

If you have any additional questions regarding the City's Streets and Storm Sewer Bonds Issue, please contact Megan Wasek at mwasek@belton.org.

STORMWATER & STORM SEWER OVERVIEW

What is stormwater?

Stormwater is water from rain, melting snow and ice. Stormwater can soak into the soil (infiltrate), be held on the surface and evaporate, or run off from pavement and yard ending up in a nearby stream, river or other water body. During a large rain event, runoff overwhelms the current system and can flood homes/businesses or impact the sanitary sewer system resulting in sewer backups.

What is the difference between stormwater and storm sewers?

As mentioned above, stormwater is the water created from rain, snow, and ice. Storm sewers are the pipes and catch basins that collect this stormwater and convey it to the City's creeks and streams.

What is Belton's stormwater management system?

Belton currently maintains over 53 miles of storm sewer pipe with two regional flood control structures (Cleveland Lake and Markey Regional Detention), 2,550 inlets and manholes, as well as over 32 miles of streams. These pipes and structures make up the stormwater system that captures this rain water and directs it to the City's creeks, lakes and streams. We also have 80 detention/retention basins (7 public and 73 private) in newer subdivisions that are owned by the residents and Homeowners' Associations and private businesses to control the release of stormwater so that the system is not overwhelmed in a storm.

What are the goals of stormwater management?

The goals of stormwater management include protecting our environment; reducing flooding to protect people and property; reducing demand on public stormwater drainage and sanitary sewer systems; supporting healthy streams and rivers; and creating healthier, more sustainable communities.

Why is there a need for this storm sewer bond now?

Many of the City's subdivisions were developed in the 1950's through 1980's. Many of these subdivisions were built with no stormwater pipe and inlets. Others tied their stormwater pipes into the sanitary sewer system during this time period. Back then, this was considered an acceptable form of stormwater control; however, utilizing the sanitary sewer system for stormwater conveyance results in additional treatment costs at the City's wastewater treatment facility. Due to the lack of a designed system in these older subdivisions, stormwater flows along the slope of the land and drains down streets or through yards with no downstream system to collect it. This results in roadway and stream flooding, icy intersections during winter weather, road collapse and sinkholes, property damage, poor water quality, and other safety concerns.

The City also has many storm sewer pipes that have aged and deteriorated, or are under capacity and unable to carry the amount of stormwater that drains to them as our community has grown. Similar to

most cities in this area, the majority of our existing older stormwater pipe is corrugated metal pipe (CMP) which rusts on the bottoms and sides of the pipe resulting in pipe collapse or sinkholes in roads or yards. This is a safety concern for drivers and the general public.

If this storm sewer bond passes, what projects will be completed and how were they selected?

The City developed a Stormwater Master Plan (SMP) in 2012 with major input from residents. Projects were scored and prioritized based on a number of factors, including homes flooded in the 100-year storm (<https://pubs.usgs.gov/gip/106/>), street flooding, erosion damaging infrastructure, system conditions, water quality benefits, and cost/benefit ratio. The projects selected for this proposed bond include 5 of the 7 top priority projects identified in the SMP. The other 2 top priority projects have already been completed by the City.

Additionally, there are 4 other localized priority stormwater projects that have been identified that require immediate improvements, repair, and upsizing. Figure 1 shows the location of these projects.

How much will these projects cost?

The estimated cost for these 10 projects is \$15 million dollars, which is slightly more than the bond. These costs were based on conceptual preliminary design provided by professional stormwater engineers. The actual cost may vary for each project once final design is completed and actual field conditions are determined; however, it is estimated based on these concepts that these projects will most likely be completed with the bond proceeds.

What happens if the storm sewer bond is not approved by voters?

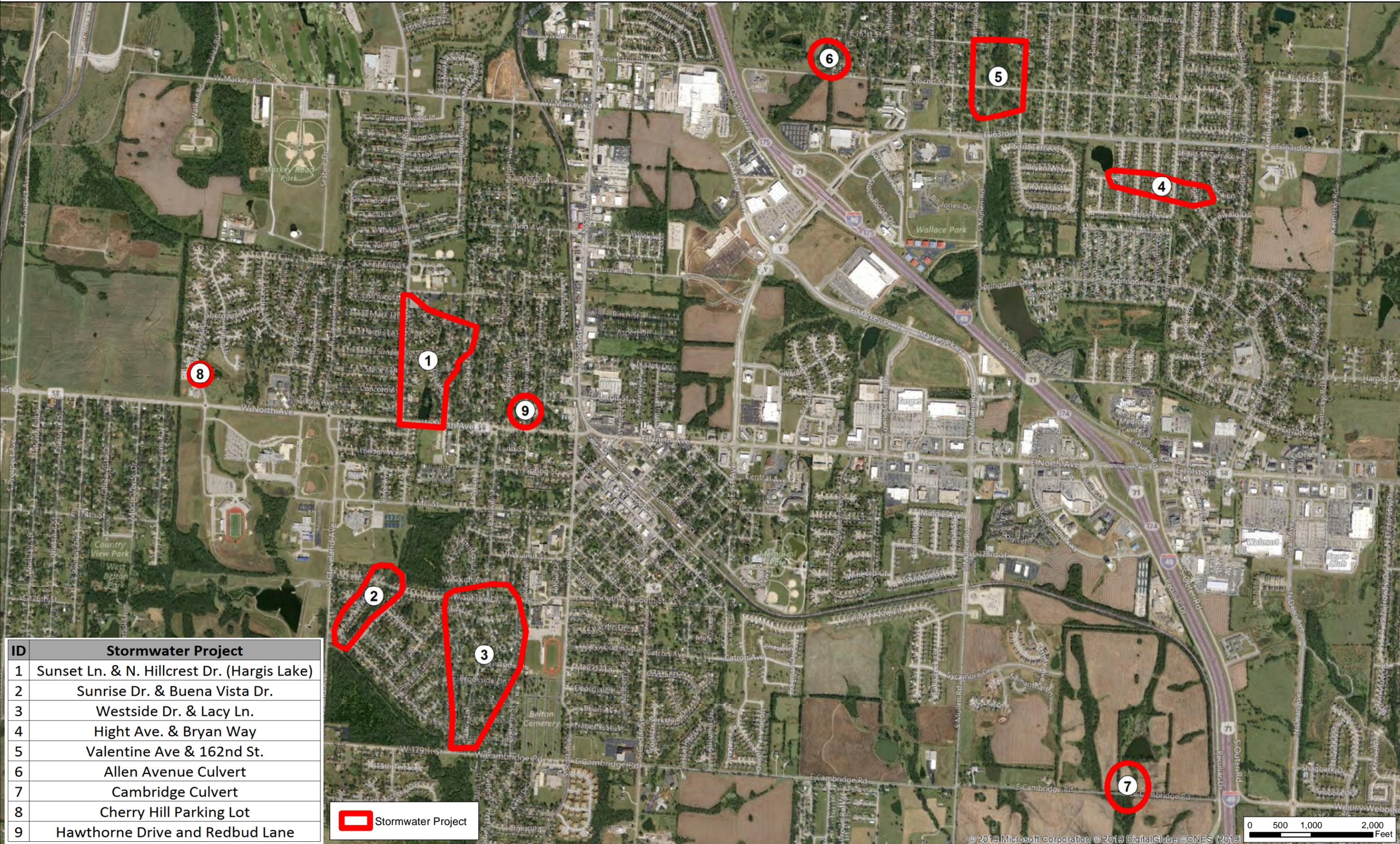
The City will continue to maintain our stormwater system as effectively as possible with the funding available. However, without adequate funding it is difficult to proactively address aging and deteriorated infrastructure resulting in sinkholes, roadway flooding, road collapse, property damage, and overloaded streams.

How is the City planning to address other stormwater issues within the City?

There are many locations in the City that have stormwater systems that are undersized or deteriorated. The City will continue to seek to improve these areas as funds become available. Currently, the City does not have a dedicated funding source for our storm sewer system and the City makes improvements or repairs with an annual budget of approximately \$155,000.



Figure 1: Stormwater Project Locations



ID	Stormwater Project
1	Sunset Ln. & N. Hillcrest Dr. (Hargis Lake)
2	Sunrise Dr. & Buena Vista Dr.
3	Westside Dr. & Lacy Ln.
4	Hight Ave. & Bryan Way
5	Valentine Ave & 162nd St.
6	Allen Avenue Culvert
7	Cambridge Culvert
8	Cherry Hill Parking Lot
9	Hawthorne Drive and Redbud Lane

 Stormwater Project

STREETS OVERVIEW

How many streets do we have within the City?

The City has over 265 lane miles of streets. A lane mile is the length of streets in miles multiplied by the number of lanes. There are 18 miles of arterials, 35 miles of collectors, and 67 miles of residential streets. 60% of our streets are improved streets (built with curb and gutter and storm sewer) and the other 40% are unimproved, meaning they were built with shoulders or ditches with no curb or storm sewer.

What is the condition of our streets?

Belton has over 41% of streets that were constructed in the 1950's or earlier and over 88% built before 2000. According to the standards of this time period, the streets were not constructed per the City's current specifications and the depth of pavement and type of subgrade varies on these older streets. When there is not adequate pavement and subgrade to support traffic, the street deteriorates faster and requires more frequent and costly maintenance and repairs.

Why is there need for this streets bond now?

Based on a 2005 Transportation Master Plan (TMP), the average Pavement Condition Index (PCI) for city streets was rated Fair/Poor in 2005. The TMP projected a cost of \$27.5 million over a 10-year period to maintain our streets. Taking inflation into consideration, this amount in today's dollars is approximately \$43 million. The City invests on average \$390,000 annually to maintain our streets, which does not allow adequate preventative maintenance for the roads that continue to degrade and deteriorate.

What is a PCI and how is it determined?

The Pavement Condition Index (PCI) is determined from measuring roughness, surface distresses or cracks in the existing pavement. When a pavement is newly constructed, it is assigned a PCI value of 100 (Excellent rating). Under repeated traffic loadings, weathering and general aging, the pavement surface begins to deteriorate. These changes can be measured by distresses such as cracks, raveling and potholes. As this occurs, the PCI and street condition drops. Streets with a PCI below 70 are considered Fair, and streets below 55 are considered Poor per industry standards.

If the bond is approved, how will the City determine what streets to maintain/repair first?

The City has currently retained StanTec to determine the PCI for each street segment since the current PCIs are outdated. StanTec uses specialized vehicles to rate the condition of each street based on the quantity and type of pavement cracks and roughness. Based on this data, a PCI will be determined for each street with the initial information estimated to be available on or before April 1, 2019 and a final report completed in 2nd quarter 2019.

This data will be supplemented with borings installed at selected locations throughout the City to determine the general depth of pavement and subgrade within a subdivision. StanTec will then use this data to develop a maintenance plan for city streets based on various funding scenarios.

If the street bond is approved by voters, this maintenance plan will be used to determine which streets to repair first.

If the streets bond passes, what streets are eligible for funding?

All city public streets within Belton are eligible for funding from the bond, except streets maintained by MoDOT. MoDOT streets include 58 Highway and Cedar Street/Highway Y.

What happens if the streets bond is not approved by voters?

The City will continue to maintain streets with the limited resources available. Due to the age and condition of city streets, it is costly to maintain and difficult to find the resources to improve them to current standards. When streets degrade to the point that a full pavement reconstruction is necessary, there is a cost impact of 5 times or more compared to performing periodic preventative maintenance over the life cycle of the street.

FINANCE INFORMATION

What is a general obligation bond issue?

When voters approve a general obligation bond (GO Bond) issue, the City obtains bids and sells bonds to the purchaser who offers the lowest interest rate. The City uses the funds to complete the capital projects and pays back the debt over time. The bond **may not** be used for regular operational costs like salaries, benefits or supplies. These GO Bonds are funded through real and personal property taxes.

Why use bond financing for these projects?

Bonds make capital projects more affordable and puts less stress on the City's budget. By using bonds to finance these projects, we can pay for them in installments over time rather than needing all the money at the outset. Belton's "AA-" bond rating with S&P Global helps ensure we get a lower competitive rate on these bonds.

What are the property tax rate implications of these bonds issue?

- The **approval of one** of the bond proposals: requires no tax increase
- The **approval of both** of the bond proposals: necessitates a 20-cent levy increase, equating to:

Home Fair Market Value	Monthly Cost of 20-Cent Levy	Annual Cost of 20-Cent Levy
100,000	3.17	38.00
163,000*	5.16	61.94
250,000	7.92	95.00

(*depicts the median home value within the City)

- The **disapproval of both** of the bond proposals: in time, the City's debt levy may be reduced as existing bond issues are retired. If no other bond initiatives are approved, our City infrastructure will continue to age and deteriorate.

How is it possible to issue bonds without a tax increase?

A No-Tax Increase Bond initiative is possible when existing bonds issued are paid off. As the debt decreases, the City can issue new bonds, with voter approval, and pay them off over time within the current debt service property tax levy. Thus, there is no need to increase the current service property tax levy to pay the debt. The City will continue to carefully monitor our debt and interest rates in order to save taxpayer dollars.

When is the last time the City's property tax rate increased?

The last voter-approved property tax rate increase was in 2010 for the new construction of the outdoor water park and Memorial Station.

When was the last time a single-large investment (GO Bond) used for City infrastructure?

Belton residents approved a \$7.35 million No-Tax Increase Bond issue for streets in 2010.

Is now the right time to approve a bond issue?

Interest rates have seen a 1.75% increase within the past two years. Issuing bonds now would more than likely offer a lower interest rate than if the City postponed these initiatives, resulting in more projects that can be completed with those funds.

What is the term of these bonds?

The length of time it takes to repay the purchaser means that we make sure that the bonds align with the projects' life span. The City is seeking 20-year term bonds.

Senior Citizen Tax Relief

Senior citizens must pay their property taxes, but can receive credit for the taxes paid, or a portion of their rent, through the state income tax structure. Under the "circuit breaker", or property tax credit program, senior citizens or disabled persons can receive credit on their income tax, or a check from the state if they owe no income tax. The amount of credit is determined by their income and the amount of tax or rent they paid on their home. The less their income, or the more they paid in property taxes or rent, the greater their credit. Rent credit is based on 20% of their gross rent. For information or forms call the Department of Revenue: 1-800-877-6881.

ELECTION INFORMATION

When is the election?

Tuesday, April 2, 2019

What are the two general obligation bond questions on the April 2 ballot?

Proposition R – Shall the City of Belton, Missouri, issue its general obligation bonds in the amount of \$13,750,000 to construct, reconstruct, extend and improve the streets and roads of the City, and to acquire any rights-of-way?

Proposition S – Shall the City of Belton, Missouri, issue its general obligation bonds in the amount of \$14,250,000 to construct, reconstruct, extend and improve the City's storm water sewer system, and to acquire any rights-of-way?

What is required for approval?

A 4/7 super-majority (57 percent) voter approval is needed for each ballot question. The voters may approve or disapprove of each question independently of the other question.

When is the last day to register to vote?

The last day to register for the April 2 election is March 6, 2019. ([Link for voter registration information](#))