

MINUTES OF THE MISSION COMMUNITY DEVELOPMENT COMMITTEE

August 5, 2020

The Mission Community Development Committee met virtually via ZOOM on Wednesday, August 5. The following Committee members were present: Trent Boultinghouse, Hillary Thomas, Arcie Rothrock, Nick Schlossmacher, Kristin Inman, Sollie Flora and Ken Davis. Mayor Appletoft was also present. Councilmember Debbie Kring was absent. Councilmember Flora called the meeting to order at 8:13 p.m.

The following staff were present: City Administrator Laura Smith, Assistant City Administrator Brian Scott, City Clerk Audrey McClanahan, Assistant to the City Administrator Emily Randel, Public Works Director Celia Duran, Public Works Superintendent Brent Morton, Parks & Recreation Director Penn Almoney and Police Captain Kevin Self.

Public Comments

Councilmember Flora informed the public that a revised agenda is presented and action item four will be considered at the September 2, 2020 Community Development Committee meeting. She also reminded the public they can participate via the chat feature on ZOOM. All comments will be visible to the group.

There were no public comments.

Revised Agenda Motion

Councilmember Flora informed that the first item of business this evening is to consider a revised agenda for the Committee meeting. Following distribution of the packet last Friday, there were several questions raised regarding the adoption of the 2018 Building Codes, specifically pertaining to the Energy Code. Until the Council hears the full presentation by the Building Official and has a chance to understand the code revision/adoption process both from a national and a regional (metro) level and how the various codes interact with one another it may be difficult for the Governing Body to make any decisions on how to move forward.

Based on a the length of other items on the agenda this evening, staff is recommending the agenda be revised to remove Action Item #4 and reschedule it as an Informational Item on the September 2, 2020 Community Development Committee agenda.

Moved by Davis, seconded by Boultinghouse to approve to revise the August 5, 2020 Community Development Committee Agenda to remove Action Item #4. Voting AYE: Boultinghouse, Davis, Flora, Inman, Rothrock, Schlossmacher, Thomas. **Motion Carried.**

Public Presentations

WCA Mid-Year Service Update

Mr. Tom Coffman, from WCA, presented a mid-year service update for Council. He explained that Mission's contract started January 1, 2020 but due to COVID-19 situations there have been some adjustments needed in regards to business operations. He was pleased that WCA was able to maintain all collections whereas other companies, in the area, have had to suspend services such as yard waste and bulk item pick-up. Also, WCA hasn't had as many issues with staffing, workers on routes have been socially distanced which has helped in maintaining service. He stressed while residents have been putting out trash that isn't within the parameters for pick-up, they are making sure to service the items due to the extenuating circumstances from the pandemic. They appreciate when residents do utilize the overage stickers and added that Mack Hardware has been a successful resource for providing those to the public.

However, their biggest challenge has been customer service, which they have received complaints both from residential and commercial customers. The WCA customer service team has been working remotely and there has been some issues with productivity and hardware. Consequently, they were asked to take calls from the South Missouri district, which produced longer holding times since the representatives were not familiar with those areas. They have adjusted hours for employees in an effort to make sure all calls and emails are addressed which has decreased the volume of abandoned calls. The menu of options have been updated, so the first choice is residential. Finally, they have changed how cart calls are handled by utilizing a contractor for extra support.

Councilmember Davis appreciates that WCA is problem-solving and producing effective strategies to help the community.

Councilmember Flora emphasized the importance of increasing customer service attention and assistance, especially since WCA pushed a 3% rate increase and part of the reason Mission switched contracts was for improved customer service. Mr. Coffman responded that they are in the process of assessing how to outfit their customer service area to safely bring back representatives to work and increase productivity. Councilmember Flora expressed concerns about their aging fleet of vehicles and asked if there was an update on when the clean gas vehicles would be available. Mr. Coffman replied that their corporation estimates around the first quarter of 2021 since there have been delays in production schedules.

Mayor Appletoft asked if Mr. Coffman believes WCA is able to provide the services that were part of their contract with the City of Mission and if the discussed issues have been resolved, so the City can expect to see improvements. Mr. Coffman assured that they can provide the expected services and the larger issues have been addressed and they will continue to be monitored and addressed.

Councilmember Schlossmacher asked if there was another way to escalate a customer service issue if resident concerns are not being adequately addressed. Mr. Coffman said he could be contacted directly and filter that information quicker.

Acceptance of the July 1, 2020 Community Development Committee Minutes

Minutes of the July 1, 2020 Community Development Committee were provided to the Committee. There being no objections or corrections, the minutes were accepted as presented.

Pre-Development Agreement with Mission Bowl, LLC

Mr. Scott reported that The Sunflower Development Group has been in discussions with the City about the possible redevelopment of the former Mission Bowl property located at 5399 Martway Street. Sunflower is proposing to construct a 160 unit (+/-), multi-family residential structure on the site with an approximate cost of over \$29 million in development. Preliminary development plans have been submitted to the City for review and consideration by the Planning Commission at their August 24th meeting.

Sunflower is also seeking assistance from the City to cover some of the extraordinary costs that will be incurred with the development project including demolition of the vacant bowling alley on the site, re-alignment of a sanitary sewer main from the sanitary sewer lift station behind the site to a connection point with another main underneath Martway, and construction of a concrete wall in the Rock Creek channel along the southeast boundary of the site.

Sunflower recently submitted an application to the City for consideration of tax increment financing and the use of the sales tax exemption associated with industrial revenue bonds to help in offsetting these costs. Before City staff begins spending time and resources to review these applications and engage in negotiations with the Sunflower Group, they will need to enter a pre-development agreement with Sunflower. The pre-development agreement recognizes Sunflower as the exclusive developer of the project, for the next nine months, and requires that they provide an upfront payment of \$10,000 to cover the City's costs in reviewing their application.

However, the pre-development agreement does not bind the City to accepting the proposed development project, nor does it obligate the City to approve the use of tax increment financing or the issuance of industrial revenue bonds for the sale tax exemption. Instead, it is merely a first-step in the process and sets the stage for consideration of the project and possible public assistance. Sunflower has formed Mission Bowl, a limited liability corporation, for the purpose of conducting this redevelopment project.

Councilmember Davis asked how the TIF request was handled and if there was any obligation of the City at this point. Mr. Scott answered that there was no obligation now and Bruce Kimmel, from Elhers, will be conducting an analysis and will help determine if there is grounds for an

incentive and what that might entail. Councilmember Davis also asked about affordable housing, within this project, since that is an important issue to pursue for the community. Mr. Scott replied that can be negotiated with the development group and it has been communicated as a priority of the Council's, but the parameters of affordable housing would have to be defined. Councilmember Boultinghouse asked if once those parameters were defined, if the City would have to enter into a new redevelopment agreement to reflect those changes. Mr. Scott answered that the development agreement can be renegotiated if it is not desirable to the City Council. Ms. Smith added that the concept of the pre-development agreement is to assure the developer that the City is not negotiating multiple-deals for the same property since they have a financial investment under contract. It will also protect the City in terms of our investment to conduct the financial analysis. The redevelopment agreement is a separate document that would contain all of the deal points.

Banks Floodman, of Sunflower Development Group, shared that they would like to understand the priorities of the community. The main idea that he would address with the development is priority to streets, stormwater and parks. He stressed the importance of working productively with the City, Council and residents to ensure a successful and comfortable development through open communications. He added he appreciates the Council and looks forward to future discussions.

Councilmember Davis recommended the pre-development agreement with Mission Bowl, LLC for review and consideration of the redevelopment of the former Mission Bowl site at 5399 Martway Street be forwarded to Council for approval. All on the Committee agreed, this will be a non-consent agenda item.

Adoption of the 2018 Edition of the International Codes for Building Construction and the 2017 Edition of the National Electrical Code

This Item was moved to the September 2, 2020 Community Development Committee meeting.

Ratify Emergency Expenditure for Repairs for Chiller

Ms. Smith reported that on July 20th the chiller, serving the southern portion of the Community Center facility, stopped operating. The City's HVAC and mechanical system contractor, Design Mechanical, determined the problem was with the sensors and rusted terminals connecting to the compressor. The result was that the over twenty year old chiller was unable to cool the facility, making the temperatures uncomfortable for patrons and staff.

All of the Center's HVAC and mechanical systems are part of an energy audit that is in progress. For several years, the City has recognized the need for a comprehensive solution to replace the old system that has reached its useful life. In order to keep the facility cool while the audit work continues, the prudent decision was to replace the sensors and terminals at a cost of

\$28,488 to restore air conditioning. Without air conditioning, the facility will not be able to remain open which reduces opportunities for revenue generation at the Center. This will affect revenues which have already been significantly impacted by the COVID-19 pandemic. The sensor and terminal replacement will serve as a short-term remedy for the next 12-18 months as a long-term replacement plan is finalized.

Ms. Smith advised that on July 23, 2020 she approved an emergency expenditure of \$28,488 with Design Mechanical, Inc. to complete the sensor/terminal repairs. The chiller was back in service by July 29, 2020. In accordance with Section 120.140 (5) of the Mission Municipal Code emergency expenditures approved by the City Administrator must be ratified by the City Council.

Councilmember Davis recommended the Resolution ratifying an emergency expenditure not to exceed \$28,488.00 with Design Mechanical Inc. for repair of the chiller, which serves the southern half of the Community Center facility, be forwarded to Council for approval. All on the Committee agreed, this will be a consent agenda item.

Discussion Items

Hodges and 61st Terrace Intersection

Ms. Smith reported that the planters along Hodges Drive at 61st Terrace, 62nd Street, and 62nd Terrace were installed in the mid-1990s to replace barricades that had been in place since the 1970s. The planters present ongoing concerns for the City including, but not limited to: emergency services response, snow plow operations, street construction specifications, and safety. There were discussions with the neighbors in the 1970s, 1990s, and late summer of 2018 (following significant damage to one of the planters) regarding removal of the barricades/planters; however, each time there was significant opposition from the neighborhood.

From late 2018 through September 2019, there were many additional discussions, including public meetings, development of a summary report presenting various options, and formation of a working group composed of residents, staff, and representatives from GBA. Following consensus of the working group and presentation of the summary report at the September 4, 2019 Community Development Committee, Council authorized staff to:

1. Leave the existing planters intact until such time as 62nd St. and 62nd Terrace are reconstructed with reflective signage being installed at this time.
2. Remove the existing planters and install gates in association with a combination island/street paver component approved by the working group, beginning with the intersection of Hodges and 61st Terrace.

In November 2019, George Butler Associates (GBA) began design of this project and following completion of design, a request for bids (RFB) was sent out, and four contractors submitted bids

ranging from \$34,671.05 to \$42,239.00. The design alternative for the Hodges/61st Terrace Intersection was originally budgeted at approximately \$15,000. Since the bid prices were much higher than originally anticipated, staff began exploring other alternatives, and reconvened the working group on July 23, 2020 to discuss. The working group and staff identified some additional alternatives which staff will work with GBA to review and price with the goal of reaching a solution which still meets the intent of the project within the anticipated budget. Staff would anticipate a final recommendation coming forward to the September 2, 2020 Committee meeting.

Update on Johnson Drive Reconfiguration

Ms. Duran reported that at the December 12, 2019 CDC meeting, there was discussion between City Council and staff regarding safety concerns along Johnson Drive between Lamar Avenue and Nall Avenue. One solution under consideration by Council is restriping this portion from a four-lane section to a three-lane section. Because Johnson Drive is so vital to the community and a major part of Mission's identity and character, it is important that many factors be considered and weighed (including potential unintended consequences) prior to making any changes to this corridor. Some of these factors include:

- Increased traffic volumes that will be generated from The Locale and the Gateway development and the ability of the corridor to support these traffic volumes without increased congestion/delay and/or bypass traffic being diverted onto neighborhood streets;
- Increased delay on stop-controlled side streets due to fewer gaps in traffic on Johnson Drive;
- Potential delay on a 3-lane section from on-street parking as a vehicle pulls in and out of a stall;
- Funding/schedule for Johnson Drive improvements (if recommended) since a surface treatment is proposed for 2022 using CARS funds; and
- Data needed to support any changes to this corridor and how to measure whether we've been successful in making Johnson Drive safer (i.e., less speeding citations, accidents, etc.?).

During the meeting, staff recommended collecting additional data to assess appropriate solutions for this corridor and to aid in evaluating the factors listed above. The data and analyses that were recommended by staff included:

- Traffic volume collection along Johnson Drive including traffic counts at key intersections in order to evaluate capacity and delay;
- Pedestrian counts at key intersections to evaluate whether there is a safety concern and whether additional measures are needed (ideally this data would be collected in Spring/Summer);
- Speed analyses at various locations throughout the corridor; and

- Evaluation of crash rates (i.e., accidents) to determine the existing crash rate vs. the average crash rate for this type of corridor and preventable measures, if any.

The traffic volumes and pedestrian counts along the corridor and at specific intersections were planned to be taken in Spring 2020 when the weather is typically warmer (more pedestrians). Unfortunately, the work was delayed due to lane drops from construction at The Locale and decreased traffic due to COVID-19. Also, because of the economy shutdown, there is concern that traffic and pedestrian volumes may not normalize until later in 2020 or even into 2021.

At the May 6, 2020 Community Development Committee meeting, City Council again expressed their concerns that evaluation of alternatives for Johnson Drive was not moving forward in a timely manner. Therefore, staff presented options for the Council's consideration:

- Proceed with the data collection process and project a growth factor to accommodate for the decreased traffic volumes. This will result in a preliminary analyses that will be based on assumptions that may need to be updated with new traffic counts in the future for validation.
- Begin the community engagement process to assess whether there is public support for changes to the corridor if Council is comfortable proceeding without the updated data or completed evaluation;
- Wait to collect the traffic and pedestrian data when things normalize.

One component of the analysis that was able to proceed despite COVID-19 was the crash data analysis. Olsson collected crash/accident data on Johnson Drive from the Mission Police department for the last three years (2017-2019). Review of these reports is beneficial in determining if recommended improvements can potentially reduce crash occurrence. Information provided in the crash reports/analysis includes specific crash location, crash severity, crash type, weather, lighting (time of day and street lighting) as well as other potentially contributing circumstances.

A total of 53 crashes were reported within the study area between 2017 and 2019. Of the reported crashes, 37 occurred at the intersections and the remaining 16 occurred along a segment of Johnson Drive with the study area.

Intersection Crashes: Fifteen of the reported crashes at intersections occurred at the intersection of Johnson Drive and Lamar Avenue. The remaining twenty-two crashes were dispersed among the other study intersections. The number of reported crashes at the study intersections is low and does not provide a crash trend.

Intersection Crashes at Lamar Avenue: For the Johnson Drive and Lamar Avenue intersection, the most reported crash type was rear end (53%) followed by angle (20%). Remaining classifications were fixed object and sideswipe. Rear end crashes are a common crash type at signalized intersections. Two crashes were associated with impairment or DUI and

eight of the 15 reported crashes were “hit and run” which is a higher percentage of reported crashes than would typically be expected. Based on evaluation of the crash data, a trend in direction or cause was not noted, although driver inattention was noted in several of the reports.

Segment Crash Analysis: A total of sixteen crashes were reported to occur along the Johnson Drive segment between Nall Avenue and Lamar Avenue. Four of the sixteen crashes were related to parking maneuvers within a parking spot or fixed objects unrelated to the roadway section. For the purposes of evaluating the roadway segment and relevant crashes, these crashes were removed from analysis. The most crash type was angle (42%), followed by rear end (33%), sideswipe (17%) and fixed object (8%). Driver inattention was cited or inferred for several of the crashes.

The segment crash rate was calculated based on the 2017-2019 crashes and is 1.87, which is below the statewide average of 2.02. Results of the analysis indicate that in general there seems to be an indication of driver inattention along the study segment of the roadway.

Councilmember Davis asked about having comparable data before 2016 that would show the impacts from dropping the speed limit. Councilmember Schlossmacher replied there was a traffic study completed about two years ago and they would like to see those reports again. Ms. Duran added that there was data that could be utilized along with the Police Department’s crash reports.

Councilmember Davis preferred to start with a community discussion and compile some input from the business owners and residents. Councilmember Schlossmacher commented that while the accident data is good to evaluate there still remains the goal to make the area more pedestrian friendly and hopes to make significant changes before there is a substantial accident. Ms. Duran strongly recommended the data collection to present to the public and thought moving forward, even with slowdowns, would be a good option.

Mayor Appletoft asked about the data in regards to the City’s four-lane road being compared to other four-lane roads nationwide and statewide and if the speed limits had been comparable as well. Ms. Duran answered that the State calculates the statewide average based on types of road and not speed limit, because drivers don’t always follow speed limits, but would verify with Olsson. Mayor Appletoft expressed concern that many options have already been tried and would like to see some solution progress. Councilmember Flora supported Councilmember Schlossmachers’ comment and added that the traffic studies don’t necessarily account for avoidance and that might be information better received from community conversations.

Councilmember Schlossmacher asked about creating extra space between parking spaces and the drive lanes, during the re-stripping of Johnson Drive in order to make it easier for people trying to back out of angled parking. Ms. Duran replied that was a possibility and could be assessed since it is preferred to have the three lanes wider. Councilmember Boultinghouse commented that it was important to begin engaging the community and stakeholders.

Stormwater Condition Inventory

Ms. Duran reported that at the September 18, 2019 Council meeting, a contract with BHC Rhodes was approved to perform a condition inventory of the City's stormwater system (pipes and structures) to assist in long-range project planning and budgeting for stormwater projects city-wide. The City will also be eligible to submit stormwater projects for Johnson County Stormwater Management Program (SMP/SMAC) funds if the estimated risk is 3.2 or higher. The BHC Rhodes work did not include any assessment of the condition of the open channels throughout the City. BHC Rhodes has now completed the inventory and is finalizing the summary report. Stormwater infrastructure pipe and inlets were inventoried and grouped into four zones within city limits. Zone 1 includes the area north of 51st St.; Zone 2 includes the area between 51st St. and 55th St.; Zone 3 includes the area between 55th St. and Johnson Dr.; and Zone 4 includes the area south of Johnson Dr. within city limits.

BHC Rhodes inspected 92,399 linear feet of pipes and 732 inlets, junction boxes, and other structures. These pipes and structures were given a rating of 1 through 5 in accordance with County SMP/SMAC guidelines. In this rating system, "1" is the best (i.e., recently installed/excellent) and "5" is the worst (i.e., nearing or at the point of failure). Estimated costs to repair or replace existing pipe and structures were also provided based on unit prices for replacement (construction prices only). Staff will need to assign appropriate engineering and design costs to the work to develop a total estimated cost moving forward. A total of \$46,819,170 has been estimated for repairing/replacing the entire storm sewer system over the estimated service life of 50 years. \$5,395,651 of that total is estimated to be needed to address immediate needs (infrastructure with ratings greater than 3.1). BHC Rhodes has concluded that an estimated annual budget amount of \$900,000 to \$1.0 million would replace the entire system over the estimated 50-year service life. Depending upon the amount of annual funding included in the stormwater budget, the City can now begin to develop an annual replacement program that addresses citywide infrastructure with the highest risk of failure. This may be a combination of replacing high risk stormwater infrastructure in conjunction with street projects and grouping annual stormwater projects with a "5" rating if street projects do not need stormwater replacement in a specific year.

The City will continue to apply for Johnson County CARS and SMAC funding to defray a portion of these maintenance costs. In order to determine the City's entire stormwater needs (in addition to stormwater pipe and structures), staff recommends performing an inventory of stormwater channels to determine their condition with estimated costs. There are a number of studies and reports that have been completed over the last 10-15 years, so this information should be able to be updated relatively quickly. Once complete, the channel assessments when combined with BHC Rhodes inventory will provide a complete assessment of all the City's stormwater needs. Channel project can then be prioritized in the City's Capital Improvement Plan alongside stormwater pipe and structure replacement projects.

Councilmember Thomas asked if the zones were equally distributed based on linear foot of stormwater pipe. Mr. Morton answered, “no,” and that BHC Rhodes looked at good break/stop points, when they started the survey process, for documentation. Councilmember Thomas added that since the zones are divided in that way then it wouldn’t affect what the Council’s process will be for prioritizing projects.

Councilmember Flora asked if there was a timeline to receive the information collected from expanding the scope of inventory for the stormwater channel section. Ms. Duran replied that while Black and Veatch has completed an analysis in the past, they would need to still assess if it is still applicable. Also, they want to make sure a new analysis is affordable and what detail they would need in their report. Ms. Smith added that they could get general cost numbers but it would be important to have a conversation about making adjustments to the design solutions with the intention to keep moving forward since there is the possibility of SMAC funding for some current maintenance projects.

Street Program

Ms. Duran provided an update on the Street Preservation Program. Streets are a large portion of Mission’s infrastructure and, thus, its annual capital and operating expenditures. The pavement will continue to deteriorate due to degradation from age and continual use, environmental and climatic conditions, lack of stormwater infrastructure, traffic loading and current limited funding for streets resulting in deferred maintenance.

The City Council approved a contract with Stantec for development of a Street Preservation Program at the March 18, 2020 City Council meeting. This scope of work includes use of the pavement condition data collected by Stantec in 2017 for each street along with available geotechnical borings and work history to develop decision criteria to be applied to the development of an on-going street preservation program.

Work completed to date between staff and Stantec includes data gathering, analyses of Pavement Condition Index (PCI) and boring data for each street, development of decision criteria used to determine pavement treatments for various types of streets, recommended timeframes when maintenance should be performed based on PCI, and cost assumptions. Based on the data collected, Mission has 89 lane miles of streets and an overall network PCI of 56.1 meaning the overall network condition is considered “fair”. (This PCI was updated to include the Lamar Ave. resurfacing project)

Stantec has identified a total estimated cost of \$35.8 million dollars to address the current maintenance needs for Mission streets. \$27.7 million dollars is estimated for street treatments and the remaining \$8.1 million dollars is estimated for curb, sidewalk, and ramp repair. The majority of the costs (approximately \$21.6 million) are for streets requiring full depth reconstruction due to insufficient asphalt thickness. These costs currently do not include stormwater improvements; installation of new sidewalks in areas where sidewalks currently do

not exist; driveway replacements and relocation of utility poles within the sidewalk to meet ADA requirements (although removal and replacement of cracked and settled sidewalk panels are included); and streetlight replacements.

Next steps include selecting funding scenarios and determining criteria to be used in developing a prioritized list of roads to be addressed over the next 10 years. This list of roads can be flexible as pavement conditions or priorities change over time; however, this prioritized list will assist the City in determining the annual level of funding available to achieve the desired level of investments in Mission's streets.

Councilmember Davis asked what the length of time, in terms of age of a street, was before it needed significant service on residential streets. Ms. Duran replied that typically a residential street would not need to be reconstructed for fifteen+ years if you do the crack sealing, surface treatment, and mill and overlay. However, there are several streets with insufficient asphalt thickness which causes streets to deteriorate because they cannot handle the traffic load. Also, there is a lot of base repair which needs to be completed and those factors contribute to streets deteriorating faster.

Ms. Smith commented that the goal was not to fix every street at one time because it's not affordable or sustainable from an economic standpoint. The focus needs to be on determining policies and assessing the process for incrementally improving the overall condition and rating of the entire street network.

Councilmember Flora asked about work sessions, on the schedule, to better analyze this topic; adding that this is a top priority for residents and should be carefully assessed. Councilmember Davis also agreed with scheduling a work session and making sure that residential streets are a priority for the City. Ms. Smith stated that they would look at dates in September to revisit this topic.

Councilmember Flora agreed with a public comment about the benefit of decreased lane widths would mean decreased construction and maintenance costs; adding that as the Council explores neighborhood conversations they can assess sidewalks in relation to going into yards or removing trees and narrowing those streets. Councilmember Flora would also like to have input and support from the Sustainability Commission surrounding these topics. Councilmember Davis expressed some concern with narrowing the streets, especially in residential areas, because when cars are parked on the street then it makes it difficult for trash trucks. If this is a priority then the City would need to look at only allowing one-sided street parking and not two-sided, in order to accommodate.

Councilmember Boultinghouse asked if Council is expected to give specific locations/streets for the discussion or if the information should be considered based on criteria that was presented. Ms. Duran replied that would be the next step, to go through the criteria and present what different options are accessible. Ms. Smith added that the Council wasn't expected to start

making decisions about individual streets, staff will be preparing options and scenarios for further discussion. This will help provide a clear picture of how the City might balance a variety of different treatment types to insure we're addressing that degradation curve appropriately with the dollars being invested.

Stantec has modeled, based on funding levels, about four different scenarios to consider and they can continue to provide projections if needed. Currently, in terms of revenues for street maintenance, we are generating approximately \$1.2 million with the dedicated mill levy, plus another \$250,000 annually from gas tax revenues. Then the street sales tax, depending on the economy, will generate between \$550,000 - \$600,000 annually. While a significant portion is dedicated to debt service, that will retire in 2022, which will make it crucial to assess sales tax revenue and determine the best balanced options based on needs.

Councilmember Davis commented that he would like to see the residential projects in a separate fund, so that more funding may be dispersed into that program, which may result in asking for a higher mill levy for that particular dedication. Councilmember Flora agreed and thinks it's important to have conversations about not only what different sales tax levels would produce but what would be the effects of another mill levy. Ms. Duran added that they could evaluate the benefits of taking out a bond in order to complete some of the road work. Councilmember Schlossmacher supported looking at scenarios that could be helpful in accelerating some of the bad road conditions by using current debt financing since interest rates are so low. Ms. Smith commented that it is important to find the right balance between pay-as-you-go and debt financing. If the City wasn't successful in acquiring the renewal of the sales tax then it would be important to be cautious with taking on new debt. However, it is beneficial to look at the potential of using debt financing to make progress on the streets.

Mayor Appletoft knows there have been complaints regarding road conditions and emphasizes the importance to keep residents updated about this information. Also, commenting that there needs to be a balance between having an 80 PCI and the willingness of residents to pay for the repair. The only way to be successful is making the information public in an effort to help residents understand what measures need to be addressed and come to a consensus. Councilmember Flora agreed and commented that residents will be more willing to pay for those repairs if they are given the information and included in those discussions. Ms. Smith added it is planned to display this information and data, on the City website, in an effort to provide a resource, clarify questions and engage the public in these conversations. Councilmember Boultinghouse suggested that when the final report is released then the Shawnee Mission Post could help spread the information.

Other

Department Updates

Ms. Smith reported that the City would be submitting the first reimbursement request to Johnson County for CARES funding. The first phase reimbursement is the hard cost which the City has incurred about \$20,000 in personal protective equipment such as cleaning supplies, mask, and partitions. It is anticipated to receive that reimbursement within a week to ten days. The second phase is a wishlist phase of projects the City would like to accomplish. All Cities will submit a report about items they hope to incorporate at their facilities, then after they are evaluated, funds are allocated accordingly. The County has attributed \$50 million in total to be dispersed to the Cities. If there is anything remaining then they may move into a phase three which would provide for a reimbursement of some personnel costs associated with the COVID-19 pandemic. Ms. Smith commented that Captain Madden did a fantastic job of tracking and detailing expenses.

On August 26th, we will be starting the first of our conversations around our racial equity action plan. The dates and information that will be covered at the various meetings have been displayed on the website and will continue to be updated through social media. It has not yet been determined whether that meeting will be held in person or virtually.

The Comprehensive Land Use Plan processes will start again on August 6th with a meeting of the Steering Committee.

Meeting Close

There being no further business to come before the Committee, the meeting of the Community Development Committee adjourned at 10:42 p.m.

Respectfully submitted,

Audrey M. McClanahan
City Clerk