CITY COUNCIL WORK SESSION
Wednesday, April 22, 2026
at 6:00 p.m.

CITY HALL
6090 Woodson Street

Meeting In Person and Virtually via Zoom

This meeting will be held in person at the time and date shown above. This meeting will also be available virtually via Zoom (https://zoom.us/join). Information will be posted, prior to the meeting, on how to join at https://www.missionks.org/calendar.aspx.

If you require any accommodations (i.e. qualified interpreter, large print, reader, hearing assistance) in order to attend this meeting, please notify the Administrative Office at 913-676-8350 no later than 24 hours prior to the beginning of the meeting.

AGENDA

1. City of Mission Street Program – Laura Smith/Stephanie Boyce

   In advance of our 2027 Budget and 2027-2031 Capital Improvement Program discussions over the next several months, Staff plans to introduce history on Mission's street maintenance program, including information on the dedicated street sales tax, to begin to identify opportunities, challenges, or policy decisions that might need to be addressed in the next few years.

   During our April 22, 2026 work session Staff will highlight some of the key information and decisions that shaped the street program over the past fifteen (15) years and where conversations around current policies, goals, objectives and outcomes are important to ensure we can continue to meet the priorities of the Council and the community.

City of Mission	Item Number:	1.
INFORMATIONAL ITEM	Date:	April 22, 2026
ADMINISTRATION	From:	Laura Smith & Stephanie Boyce

Informational items are intended to provide updates on items where limited or no discussion is anticipated by the Committee.

RE: City of Mission Street Program

DETAILS: In advance of our 2027 Budget and 2027-2031 Capital Improvement Program discussions over the next several months, Staff plans to introduce history on Mission's street maintenance program, including information on the dedicated street sales tax, to begin to identify opportunities, challenges, or policy decisions that might need to be addressed in the next few years.

During our April 22, 2026 work session Staff will highlight some of the key information and decisions that shaped the street program over the past fifteen (15) years and where conversations around current policies, goals, objectives and outcomes are important to ensure we can continue to meet the priorities of the Council and the community.

Several informational pieces have been included in the packet to provide the opportunity for Council and the public to review past drivers and decisions related to street maintenance policies. Staff will briefly review the history and rationale for the dedicated street sales tax (initial passage 2011 and 2021 renewal) with an eye toward potential renewal in 2031. Information provided in the packet includes:

- Two special newsletters from 2011 identifying the infrastructure needs and then providing information on the ¼-cent sales tax ballot question.
- City Council Policy 125 prescribing an approach and parameters for the annual street maintenance program. This policy was repealed last year as many of the policies and practices have morphed to internal budget policies and administrative practices. A new administrative policy could be developed as we move through these conversations.
- Town Hall Presentation for the 2021 Street Sales Tax Renewal
- FAQ's for the 2021 Street Sales Tax Renewal

Additionally, the links below provide information on the basic design and goals of a strong municipal street program as well as more detail on the 2021 street sales tax renewal.

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA

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Street Program - City of Mission

2021 Streets Sales Tax Renewal - City of Mission

Staff will also present potential policy considerations (new and existing), opportunities, or threats to the street program in the next several years.

CFAA IMPACTS/CONSIDERATIONS: The project includes improvements to streets and sidewalks to promote mobility and provide infrastructure that maximizes use and safety for all users, including sidewalk/ADA ramp improvements.

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA

CITY OF MISSION
SPECIAL Newsletter
VOLUME 6, ISSUE 2 WWW.MISSIONKS.ORG

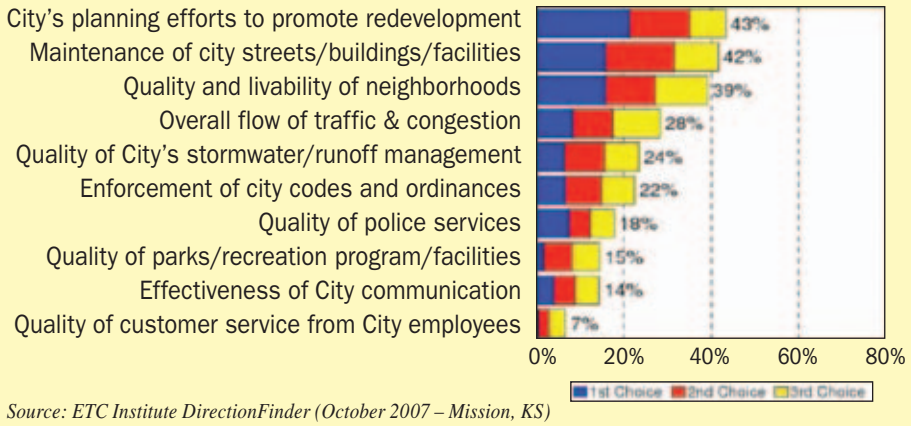
STREET AND INFRASTRUCTURE NEEDS

In our 2007 Resident Satisfaction Survey, maintenance of our city streets, buildings and facilities ranked as the second highest priority for the residents of Mission, behind only our planning efforts to promote redevelopment and investment. This was consistent with the concerns expressed by both residents and businesses regarding the condition of our city streets. As a result, the Mayor and City Council worked to identify and quantify our infrastructure and public facility needs and to determine priorities. City Council authorized a study regarding our outdoor pool and city hall. Both structures are deficient and in need of replacement in the years to come.

City Council authorized a street inventory assessment which measured and ranked the condition of all Mission's streets. The map on page 3 includes the results of this street condition analysis and categorizes streets using a pavement condition index (PCI). The analysis was completed in 2008. Based on the PCI ratings, Mission then developed estimated costs for a 10-year program to bring all streets up to a PCI of 80 and implement an on-going maintenance program to maintain our streets at this level going forward. Table 1 outlines the estimated costs which total more than $38 million dollars.

Q2. City Services That Should Receive the Most Emphasis Over the Next Two Years by Major Category

by percentage of respondents who selected the item as one of their top three choices



Source: ETC Institute DirectionFinder (October 2007 – Mission, KS)

At the same time, the Mayor and City Council have investigated a variety of potential funding sources for not only street projects, but also for our other city building and facility needs. One alternative is a Transportation Utility Fee (TUF) which was picked up by a newspaper reporter six weeks ago and dubbed a "driveway tax" as it was discussed on the radio.



In response to concerns raised by residents and businesses, Mayor McConwell recently hosted two Transportation/Public Infrastructure Needs Forums. During the forums, Mayor McConwell discussed the importance of maintaining the city's roadway infrastructure. Mayor McConwell also highlighted the importance of including all the city's infrastructure needs in discussions regarding priorities and funding.

(continued on page 2)

Well maintained streets are just one of many important assets in the community. Other issues in the forum discussions included storm water infrastructure needs, maintenance of the Community Center and other park facilities, the maintenance and expansion of trail systems, the outdoor swimming pool, American's with Disabilities Act (ADA) compliance for city hall, and a downtown farmer's market.

As we continue to move discussions forward, we encourage you to share your opinion regarding the future of the community's needs, including maintenance of our street network, by completing a simple on-line survey (access instructions on page 4). If you do not have access to the Internet, hard copies of the survey are available at Mission City Hall.

The next steps in the dialogue regarding the city's street and infrastructure needs are meetings which outline and review funding options. These meetings are scheduled for Tuesday, August 10th and Wednesday, August 11th at 7:00 p.m. at the Sylvester Powell, Jr. Community Center. For more information on the upcoming forums or the city's street and infrastructure needs, please contact City Hall at (913) 676-8350.

PCI Rating	Description	Suggested Maintenance	$ per sq ft.	Years Added to Life
0>10	Failed	Total Reconstruction	17.45	15-20
10>25	Very Poor	Total Reconstruction	17.45	15-20
25>40	Poor	Mill and Overlay	7.30	8-12
40>55	Fair	Mill and Overlay	7.30	8-12
55>70	Good	Slurry, Micro, or Chip Seals	.22	5-7
70>85	Very Good	Preventive (crack sealing, potholing)	.08	1-2
85>100	Excellent	Preventive (crack sealing, potholing)	.08	1-2

LINKS TO MORE INFORMATION

(hardcopies also available at City Hall)

2007 Direction Finder Survey

Mission Street Maintenance Information: http://www.missionks.org/streets

Missouri Municipal League article by Jeff Fisher and Doug Brown: http://missionks.org/mml

TABLE 1 — ESTIMATED ANNUAL COSTS — 10 YEAR STREET PROGRAM

Year	Major Repair Cost	Slurry Seal Cost	CARS Projects	Transit Investment	Total Cost
1	$ 360,160	$ 200,000	$ 1,257,000	$ 150,000	$ 1,967,160
2	$ 1,190,836	$ 208,000	$ 2,200,000	$ 156,000	$ 3,754,836
3	$ 1,856,369	$ 216,320	$ 3,000,000	$ 162,240	$ 5,234,929
4	$ 2,004,711	$ 224,973	$ 3,000,000	$ 168,730	$ 5,398,413
5	$ 1,750,594	$ 233,972	$ 1,500,000	$ 175,479	$ 3,660,044
6	$ 1,927,920	$ 243,331	$ 1,500,000	$ 182,498	$ 3,853,749
7	$ 1,664,825	$ 253,064	$ 1,500,000	$ 189,798	$ 3,607,687
8	$ 2,112,443	$ 263,186	$ 1,500,000	$ 197,390	$ 4,073,019
9	$ 1,600,961	$ 273,714	$ 1,500,000	$ 205,285	$ 3,579,960
10	$ 1,340,757	$ 284,662	$ 1,500,000	$ 213,497	$ 3,338,916
				10 Year Budget	**$38,468,713**

Note: 4% Inflation per year assumed

TRANSPORTATION INFRASTRUCTURE FUNDING PUBLIC FORUMS

Sylvester Powell, Jr. Community Center • 6200 Martway

Tuesday, August 10th, 7:00-9:00 pm

Wednesday, August 11th, 7:00-9:00 pm



Morrison Ridge homeowners Mason and Deborah Rushing recently shared their thoughts on the City's infrastructure needs.

"The quick fix or just focusing on the 'now' is detrimental to the long term good of the whole community," Deborah Rushing commented. Mason added "I think most people agree we need to fix the streets and maintain them, but the trick is coming up with a funding solution that satisfies everyone."

– Mason and Deborah Rushing



PROPOSED REPAIR TYPES BASED ON CURRENT PCI

- Major Rehabilitation (PCI 0 - 20)
- Minor Rehabilitation (PCI 21 - 50)
- Major Maintenance (PCI 51 - 70)
- Minor Maintenance (PCI 71 - 20)

PAVEMENT CONDITION INDEX (PCI)

- PCI is a rating system developed by the U.S. Army Corps of Engineers
- The PCI of each street section is determined by the type, severity, and density of deterioration
- The best possible PCI score is 100
- Mission's average PCI score is **68.8 / 100**
- Our target goal is 80 PCI
- Over 58% of our streets are below 80 PCI

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"The streets are the foundation of the City. If you don't have a foundation of nice roads, what do you have? We have to get these streets done and keep Mission a beautiful city."

– Sibyl Hayden, lived in Mission 56 years





"Every part of Mission's infrastructure has a life cycle... Investments in maintenance and targeted improvements are the proper focus of city government and, to the extent that they are investments to preserve and extend the life cycle and minimize replacement costs, it should be a high priority focus."

– Charlie Troppito, Mission resident since 1991



TAKE THE *Survey* NOW!

Participate in the survey by visiting the link below or by picking up a paper copy at City Hall, 6090 Woodson, Monday through Friday between 8 am and 5 pm.

http://www.surveymonkey.com/s/missionstreetsurvey

CITYOFMISSION
SPECIAL Newsletter
VOLUME 7, ISSUE 7 WWW.MISSIONKS.ORG

MISSION RESIDENTS TO CONSIDER ¼ PERCENT SALES TAX FOR STREETS

Mission voters will soon have an opportunity to consider a ¼ percent sales tax dedicated to the maintenance, repair and replacement of streets and transportation related improvements throughout the community. The City Council has authorized **a mail ballot election which will occur from mid-November to December 6, 2011.**

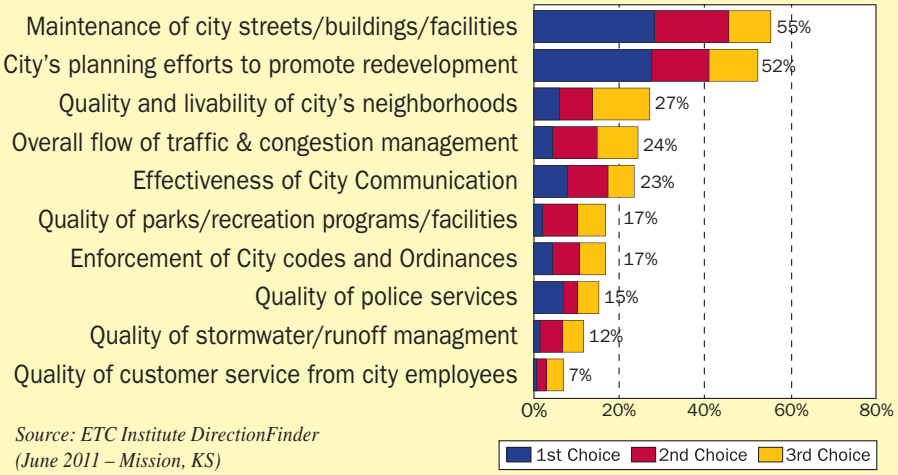
Information collected through a resident satisfaction survey in 2007, showed maintenance of our city streets, buildings and facilities ranked as the second highest priority for the residents of Mission. When the survey was updated in the summer of 2011, streets had moved into the number one position.

The City Council and staff have been working over the last several years, with significant public input, to implement a comprehensive Street Maintenance Program. The program aligns Mission with the best management practices for street maintenance and pavement preservation in Johnson County, including measuring the performance of the program on an annual basis.

The biggest challenge to improving service delivery is money. In the summer of 2010, the City Council sought citizen input on how to appropriately fund street and transportation needs. The goal was to identify $1.5 million annually. The chart on page 2 illustrates public feedback on how to fund streets in Mission. The primary message from the public during these sessions was a desire to spread the cost of the program between property owners and visitors to the community.

Q4. Which THREE of these services do you think should receive the most emphasis from the city leaders over the next TWO years?

by percentage of respondents who selected the item as one of their top three choices



Source: ETC Institute DirectionFinder (June 2011 – Mission, KS)

In August, in conjunction with approval of the annual budget, Resolution No. 832 was passed by Mission's elected officials authorizing a special question election for the imposition of a ¼ percent citywide retailers' sales tax to finance the costs of transportation improvements and related costs. If approved by voters, these revenues would be combined with other existing resources to fully fund the Street Maintenance Program.



City of Mission: MAIL BALLOT ELECTION

Shall the following be adopted?

Shall the City of Mission, Kansas be authorized to impose a one-quarter percent (0.25%) citywide retailers' special purpose sales tax, the collection of which to commence on April 1, 2012 or as soon thereafter as permitted by law and shall terminate ten years after its commencement, the proceeds of which shall be used to finance the costs of transportation improvements, including the construction and reconstruction of streets, bridges, sidewalks, curbs, gutters, trails, transit facilities, bicycle lanes, street lighting, traffic signalization, signage and landscape along rights-of-way and related improvements (the "Project")?

How Do I Participate in Mission's Mail Ballot Election?

Mail ballot elections can only be conducted for "question-submitted" elections such as Mission's proposed ¼ percent sales tax for transportation. If you are currently a registered voter in Mission, you will automatically receive a mail ballot in mid-November. Each ballot mailed will included instructions on voting and completing the return envelope. No postage is necessary to return your ballot. When you receive your ballot in the mail, please take a few moments to read the specific instructions on how to return your ballot in the envelope provided to ensure your vote is counted. Please note that only the voter to whom the mail ballot was sent should sign the "Affidavit of Voter" on the return envelope.

All mail ballots must be returned to the Johnson County Election Office by 12:00 noon on Tuesday, December 6th. Be sure to mail your ballot early so it is received at the election office by the deadline. If you are not confident that your ballot will arrive in time by mail, you may deliver your ballot in person, but these must also be delivered by 12:00 noon on December 6th. Any ballot received after the deadline will not be counted!

If you are not yet registered to vote in Mission, please contact the Johnson County Election Office for specific information. The last day to register for this election is Tuesday, November 15th and you will need to complete a Replacement Mail Ballot Form to receive your ballot. These are available at the election office or at www.jocoelection.org. For more information on how to complete your ballot, please contact the Johnson County Election Office at (913) 782-3441.

Links to more information

City of Mission Website:
www.missionks.org

Mission Street Maintenance Program:
www.missionks.org/streets

Johnson County Election Office:
www.jocoelection.org

MISSION'S STREET MAINTENANCE PROGRAM AT WORK

Arterial and Collector (Commercial) Streets

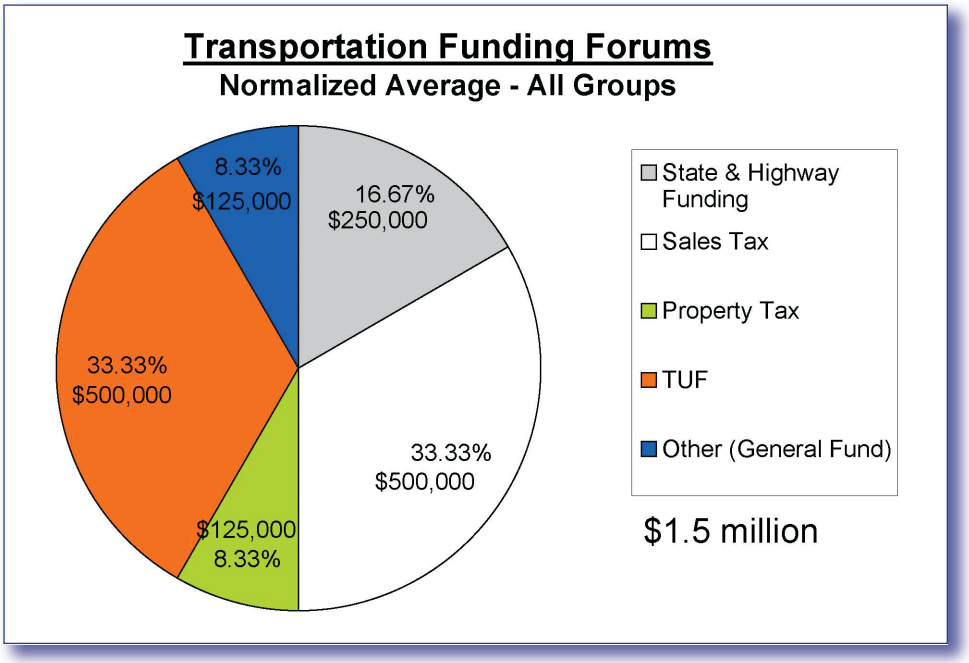
Most of Mission's commercial (higher traffic volume) streets were in a bad state of repair. In the last five years, approximately half of these streets have been rehabilitated. Nall Avenue was the most recent street project; completed four months ahead of schedule and $1,000,000 under budget. The next two major streets scheduled for reconstruction are Martway and Johnson Drive.

Neighborhood Streets

Mission's new Street Maintenance Program is designed to protect neighborhood streets before they wear out. The City expects to touch every street in Mission every eight years. By sealing and overlaying streets each summer, we minimize the cost to the taxpayers and improve the quality of your neighborhood.







Frequently Asked Questions - Sales Tax for Streets

Q: When would the sales tax become effective and how long would it last?

A: If approved by Mission voters, the sales tax would take effect on April 1, 2012 and would last for ten (10) years.

Q: How much does a ¼ percent sales tax generate in annual revenue?

A: The City anticipates the ¼ percent sales tax would generate $500,000 annually.

Q: Will this be a new sales tax?

A: The ¼ percent sales tax approved by voters in 2002 for the Sylvester Powell, Jr. Community Center expired in September 2011. If approved by voters, the dedicated sales tax for streets would replace the previous sales tax and rates would remain consistent with what they have been since 2002.

Q: If the sales tax is approved how would Mission's sales tax rate compare to other cities?

A: The chart below illustrates sales tax rates and compares Mission's rate with the ¼ percent for streets.

Q: How can the funds be used?

A: In accordance with the ballot language (page 2), the sales tax funds can only be used for street and transportation related improvements. This includes resurfacing projects, mill and overlay, intermediate maintenance, and curb and sidewalk repairs and replacement projects. Funds from the sales tax would allow for major repair and reconstruction projects, such as Johnson Drive and Martway to be completed in the next 2-3 years.

Q: How do I vote?

A: If you are currently registered to vote in Mission, you will automatically receive a mail ballot in mid-November. Each ballot will include instructions on voting and returning your ballot. When you receive your ballot in the mail, please take a few minutes to read the specific instructions on how to return your ballot in the envelope provided to ensure your vote is counted. All mail ballots must be returned to the Johnson County Election Office by 12:00 noon on Tuesday, December 6, 2011.

Q: What if I'm not registered to vote in the City of Mission?

A: The last day to register for this election is Tuesday, November 15th. Please contact the Johnson County Election Office (913) 782-3441 for specific information.



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— Mason and Deborah Rushing

SALES TAX RATE COMPARISION

City	City Tax	County Tax	State Tax	Total Base Sales Tax	Highest Sales Tax Rate*
Prairie Village	1.0000%	1.2250%	6.3000%	8.5250%	9.5250%
Overland Park	1.1250%	1.2250%	6.3000%	8.6500%	9.6500%
Olathe	1.1250%	1.2250%	6.3000%	8.6500%	10.1500%
Merriam	1.2500%	1.2250%	6.3000%	8.7750%	8.7750%
Shawnee	1.2500%	1.2250%	6.3000%	8.7750%	8.7750%
Mission - with 1/4 percent for Streets	1.2500%	1.2250%	6.3000%	8.7750%	9.7750%
Kansas City, KS	1.6250%	1.0000%	6.3000%	8.9250%	10.0250%
Lenexa	1.5000%	1.2250%	6.3000%	9.0250%	9.9000%
Bonner Springs, KS	1.7500%	1.2250%	6.3000%	9.2750%	10.0500%

*This represents the highest sales tax rate someone would pay in each City. These rates reflect Community Investment Districts (CID) which are in place in specific areas or districts.

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– Charlie Troppito, Mission resident since 1991



Watch for your **MAIL BALLOT**

Registered voters will receive a mail ballot in mid-November. For more information on the election, please contact the City of Mission at (913) 676-8350.

CITY OF MISSION

CITY COUNCIL POLICY MANUAL

POLICY NO. 125

POLICY RELATING TO ANNUAL STREET MAINTENANCE PROGRAM

1.01 STRATEGY

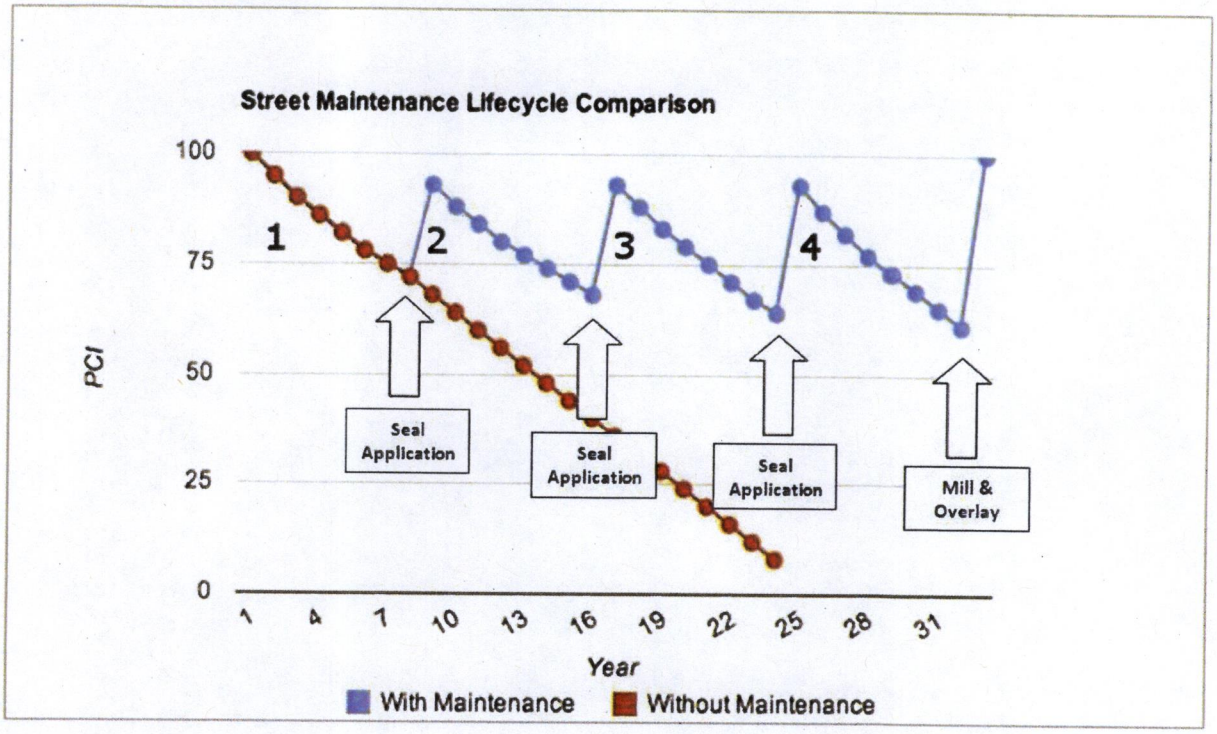
A. General Provisions

- Street maintenance plays a critical role in addressing citizen satisfaction, property value, and redevelopment opportunity in the community.
- Plan, program, and implement maintenance work based on knowledge of the condition of the streets and fiscally efficient maintenance practice to extend street life relative to specific street conditions.
- Maintain a street maintenance program that emphasizes active preventative maintenance work in lieu of a system that performs repair or reconstruction following long periods of inattention and non-action.
- Ensure that street maintenance activities are comprehensive in scope and considered in coordination with other infrastructure improvement opportunities.
- Continually explore all possible opportunities to maximize the resources invested in street maintenance programs through new materials, advancing technology, and a competitive bid process for contracts.
- Follow a systematic and cyclical approach to street maintenance in broad compliance with the relevant standards and best management practices promoted by the American Public Works Association (APWA) and the Kansas Department of Transportation (KDOT).
- When advantageous, group contiguous streets together to be scheduled for the same work in the same year.
- Balance annual costs over time to allow for sustainable, consistent budgeting of street maintenance programming.

B. Program Specifications

- Evaluate streets using the Pavement Condition Index (PCI).
- The street maintenance program will follow a model that schedules maintenance work in four (4) separate eight (8) year cycles with each street being treated, either with seal application or mill & overlay, once in each cycle.
- Ideally, three (3) seal applications will be applied before mill & overlay is performed.

(see diagram below).



- Street Maintenance Program Plan
  - Staff will present an annual street maintenance program plan in the year prior to the scheduled maintenance work to be performed. Said plan will include itemized lists of the scheduled work, maps depicting that work spatially, and present anticipated costs as part of the annual budget preparation cycle.
- Annual staff evaluation
  - Reassessment of the PCI score of streets scheduled for maintenance work in the next calendar year as well as those streets preliminarily scheduled for work four years in the future. This allows staff the flexibility to input and consider data from recent PCI inspections and make the appropriate alterations to the street programming schedule to ensure that maintenance work is only performed on the most appropriate streets.
  - Curb replacement plan - Following an evaluation of the curbs adjacent to streets scheduled for maintenance work, staff will present a plan to perform curb patching/replacement internally or to bid that work as a portion of the contracted services for the next year.
  - ADA compliance plan - Sidewalk and curb ramps in locations of mill & overlay will be evaluated for compliance with the Americans with Disabilities Act (ADA). Staff will present a plan to perform curb patching/replacement internally or to bid that work as a portion of the contracted services for the next year.
- Special consideration for arterial and major collector streets:

- Core sampling may be conducted before mill & overlay to determine if more comprehensive reconstruction is required.
- Because of traffic type and traffic volume, arterial streets will be evaluated every half cycle (16 years) to determine the option of mill & overlay in place of a second seal application.

1.02 IMPLEMENTATION

A. Process & Responsibilities

	Step #1	Step #2	Step #3
Time	**April - August of the previous year**	**September - December of the previous year**	**February - August of the program year**
Action	*** Preliminary Street Maintenance Plan presentation to council as part of annual budget cycle**	*** Staff program evaluation, street inspections, and schedule modifications**	*** Bid letting & contract preparation by staff** *** Contract approval by City Council** *** Work completion by Public Works staff and/or contractor(s)**

B. Databases & Management Systems

- Utilize and maintain a computer database system as a tool to store data, score and rate street sections, identify streets by type, and prioritize street programming.
- Utilize and maintain a computer-based spatial mapping system with the ability to represent work schedules and pavement condition reports in map format.

C. Inspections

- No street shall go for a period of more than four (4) years without an inspection and reassessment of PCI score.
- Following major roadway or commercial construction work, adjacent streets will be reassessed for PCI score to determine the extent of accelerated degradation due to heavy machinery and truck traffic. Appropriate modifications to the street maintenance schedule will follow the reassessment of PCI score.
- Streets will be inspected and reassessed for PCI score in the year before any scheduled maintenance work to affirm the appropriate conditions exist for the scheduled work.

D. Conditions & Standards

- Internal operations as well as contracted labor should align work specifications with the best management practices and pavement construction standards of the Kansas Department of Transportation (KDOT) and/or the American Public Works Association (APWA).

E. Budgets

- Allocate budgets, including capital funding, on an annual basis to street maintenance work to achieve the standards of this City Council Policy, taking into account: user feedback; previous performance; available resources; and wider City Council objectives and priorities.
- Develop financing systems to ensure the consistent delivery of street maintenance standards and constituent responsiveness.
- Give consideration to the special circumstances of weather related emergencies. In particular, the need to allocate appropriately to deal with adverse winters or other periods of extended bad weather.

F. Program Scheduling

- Prioritize, select and deliver planned maintenance schemes, routine, reactive and emergency maintenance in accordance with the PCI scoring scale and the correlating best, most efficient street maintenance activity.
- Public Works will maintain a dynamic 8-year (one cycle) schedule for planned maintenance work that accounts for each street section in the City.

G. Design, Materials & Environment

- Utilize materials and application specifications in accordance with the best practices for corresponding roadway type, traffic volume, and commercial traffic presence.
- Minimize the use of natural resources by design and implement the use of recycled materials, to carry out the works in a way that is non-obtrusive to the community, and to ensure that the end product of street maintenance contributes to the character and environment of areas within the City.

H. Performance Management

- Monitor performance of the City's street maintenance program and include measures of performance in the Public Works Department's Annual Report:

Measure	Target
1. Overall condition of streets (PCI	Every street in the program has a minimum PCI

Score)	score of 60
2. Budget management and balancing	No more than 18% variation (up or down) in street maintenance programming cost from any one year to the next
3. Service delivery	Is the work completed? (yes or no), on time? (yes or no), on budget? (yes or no), and according to APWA and KDOT standards and specifications? (yes or no)
4. Citizen satisfaction: a) quality work, b) minimal inconvenience, c) stewardship of public resources	Obtain an accurate snapshot of citizen satisfaction with the street maintenance program for consideration in the next year's Street Maintenance Program Plan.
5. Public Works staff outputs: time spent and work units completed	Observe demonstrable trends that indicate Public Works employees are expending proper resources maintaining street infrastructure

APPROVED BY THE CITY COUNCIL ON June 15, 2011

PAVING THE WAY

mission kansas

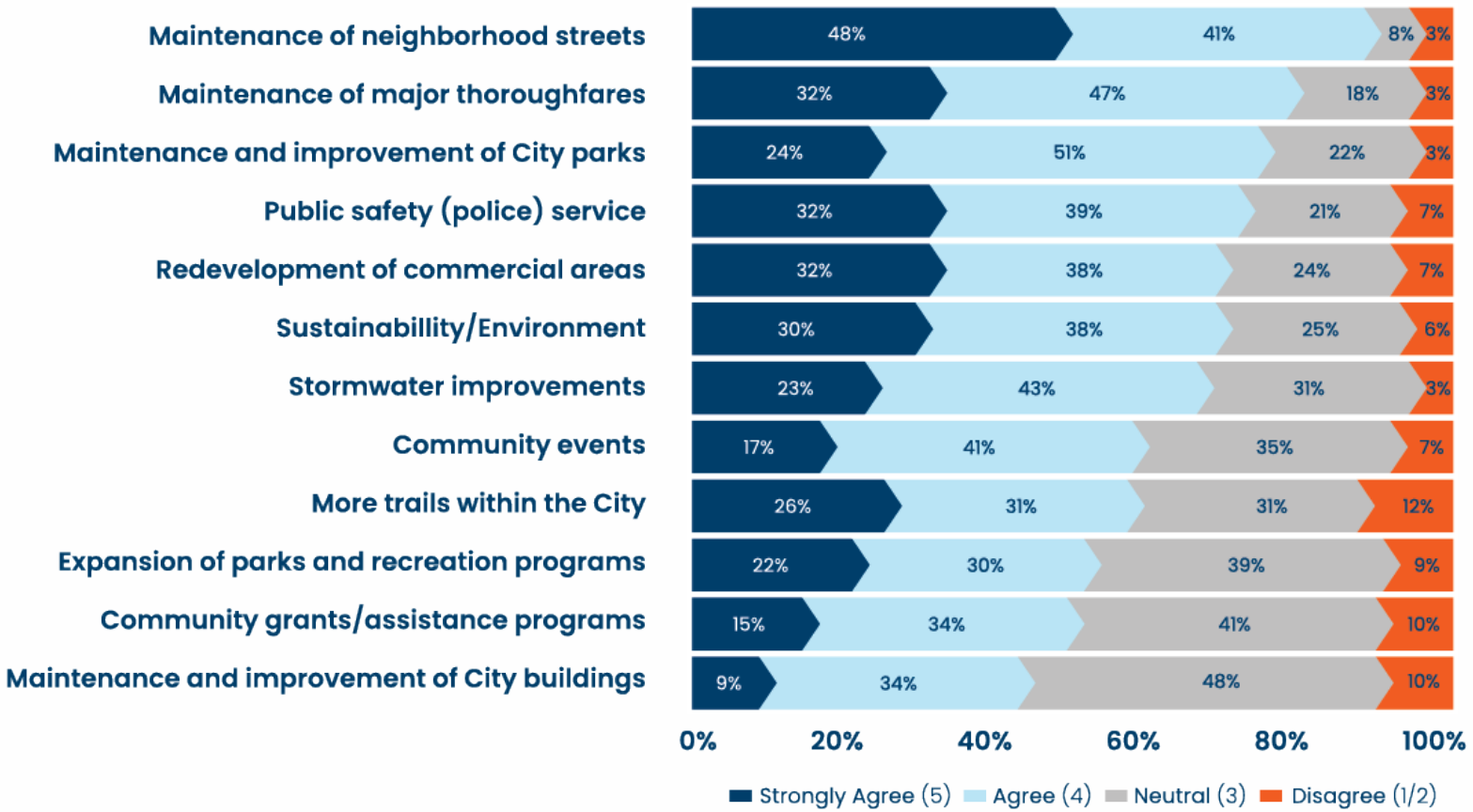
OVERVIEW

- This is a special, dedicated sales tax that can only be used to fund street and transportation improvements in Mission.
- The current 1/4-cent sales tax became effective in 2012 and will sunset in March 2022.
- This is a renewal of an existing sales tax, not a new sales tax.
- Voters will have the opportunity to decide whether or not to renew this special sales tax at an increased rate of 3/8-cent in a mail ballot election on September 21, 2021.

MISSION kansas

Q19. Agreement with Statements of Support for Increased City Investment in Current and Future Unmet Needs

by percentage of respondents who rated the item as 1 to 5 - point scale (excluding "don't know")



2021 DirectionFinder, ETC Institute

mission kansas

$6 PER SQ. YARD FOR A SIMPLE SEAL TREATMENT



Photo credit: Travis Young

$15 PER SQ. YARD FOR A MILL AND OVERLAY TREATMENT

$80 PER SQ. YARD FOR COMPLETE REBUILD POST DETERIORATION

↳ $165,000 FOR JUST ONE CITY BLOCK

THE STREET MAINTENANCE PROBLEM







Total estimated cost of Mission's street repairs:

$41 Million

PULL FACTOR

- For every sales tax dollar we collect in Mission, about $0.40 comes from people outside of our community.
- That means Mission residents share 40% of the costs with others using our streets.



mission kansas

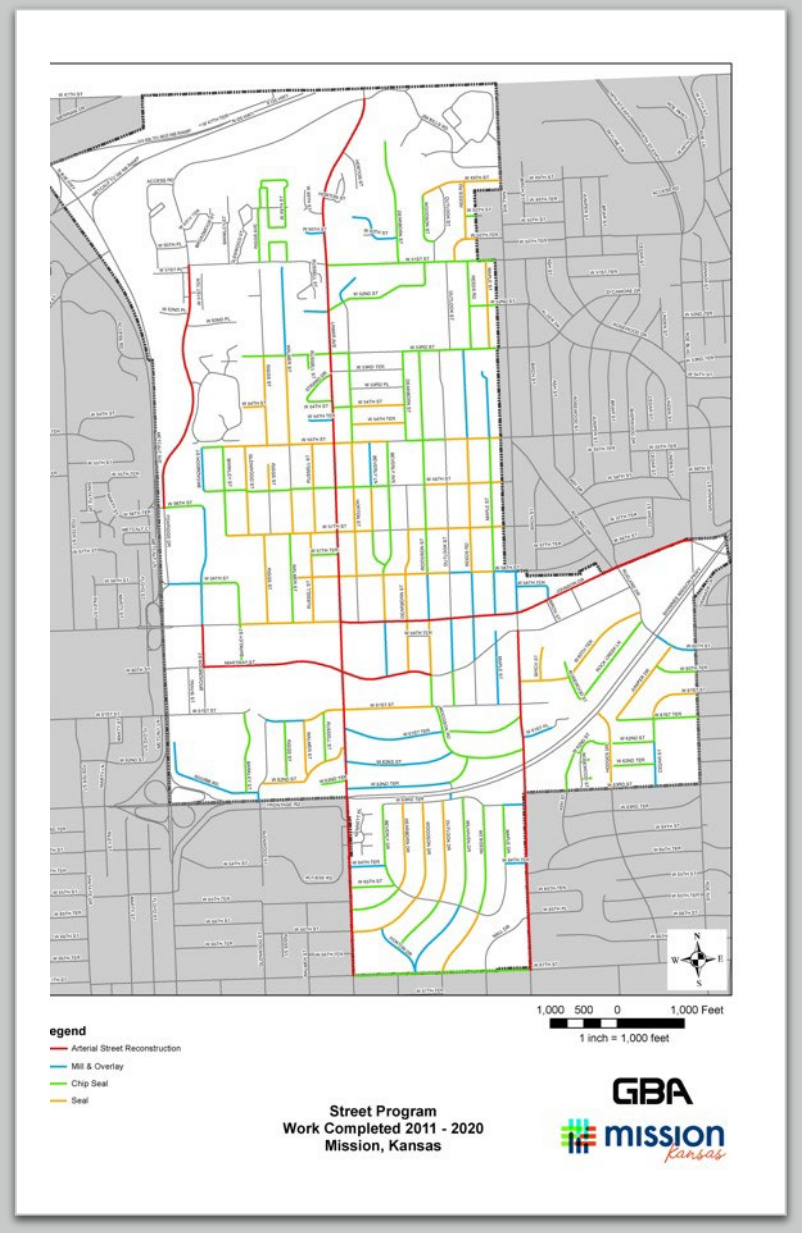
How much is 3/8-cent?

$10 purchase → $0.04

$20 purchase → $0.08

$100 purchase → $0.38

MISSION kansas

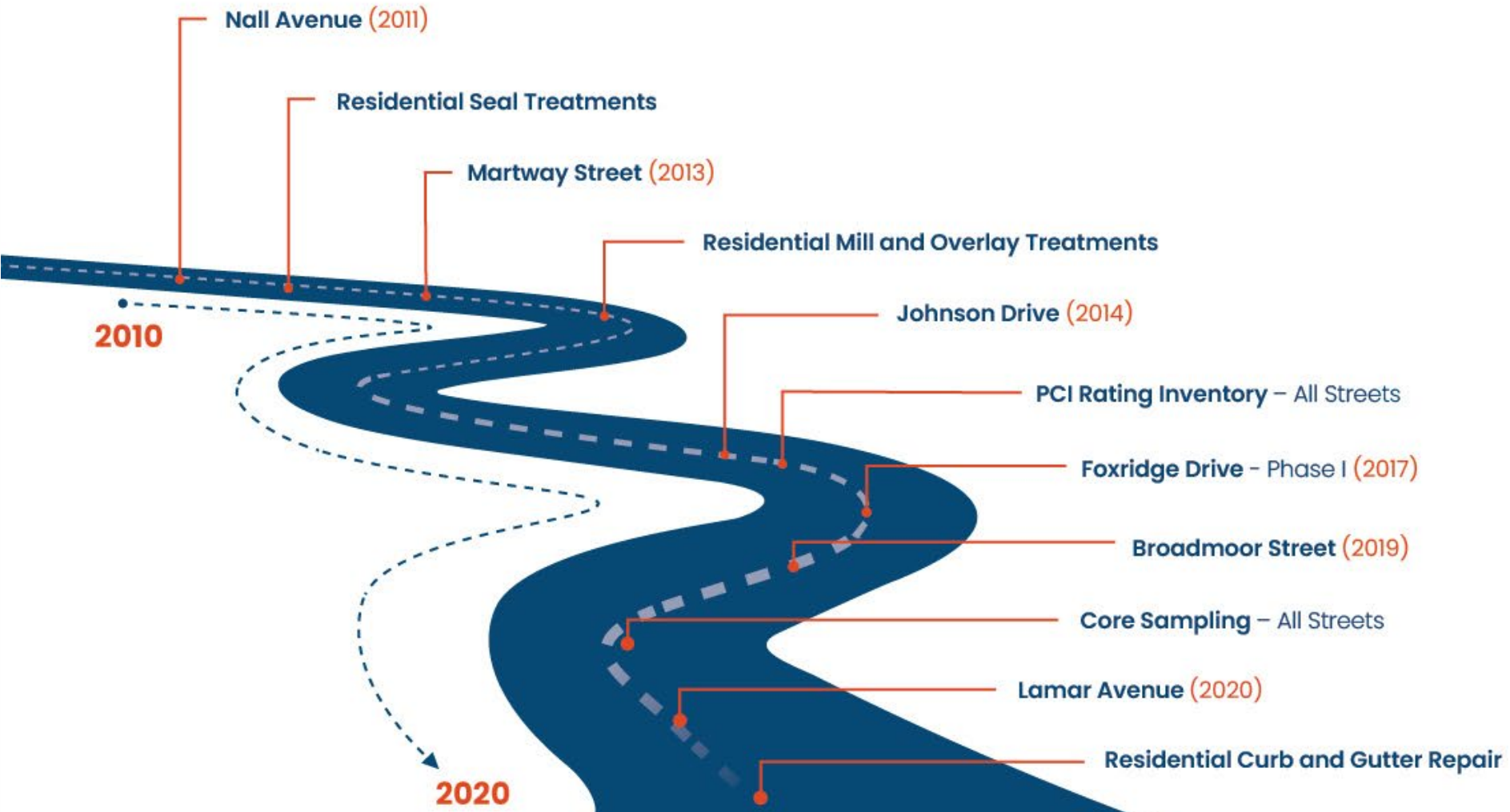


Street Maintenance Completed 2011-2020

Since 2011 nearly every street in Mission has received some type of maintenance treatment.



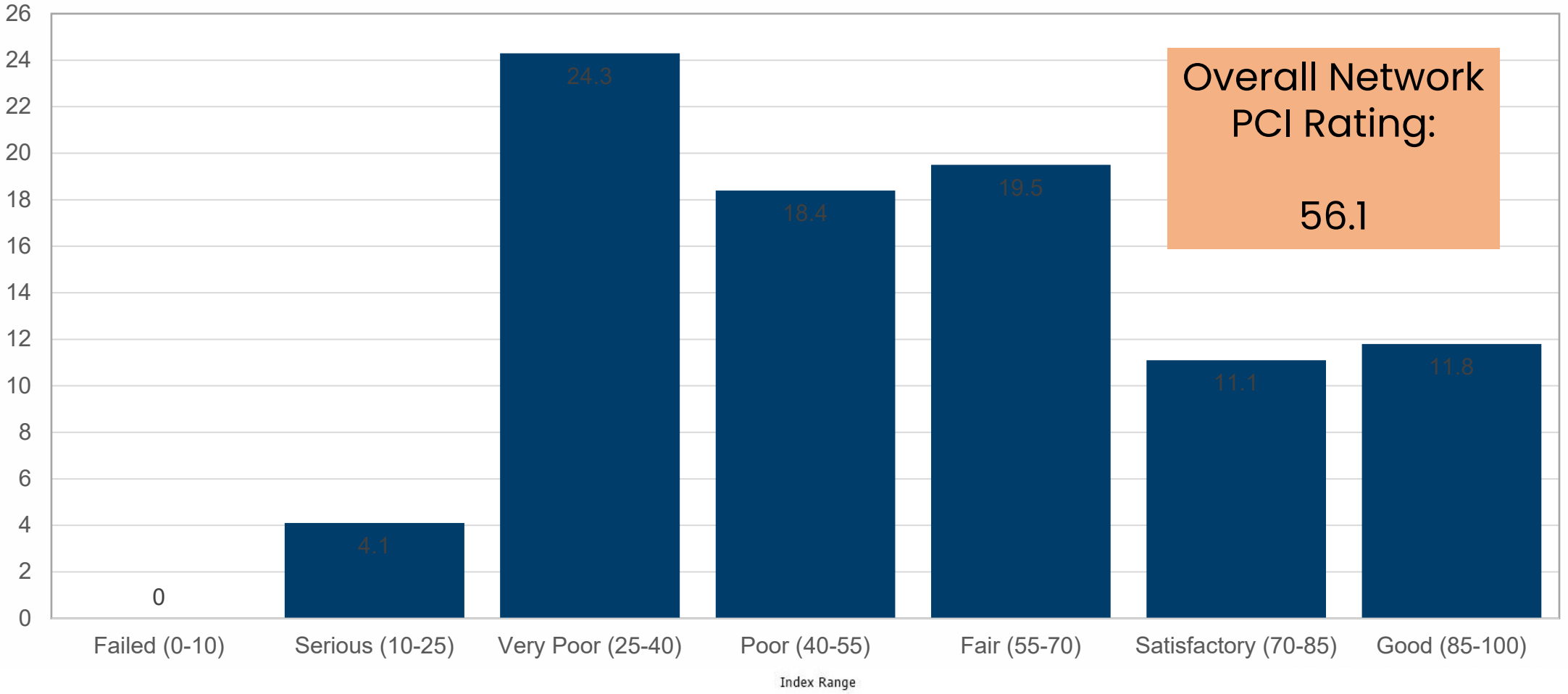
PAVING THE WAY



Sales Tax Funds leveraged $7.4 Million in outside funding for Mission's street projects.

Pavement Condition Index (PCI) Distribution

Mission Streets - 2020

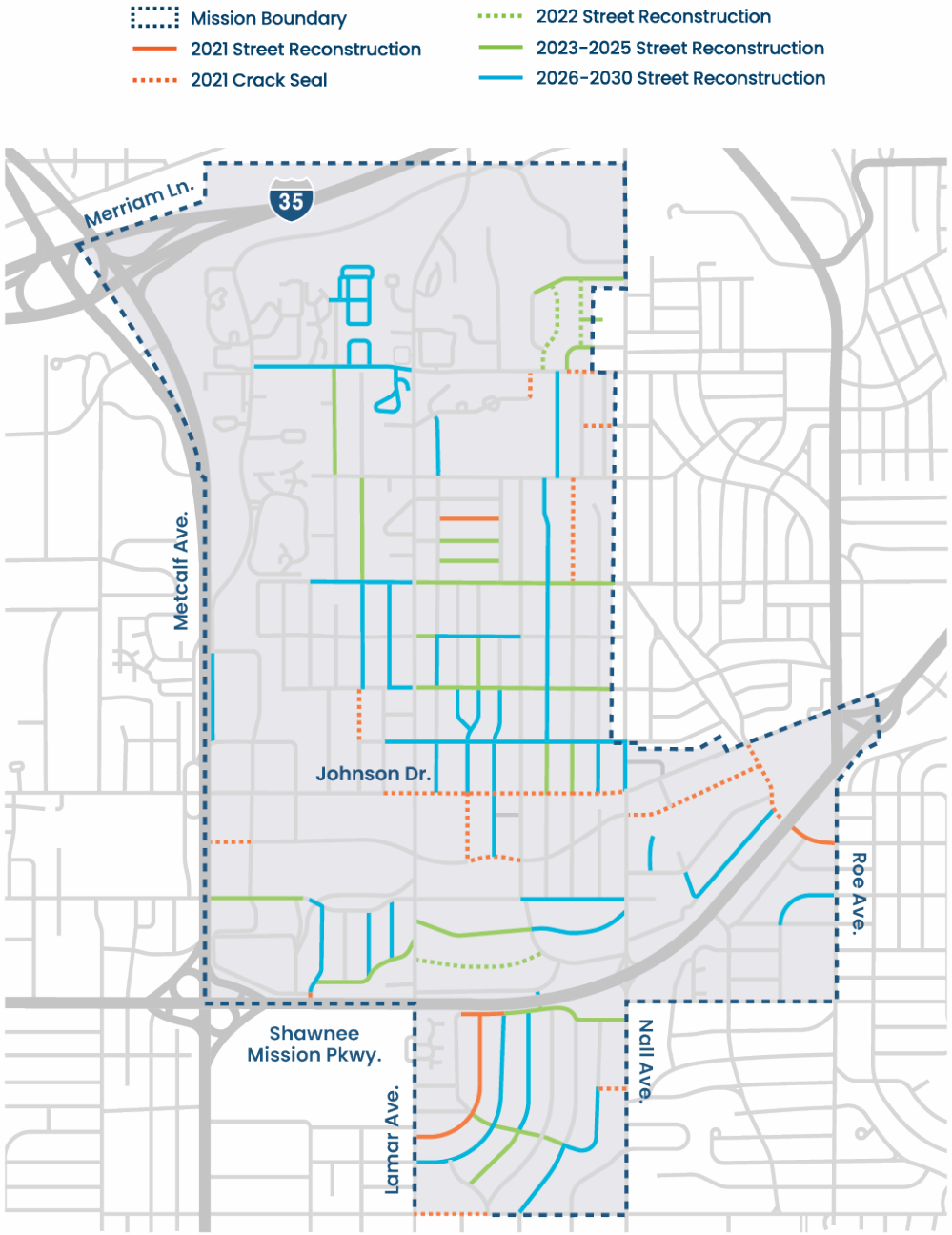


Overall Network PCI Rating:

56.1

PCI Range	Falied (0 - 10)	Serious (10 - 25)	Very Poor (25 - 40)	Poor (40 - 55)	Fair (55 - 70)	Satisfactory (70 - 85)	Good (85 - 100)	Total
Sections	0	16	125	94	102	54	54	445
Lane-Length (mile)	0	4.1	24.3	18.4	19.5	11.1	11.8	89.2
Lane-Length %	0	4.6	27.2	20.6	21.9	12.4	13.2	100
Area (yd^2)	0	27127.2	174121.8	127495.7	154213.4	88491.9	99430.3	670880.3
Area %	0	4	26	19	23	13.2	14.8	100

Recommended Street Program 2021 - 2030



*Projects will be prioritized during the budget process each year.

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What happens if this sales tax isn't renewed?

The City will lose an average of $950,000 in revenue each year.

The City will have to make tough choices to consider alternative ways to fund the essential street maintenance project this tax pays for.

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Mail Ballot Election Details

SEPT. 21 Ballots Due to Election Office by 12 p.m. (noon)

Election Results will be available September 21

Learn more!

missionks.org/pavingtheway



Photo credit: Travis Young

PAVING THE WAY

City of Mission Sales Tax Renewal – FAQs

Ballot Question Details

Q: Is this a new tax?

A: The ¼ percent sales tax (0.025%) approved by voters in 2012 for streets expires in March 2022. If renewed by voters in September, this dedicated citywide retailers' sales tax for streets would replace the existing sales tax and increase the rate to ⅜ percent (0.0375%).

Q: Why do we need to increase the sales tax rate?

A: The ¼ percent sales tax that was approved in 2011 replaced an existing ¼ percent sales tax that was authorized to pay for expansion of the Powell Community Center. Voters were asked to renew the sales tax at the existing rate and dedicate all revenues to street maintenance. Over the last ten years, the costs to appropriately rebuild and maintain Mission's streets continue to be refined, and renewing the tax at the increased rate helps to address more street projects in the residential neighborhoods.

Q: What is the ballot language?

A: Shall the City of Mission, Kansas, be authorized to renew the citywide retailers' sales tax currently imposed at one-fourth percent (0.250%) and impose such sales tax at an increased rate of three-eighths percent (0.375%), the collection of which shall commence on April 1, 2022 or as soon thereafter as permitted by law, and shall terminate ten years after its commencement, the proceeds of which shall be used to finance the costs of transportation improvements, including the construction and reconstruction of streets, bridges, sidewalks, curbs, gutters, trails, transit facilities, bicycle lanes, street lighting, traffic signalization, signage and landscape along rights-of-way and related improvements (the "Project"); all pursuant to the provisions of K.S.A. 12-187 et seq. and K.S.A. 25-431 et seq., as amended?

Q: What does a "yes" vote mean?

A: If approved the City will be able to continue to perform annual street maintenance using the full amount of approximately $950,000 generated each year by this dedicated street sales tax.

Q: What happens if the sales tax isn't renewed?

A: City services are generally funded by either property taxes, sales taxes or user fees. If voters elect not to approve this sales tax, the City will have to consider alternative ways to fund the critical street maintenance projects this tax pays for. The projects funded by the sales tax are integral to the City's basic infrastructure and must be done, regardless of funding source.

The sales tax is expected to generate approximately 41% of the total revenues currently dedicated to street maintenance and create a specific way to pay for projects that maintain our community. The current street sales tax will expire in March 2022 no matter the result of the election this September.

Q: How long would this sales tax be in effect?

A: This special purpose sales tax is an important part of the City's long term capital improvement program and plans. Sales taxes of this type (dedicated to a specific purpose) may be authorized for 10-year periods of time in accordance with State statutes. If approved, the street sales tax would expire in March 2032.

Q: Why are we voting on this now?

A: The revenue stream from this sales tax makes up a significant portion of the City's street maintenance budget. The dedicated street sales tax expires in March 2022. By considering the renewal now, there will be no lapse or break in the sales tax collections and street maintenance work can continue with no interruptions.

Q: Where can I get more information on the sales tax renewal or street maintenance?

A: Information on the sales tax renewal will be updated on the City's website (www.missionks.org/pavingtheway) and on various social media platforms. A town hall meeting has been scheduled for August 17 at 7 p.m. at the Powell Community Center, 6200 Martway St. You may also call or email the City at 913.676.8368 or erandel@missionks.org for more information on the sales tax renewal.

Use of Revenues

Q: How many miles of streets does the City have to take care of?

A: The City of Mission maintains 53.8 lane miles of paved roadway surface that must be maintained. Street maintenance needs range from simple pothole patching and crack-sealing, intermediate maintenance treatments such as ultra-thin asphalt surface (UBAS) or mill and overlay all the way to full depth

reconstruction where the entire street is removed and replaced. Street maintenance also includes spot curb and gutter and sidewalk replacement.

Q: What has this tax paid for in the past?

Over the last 10 years, the dedicated street sales tax has helped to seal and preserve nearly all the local (residential) streets in Mission that had adequate base for such treatments. This intermediate sealing helps to prolong the street's useful life. In addition, the sales tax revenues helped to complete important arterial projects such as Nall, Martway, Johnson Drive, Foxridge Drive, Broadmoor, and most recently, the resurfacing of Lamar from Shawnee Mission Parkway to Foxridge Drive including the installation of the dedicated bike lane facilities. The focus for the next 10 years will be rehabilitating/reconstructing streets in our residential neighborhoods.

Q: How much money will this sales tax generate?

A: The ⅜-cent street sales tax will generate approximately $950,000 annually to be dedicated to street, curb, gutter, and sidewalk maintenance programs.

Q: What other sources of money does the City use to pay for streets?

A: The City dedicates approximately 41% of our annual property tax collection ($1.1 million in 2021) to street maintenance each year. Additionally, the City receives approximately $250,000 each year from the State of Kansas from a portion of the statewide gas tax. When combined with the dedicated street sales tax, these funds are also used to leverage federal, state and county grant funds, stretching Mission's local dollars even further to accomplish important street repairs.

Q: What is the City's long-term budget and plan for street maintenance and repairs?

A: Maintenance of streets and other important public assets (like stormwater or public buildings) is an ongoing responsibility. Streets in Mission, like most other cities, were not originally built with consistent design standards. Insufficient asphalt depths prevent maintenance treatments like mill and overlay and results in more rapid deterioration of pavement due to traffic loads. Full depth reconstruction is much more expensive, but when done to present day standards will allow for a longer lifespan of the street. It is an investment that will "Pave the Way" for better outcomes in the future.

Elected leaders in every city must work with their residents and businesses to develop funding and priorities that are reasonable to protect and preserve the City's assets while also being sensitive to taxpayer's needs. Both an annual budget and a 5-Year Capital Improvement Program are approved each year during the budget process.

Q: Are there restrictions on how this these revenues can be used?

A: If approved, the portion of the total sales tax allocated for streets is set aside and accounted for separate from other City revenues. They may only be used to pay for improvements outlined in the ballot language, including streets and other components of the City's transportation network. The funds may only be used for capital expenses including debt service for larger projects and may not be used to pay for annual operating expenses such as personnel.

Q: How do I know when my street will be scheduled for work?

A: The City has completed core sampling and condition ratings for every street segment in Mission and has developed a Street Asset Management Plan based on those data. The streets currently planned to be addressed in the next 10 years (to coincide with the sales tax revenue timeline) are detailed in the plan shown here. The plan is reviewed annually, and streets may be moved forward or backward depending on a continued assessment of condition.

It is important to remember that this investment in street infrastructure is continuous, and the City's overall maintenance strategy in the residential neighborhoods is to tackle the "worst first."

Sales Tax Details

Q: What is Mission's current total sales tax rate?

A: The City of Mission's current sales tax rate is 9.6%, allocated as follows:

State of Kansas	6.500%
Johnson County	1.475%
City of Mission	
General	1.000%
Streets	0.250%
Parks & Rec	0.375%
Total	9.600%

Q: How much more will this sales tax cost the average Mission shopper?

A: The current sales tax rate **dedicated to streets** is ¼ percent (0.025%). That means that you pay $0.25 on a $10 purchase and $2.50 on a $100 purchase. If the proposed ballot question is approved, you would pay $0.38 on that same $10 purchase and $3.75 on the $100 purchase.

Q: Why a sales tax and not something else?

A: Dedicated retailers' sales taxes are a common way to pay for infrastructure improvements in communities because the costs are shared by both residents and visitors alike. Since people coming into the community to shop, eat or do business impact the quality of our street network, funding street maintenance with sales tax helps relieve Mission residents and businesses from paying 100% of the costs. For every sales tax dollar collected in Mission, about $0.38 comes from people outside of our community.

Election Information

Q: How do I vote?

A: Mail-in ballots will be mailed to all registered voters in Mission. Ballots should begin arriving in homes on September 6. You may complete your ballot and mail it at any USPS location (postage is paid). You may also drop your mail ballot in the drop box located outside of the NE Johnson County Offices at 6000 Lamar, in Mission or at the Johnson County Election Office at 2101 East Kansas City Road, Olathe, KS 66061.

Q: When is the ballot due?

A: The special mail ballots are due by 12:00 p.m. (noon) on Tuesday, September 21, 2021.

Q: When is the deadline to register to vote?

A: If you are already registered, you do not need to register again. The last day to register to vote in the special mail ballot election is Tuesday, August 31, 2021.

Q: How do I register to vote?

A: You can visit jocoelection.org/registration to check your current status or to find more information on the ways to register. Registration can be completed by mail, fax, online or by visiting Mission City Hall. For questions on voter registration, you may contact the Johnson County Election Office at 913.715.6800.

Q: I'm a registered voter and didn't receive a ballot. What do I do now?

A: If a registered Mission voter does not receive a ballot and/or if their ballot is lost or becomes damaged, the voter can request that a replacement ballot be sent to

them by completing a replacement ballot form provided by the Johnson County Election Office. Election staff will verify that the voter is current on their registration information, then will mail a standard replacement ballot. Replacement ballots are just like the original mail ballots, and are included with election day tabulation totals if they are received by noon on election day.

Street Program Discussion

City Council Work Session

April 22, 2026

AGENDA

Street Program Discussion

- Background
- Progress
- Current and Future Challenges and Opportunities
- Fiscal Sustainability
- What's Next?

Background - History

NEED - PRIORITY - DATA COLLECTION

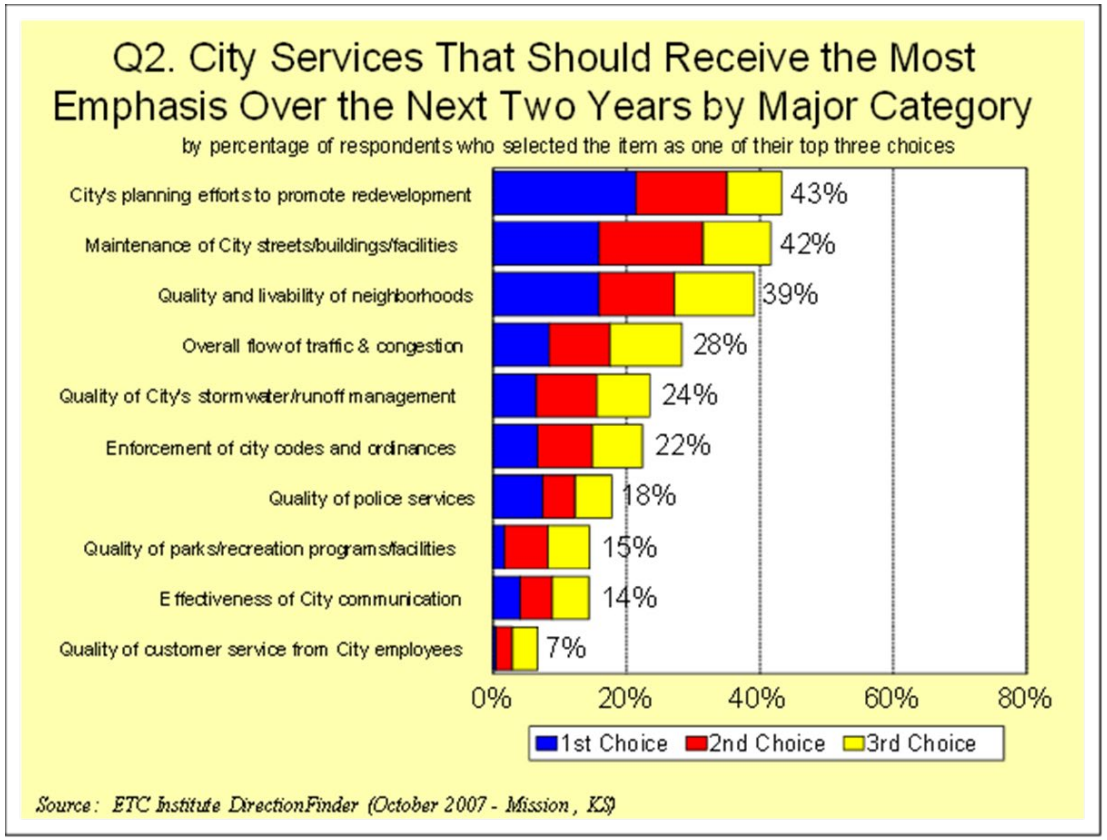
Background - 2011

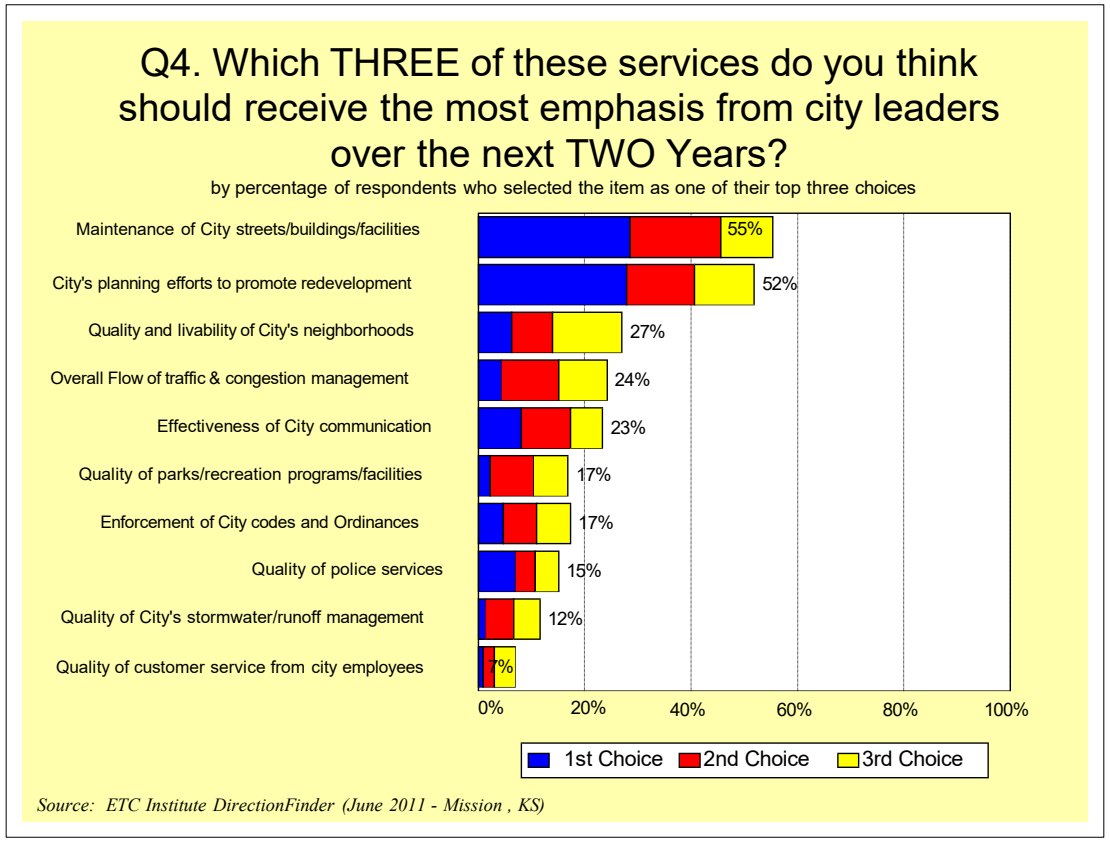
- Approximately 86 Lane Miles of pavement
  - Arterials – 20 Lane Miles
  - Collectors – 12 Lane Miles
  - Residential – 54 Lane Miles
- Significant deferred maintenance
- 2007 and 2011 DirectionFinder Surveys identified street maintenance as a top priority
- ¼-cent sales tax that was expiring in March 2012 for Community Center debt
- Voters approved new ¼-cent dedicated streets sales tax (54% voter approval) for 10 years

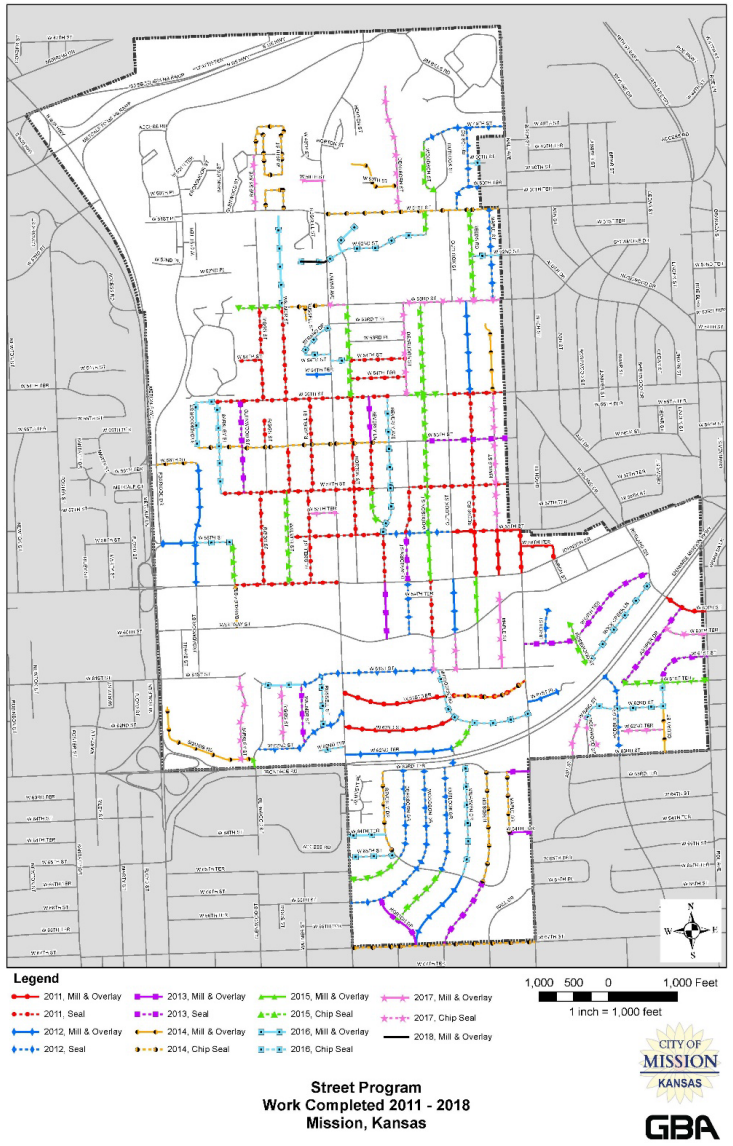
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Resident Priorities in 2007 and 2011 Surveys





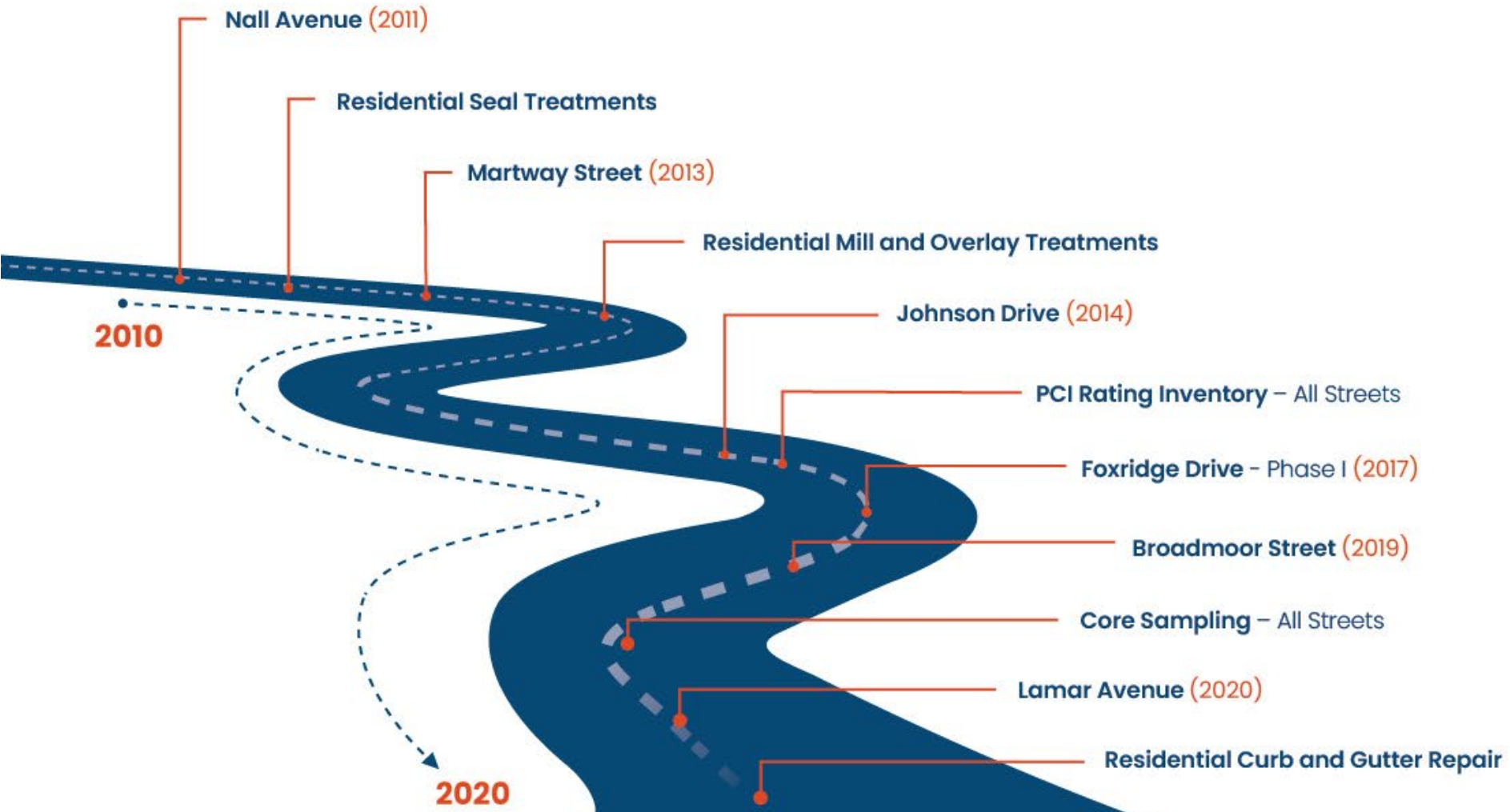


Residential Street Maintenance Plan 2011-2018

- Goal was to touch the majority of residential streets throughout the City.
- Focused on seal treatments to prevent water infiltration and extend pavement life.
- Heavy investment in CARS eligible streets
- Completed limited mill and overlay which improved structural integrity.
- Core sampling (2017) identified approximately ¾ of streets required full depth reconstruction
- Funded with dedicated sales tax, gas tax, Transportation Utility Fee (until 2015) and property tax.

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Sales Tax Funds leveraged $7.4 Million in outside funding for Mission's street projects.

Background - 2021

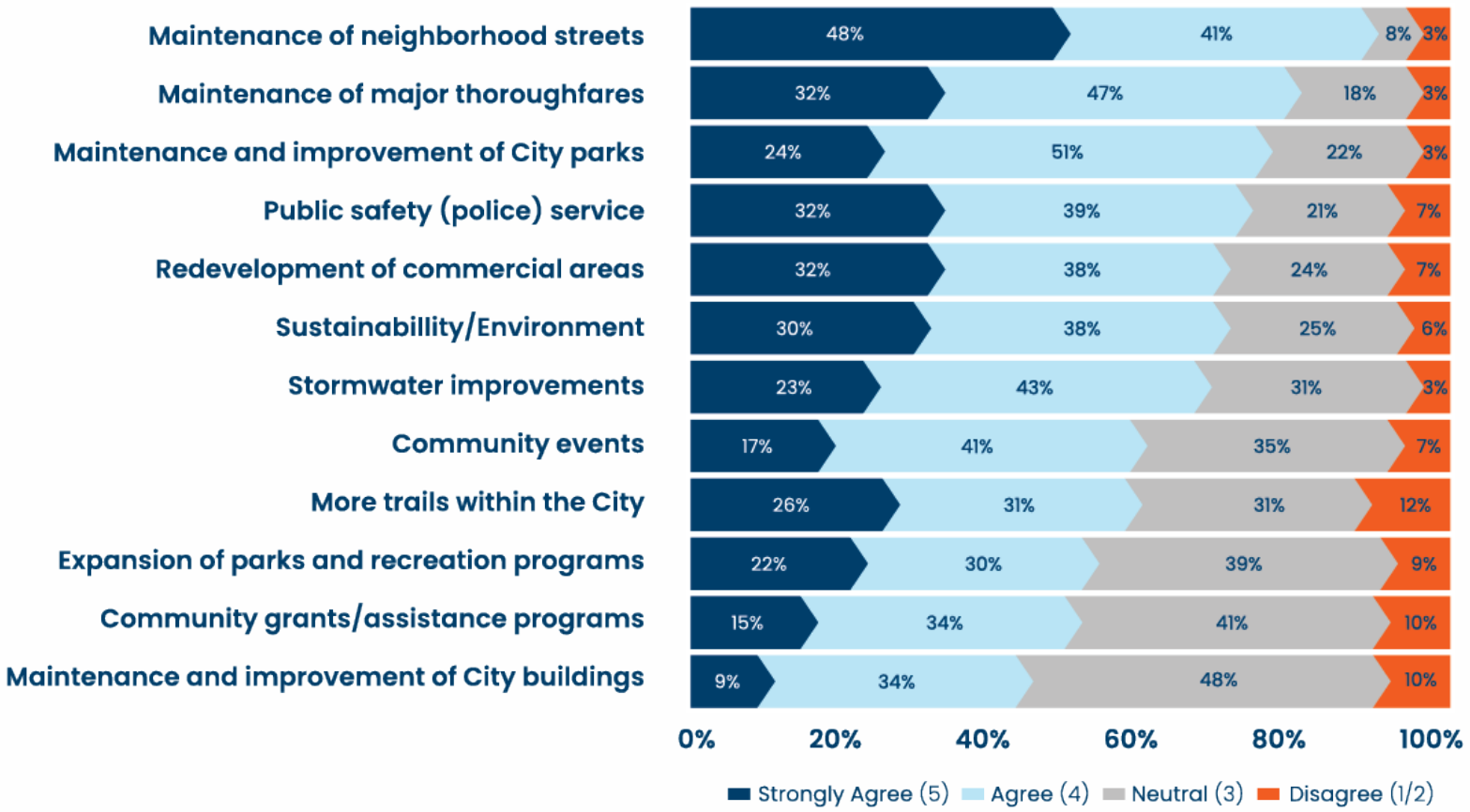
- Volume of full-depth reconstruction needs and loss of TUF generated new conversations surrounding sales tax renewal
- DirectionFinder supported **increased** investment in street maintenance
- 2021 Sales Tax Renewal went from ¼-cent to ⅜-cent (77% voter approval)
- 2021 – 2031, the focus shifted to rehabilitation and reconstructing residential streets in Mission and using increased property tax revenues to support/balance residential and CARS projects
- Since 2021, We have leveraged ~**$12.5 million** in outside funding for Mission's street repair (including 2026 Johnson Drive)

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Q19. Agreement with Statements of Support for Increased City Investment in Current and Future Unmet Needs

by percentage of respondents who rated the item as 1 to 5 - point scale (excluding "don't know")



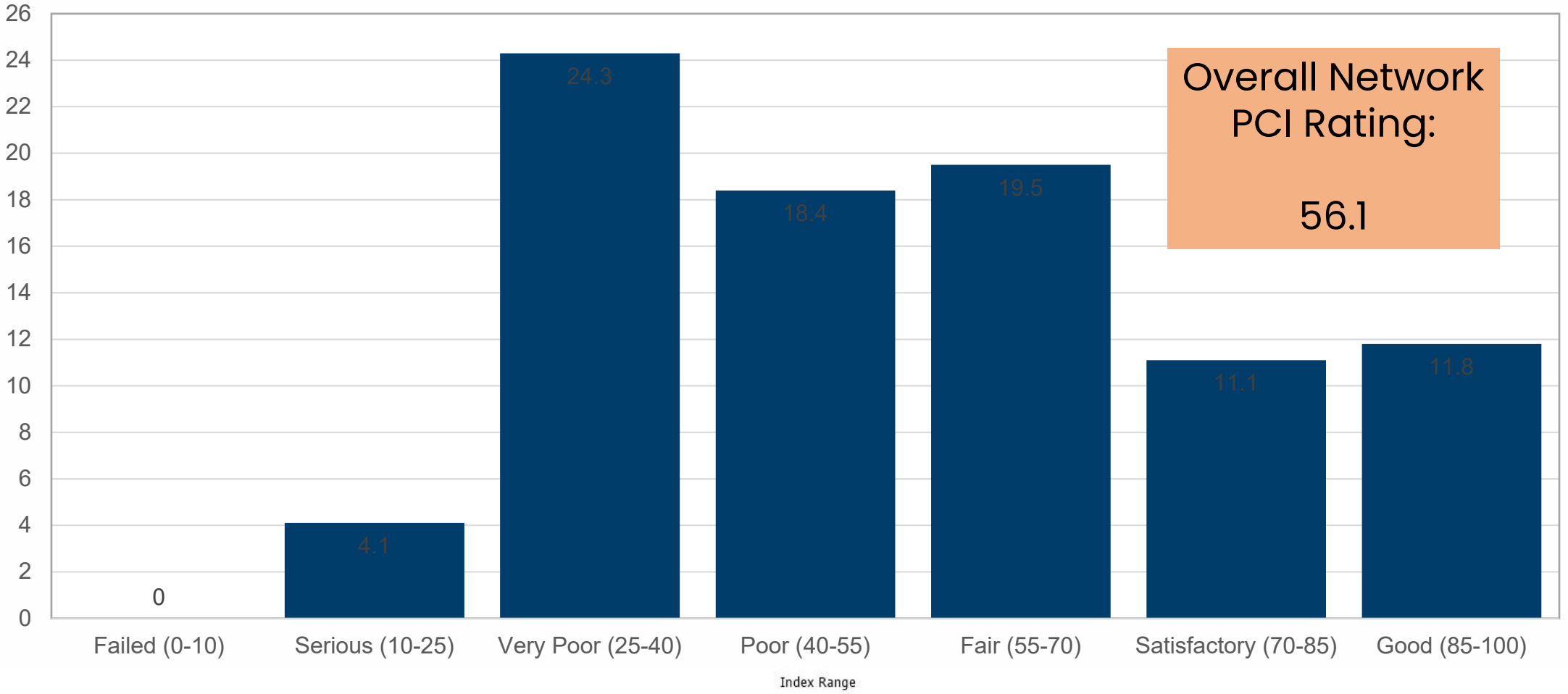
2021 DirectionFinder, ETC Institute

89% support maintenance of neighborhood streets

79% support maintenance of major thoroughfares

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Pavement Condition Index (PCI) Distribution
Mission Streets – 2020/2021



Overall Network PCI Rating:

56.1

PCI Range	Falied (0 - 10)	Serious (10 - 25)	Very Poor (25 - 40)	Poor (40 - 55)	Fair (55 - 70)	Satisfactory (70 - 85)	Good (85 - 100)	Total
Sections	0	16	125	94	102	54	54	445
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Lane-Length %	0	4.6	27.2	20.6	21.9	12.4	13.2	100
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Area %	0	4	26	19	23	13.2	14.8	100



Core sample from street built to appropriate standard





Sample asphalt depths for the majority of Mission's streets

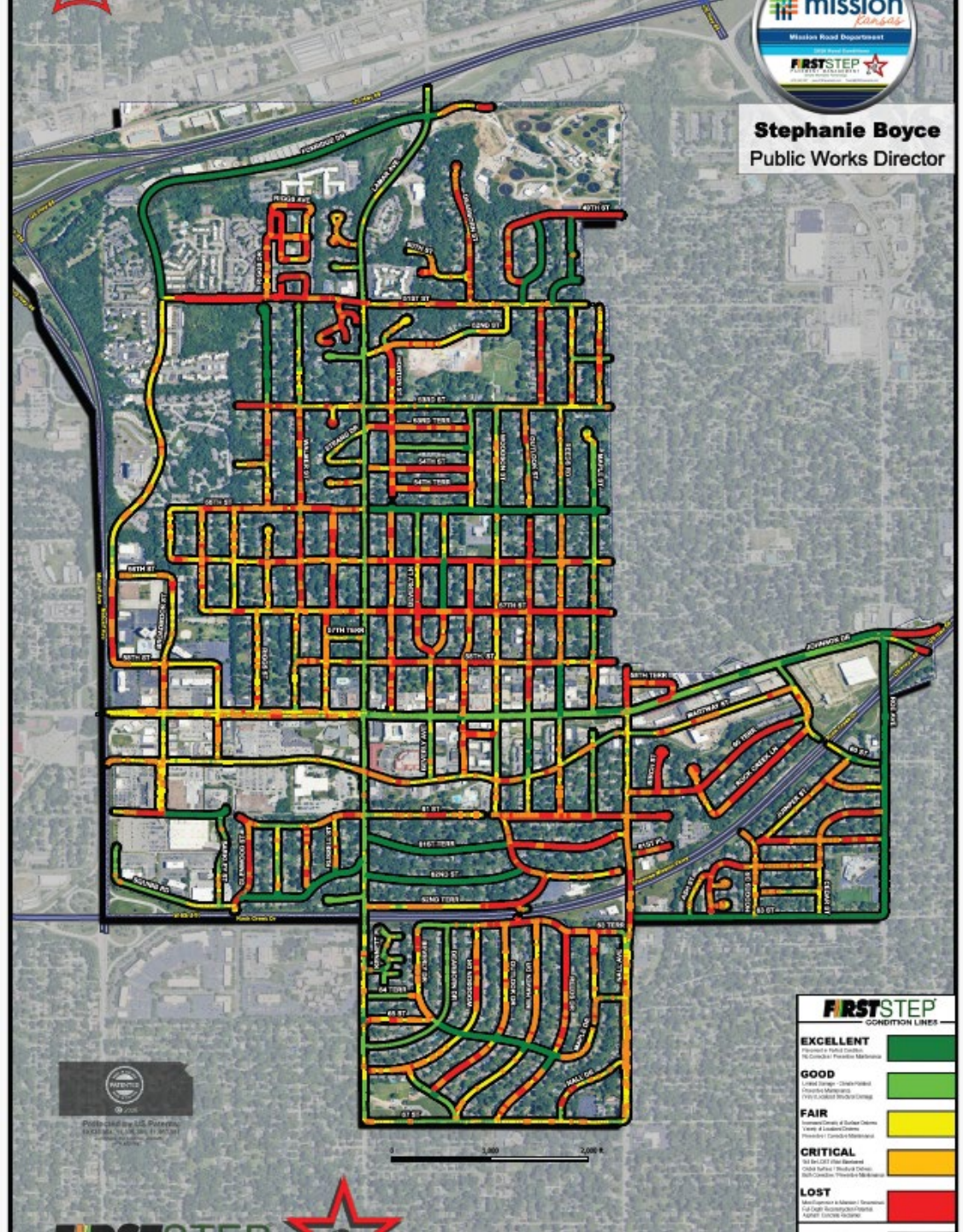
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Street Program Approach with 2021 Sales Tax Renewal

- "Cost/Benefit" Program-Generated Scenario
  - Program selects streets based on cost/benefit analysis resulting in higher overall network PCI
  - Selects longer road segments, higher traffic volume roads, less expensive treatments
  - If arterials completed first, Mission can't take advantage of annual CARs funding
- $2 MIL Local Street Scenario (Worst First)
  - Focuses on repair of local streets with low PCIs for first 10 years
  - Less streets touched at first, but "fixes it right" so less costly maintenance over time
  - Results in lower increase in overall network PCI over 10 years vs. "cost/benefit" approach, but begins to address backlog

Progress

UPDATED PCI INVENTORY - STORMWATER FUNDING



Progress

Since 2021 (residential street reconstruction)

- Reconstructed 7.68 Lane Miles
- Replaced 8,330 feet of storm
- Replaced 3,307 feet of sidewalk
- Spent $12,554,664

Are we making a difference?





- Overall PCI in 2020 = 56.1 (Poor)
  - Didn’t include CARS Routes
- Overall PCI in 2026 = 65.2 (Fair)
  - Includes CARS Routes
- 16% increase in PCI in 6 years = positive movement
- Still a lot of work to be done

Challenges and Opportunities

CURRENT - FUTURE

Current and Future Challenges and Opportunities



- Balance funding for CARS eligible or other arterial/collector streets with residential streets
- Policy Integration/Policy Development
  - Bike/Ped Plan
  - Complete Streets
  - Comprehensive Plan goals (i.e. NACTO Design Standards)
  - Sidewalk Policy
  - Street Light/Traffic Signal Improvements
- Need to incorporate intermediate maintenance on previously rehabilitated streets
- Timing and balance of pursuing outside resources
- Fiscal Sustainability
- Planning for 2031 Sales Tax Renewal

Fiscal Sustainability

Current Street Program Revenues



Annual revenues:

- Street Sales Tax = ~ $1.2 million
- Gas Tax Revenues = ~ $275,000
- General Fund Transfer = varied between $1.4 million and $850,000 in the last several years

Anticipated revenues in 2026-2031 Street CIP:

$29.2 million

Current Street Program Expenses

Anticipated expenses in 2026-2031 Street CIP:

$37.5 million

Existing Annual Debt Service after March 2032:

$3.4 million





What's Next?

- Continued review and discussion of policy priorities and objectives
- Budget and 5-Year CIP Conversations
- Communication
- Plan for sales tax renewal



Questions And Discussion



Thank You!

Street Program Definitions

Arterial	Arterials are intended to move large volumes of traffic efficiently across the community and between destinations. They are generally high-speed and high-volume corridors. (40-45 MPH)
Collector	Collectors serve a dual role—connecting local neighborhoods to the arterial network while also providing access to adjacent properties. (30-35 MPH)
Local/Residential	These streets are primarily for direct access to homes and neighborhoods**,** not through traffic. (25 MPH)
Lane Miles	One lane mile equals one mile of a single travel lane. To calculate it, you multiply the length of a road by the number of lanes. Example: • 1 mile of a 2-lane road = **2 lane miles** • 1 mile of a 4-lane road = **4 lane miles**
PCI	Pavement Condition Index is standard way to rate the conditions of a roadway. PCI is a score from **0 to 100** that reflects how good or bad a pavement surface is, based on visible distress like cracks, potholes, and rutting. • **96–100:** Excellent (like new) • **81-95:** Good (minor wear) • **66-80:** Fair (some deterioration) • **51-65:** Critical (needs major repair) • **0-50:** Lost (needs reconstruction)
RCI	Ride Condition Index measures how smooth or rough a roadway feels when you drive on it. • **8–10:** Very smooth ride • **6–7:** Generally smooth with minor roughness • **4–5:** Noticeably rough • **2–3:** Very rough, uncomfortable • **0–1:** Extremely rough / failed ride quality

Surface Treatment	This is when you repair or refresh just the top layer of the road to extend its life. It doesn't fix deeper problems, but it helps protect the pavement and improve the driving surface. *Examples: seal coats, mill and overlay*
Full Depth Reconstruction	This is when the road is in such poor condition that you remove and rebuild the entire roadway—from the surface down to the base. It addresses all underlying issues. Simple way to say it**:** *tearing the road out and building it brand new from the ground up*.
Core Samples	A core sample is a small cylindrical piece of pavement that's drilled out of the road so engineers can see what's happening beneath the surface. Why it's taken: It lets you check how thick the pavement layers are and what condition they're in, including whether there's hidden damage below the top.