHLOTTKE VOTING "AYE"; AND WITH MR. CHURCHWELL AND MR. GENESIO BEING ABSENT (7 IN FAVOR, 2 ABSENT).

There being no further business to come before the Capital Improvement and Public Safety Sales Tax Oversight Committee, the meeting stood adjourned at 5:00 p.m.

Ryan Jackson, Acting Chairman

Susan Champlin, Secretary