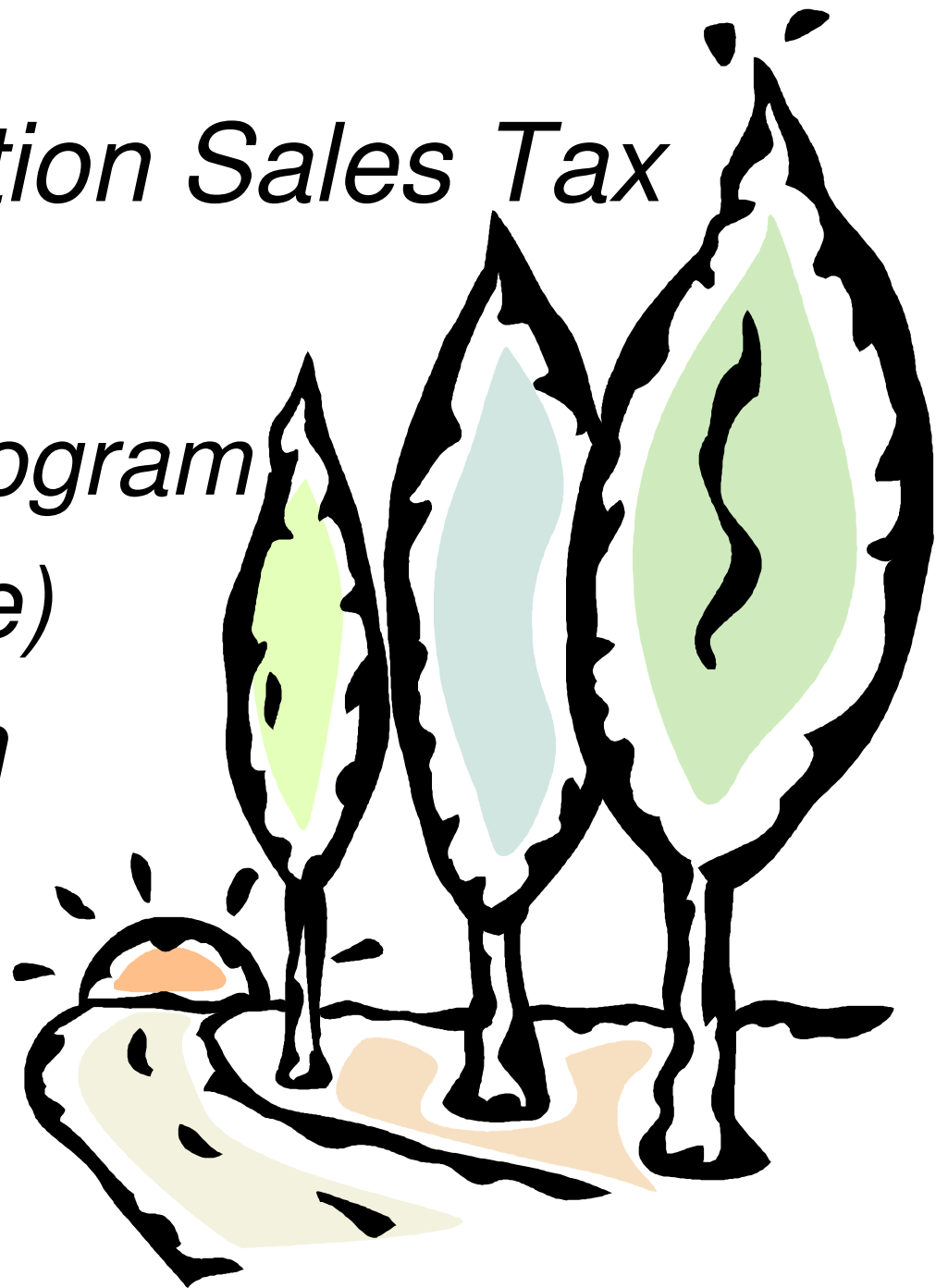


Transportation Sales Tax

Transportation Program (Infrastructure) Presentation

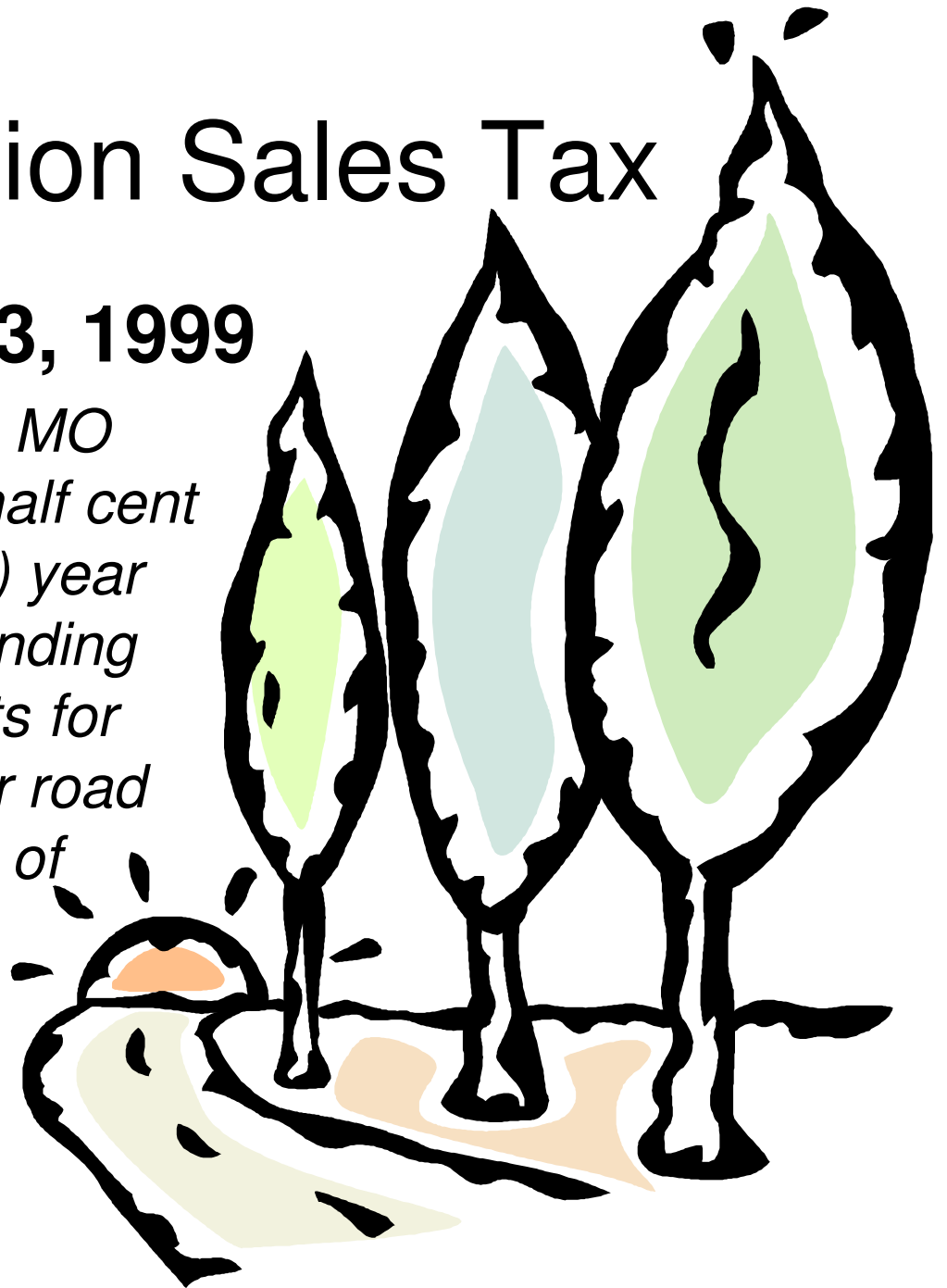
October 18, 2011



Transportation Sales Tax

- **Election: August 13, 1999**

Shall the City of Wentzville, MO impose a sales tax of one-half cent (1/2 cent) over a fifteen (15) year period for the purpose of funding transportation improvements for resurfacing of roadways, for road upgrading and construction of new roadways.



Transportation Sales Tax

The Facts Behind
WENTZVILLE'S
Proposition C



If You Read
Nothing Else
About Prop. C,
Please Read This

The Reasons To Vote YES! ON WENTZVILLE'S PROPOSITION C

One day very soon, you may find yourself on the Pearce Boulevard Overpass. You may hear sirens, look around and find that an ambulance is behind you, attempting to get past stopped traffic in order to get a patient to the hospital. But because there are only two lanes on the Pearce overpass, you'll not be able to pull over to let the ambulance pass — no one will. For up to 10 minutes, the ambulance will sit behind traffic — waiting to get across the overpass. Ask yourself this: If that were you or your child in the ambulance, in dire need of emergency treatment at the region's largest trauma center, Doctors Hospital, would you then vote in favor of a six lane overpass?

WE BELIEVE A
LIFE IS WORTH
MORE THAN A
DOLL-CENT.



• NO state and federal grant is available for an overpass project.
DOCUMENTED FACT The City of Wentzville explored this area in detail and found that grants for interstate overpass projects are **NEVER** available.

• The Pearce Boulevard Overpass will not be widened until at least 2004 unless the city fronts the money.
DOCUMENTED FACT There is no denying this fact. East-West Gateway Coordinating Council and MoDOT have a long list of proposals and commitments, among them the Page Avenue Bridge. At the very earliest, the State would not commit funds for widening the Pearce Boulevard Overpass until 2004.

• MoDOT's ENGINEERS decided the overpass should be widened to six lanes. Eight lanes WOULD NOT be approved.
DOCUMENTED FACT The City did not decide the Pearce Overpass should be six lanes (instead of eight) until Charles of MarketGraphics, a population and housing forecast company, stated that "to MoDOT support Proposition C will cause incredible harm to the community of Wentzville." He suggested that the overpass should be widened to 8 lanes as a means of highlighting how important it is to widen it **NEVER**, instead of five to eight years from now.

• The overpass project, with the city fronting the money to allow the construction to take place sooner than 2004, is ENDORSED BY State Reps. Jan Nolan and Bill Leutenhanz, State Senator Steve Ehman, and County Executive Joe Orwerth.
DOCUMENTED FACT The City has been working closely through all proper channels to create approval of the widening of the Pearce Boulevard Overpass. However, **APPROVAL CAN ONLY BE MADE THROUGH MO DOT.** Proposition C would allow for that approval by the State and East-West Gateway.

VOTE WISELY BASED ON DOCUMENTED FACTS.
VOTE YES FOR OUR COMMUNITY.
VOTE YES! FOR PROPOSITION C



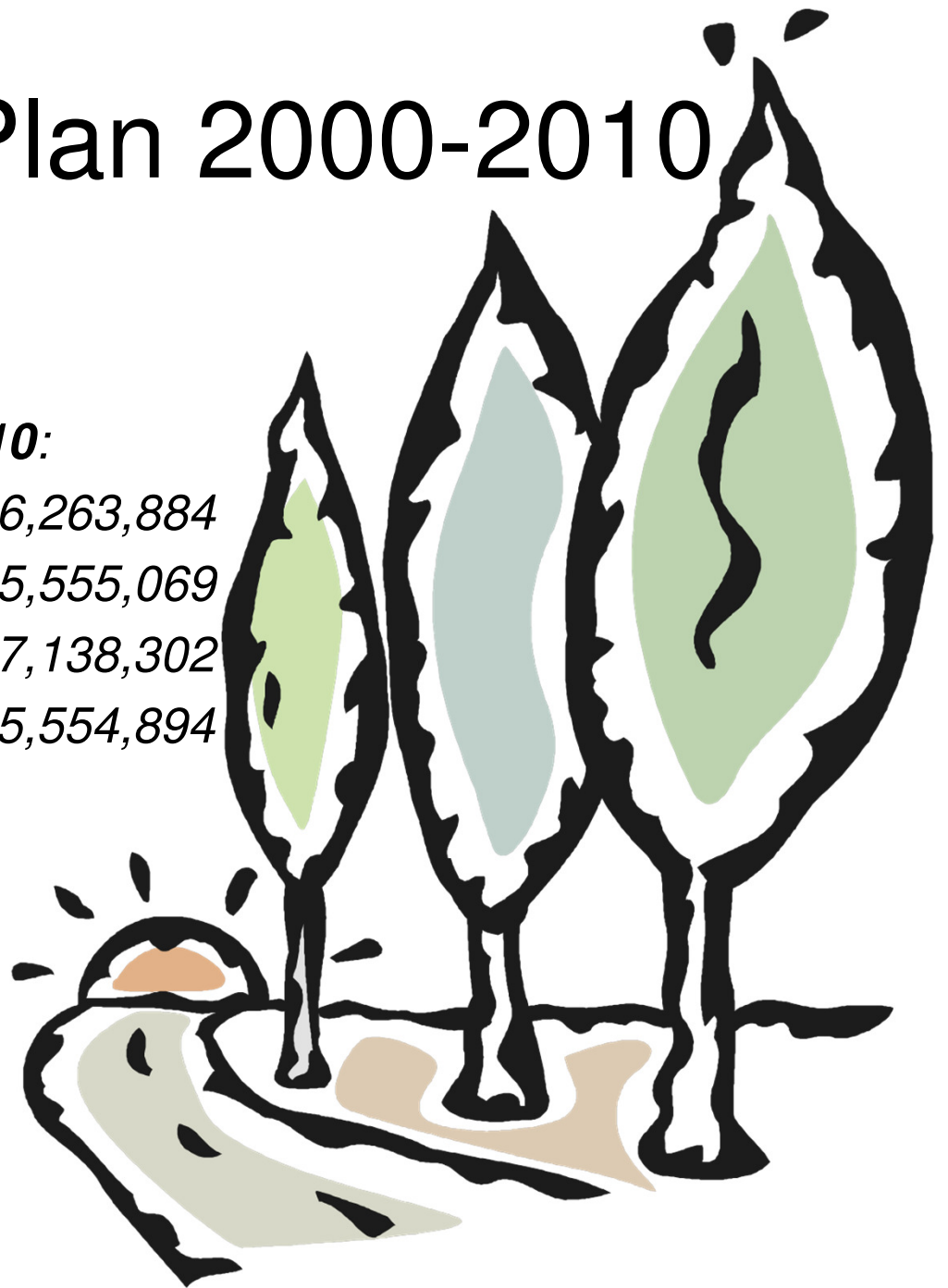
Transportation Plan 2000-2010

Financial Information

Revenue Collected 2000 –2010:

<i>Sales Tax</i>	<i>\$16,263,884</i>
<i>Grant Funding</i>	<i>\$25,555,069</i>
<i>Other Revenue</i>	<i>\$ 7,138,302</i>
<i>Transfers: General & Capital Sales Tax</i>	<i>\$ 5,554,894</i>

Total Revenue To-Date:
\$54,512,148



Transportation Plan 2000-2010

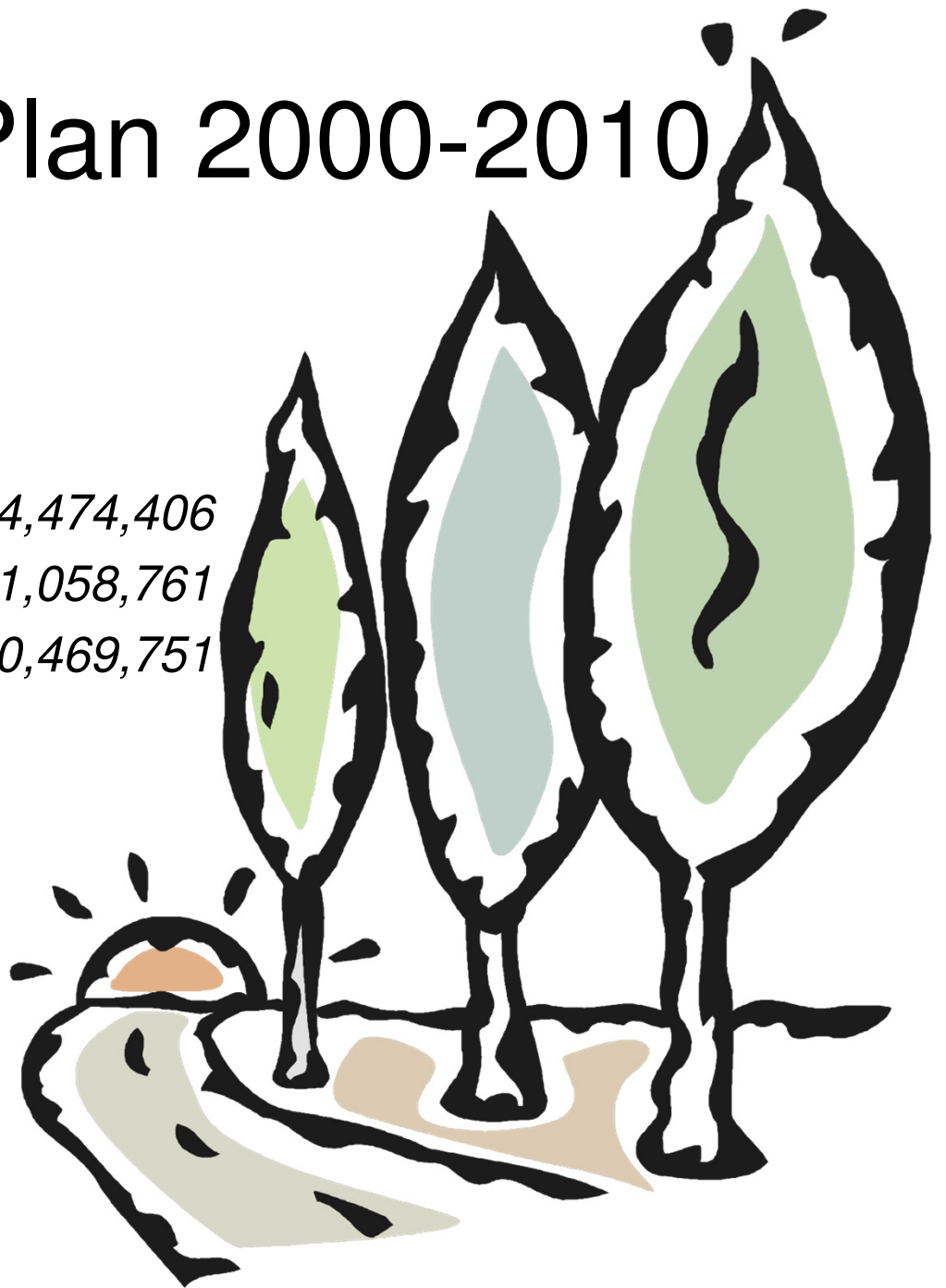
Financial Information

Expenditures 2000 – 2010:

<i>Operating</i>	<i>\$14,474,406</i>
<i>Capital Purchases</i>	<i>\$ 1,058,761</i>
<i>Capital Projects</i>	<i>\$30,469,751</i>

Total Expenditures:

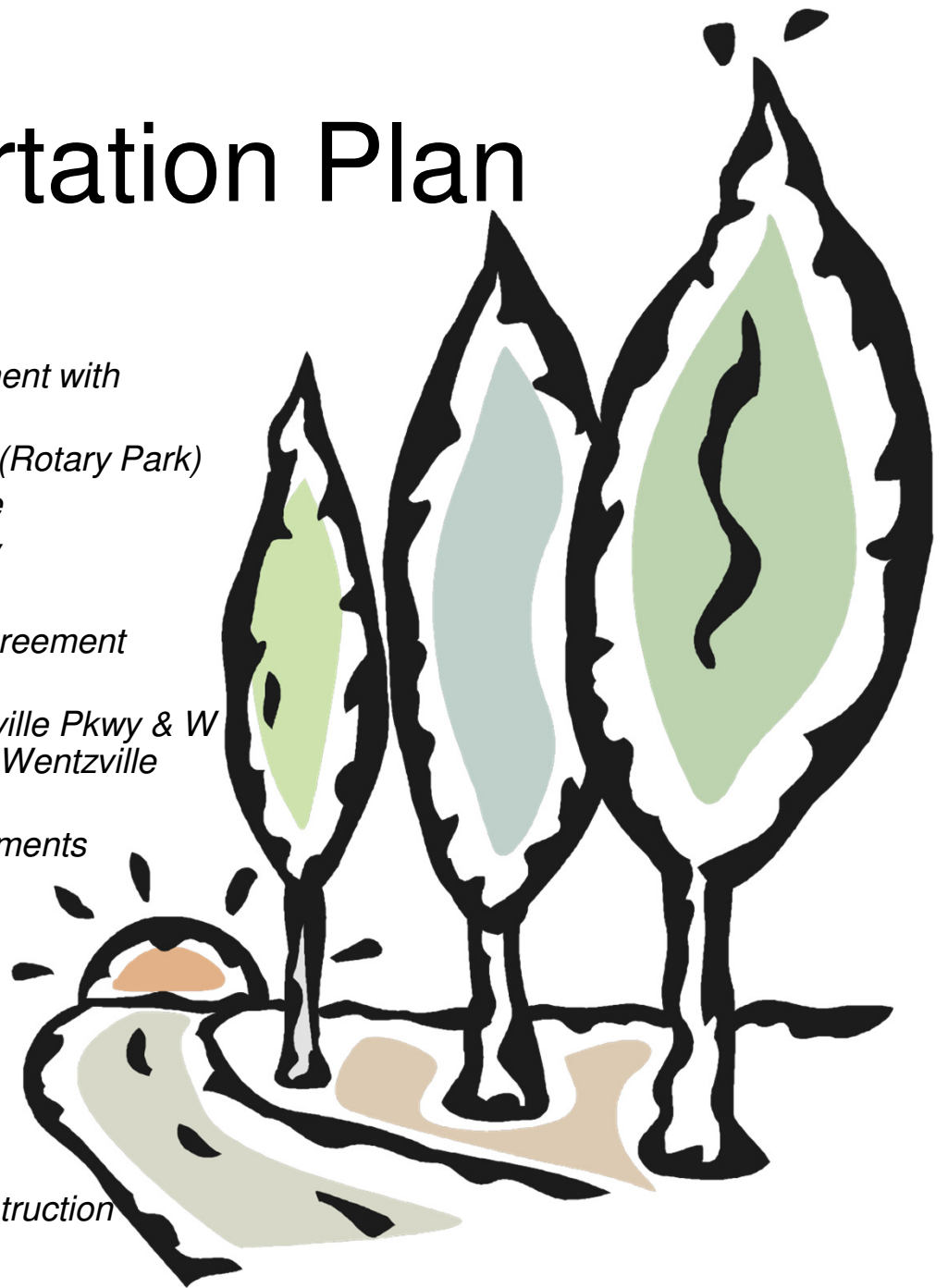
\$54,002,918



Transportation Plan

Projects Completed or in Process

- *Wentzville Parkway Overpass Construction*
- *Peine Road Widening & Peine Rd loop agreement with Gundaker*
- *W Meyer Rd Phase 1 & 2, W Meyer Rd bridge (Rotary Park)*
- *Asphalt overlay of Pearce Blvd & E Pitman Ave*
- *Interstate Drive Phases 2, 3 & 4 Corridor Study*
- *Interstate Drive Phase 3 design & construction*
- *Interstate Drive Phase 4 partial construction agreement w/Whitaker*
- *Traffic Signals at: Mexico Rd & Hwy A, Wentzville Pkwy & W Meyer Rd, Wentzville Pkwy & Heritage Pointe, Wentzville Pkwy & Meyer Rd*
- *I-70 Church Street/Hwy Z interchange improvements*
- *Schroeder Creek Blvd Street to the LEC*
- *Hoekel Pkwy Phase 1 & 2 Corridor Study*
- *Hoekel Pkwy Break in Access Study*
- *Hoekel Pkwy Environmental Assessment*
- *Mexico Rd Design & Construction*
- *Old Business 61 Design & Construction*
- *Church Street Design & Construction*
- *Wentzville Pkwy & Pearce Blvd Design & Construction*



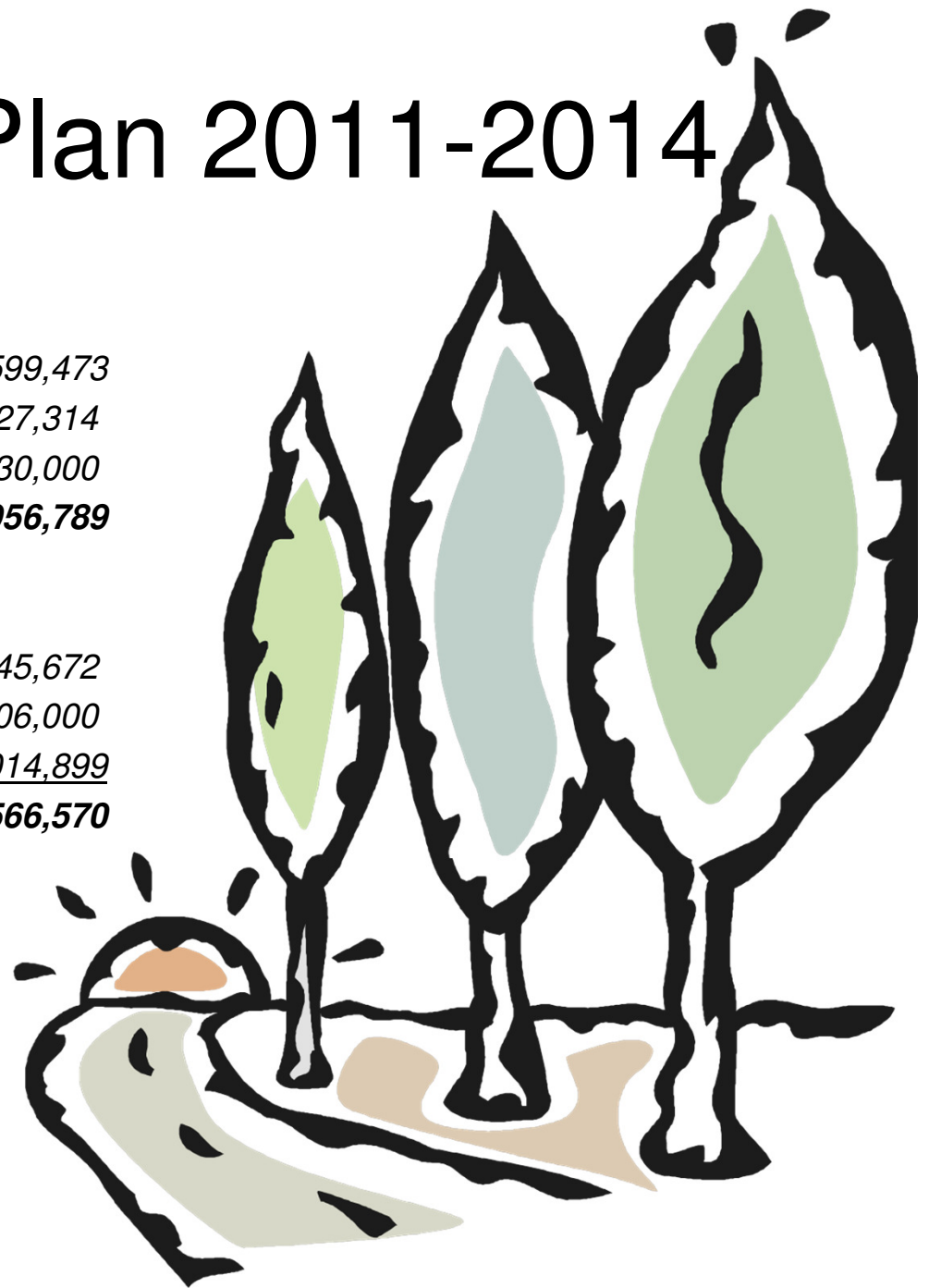
Transportation Plan 2011-2014

Anticipated Revenue:

<i>Sales Tax</i>	\$10,599,473
<i>Grant Revenue</i>	\$ 7,327,314
<i>Other Revenue</i>	\$ 4,030,000
<i>Total Revenue</i>	\$21,956,789

Projected Expenditures:

<i>Operating</i>	\$ 6,945,672
<i>Capital Purchases</i>	\$ 606,000
<i>Capital Projects</i>	<u>\$14,014,899</u>
<i>Total Expenditures</i>	\$21,566,570



Transportation Plan 2011-2014

Projects for 2011-2014

- *Duello Road Traffic Study*
- *Wentzville Pkwy from Dierbergs to Schroeder Creek Blvd Design & Construction turn lane*
- *Meyer Rd Phase III Design & Pre-construction costs*
- *Wentzville Pkwy Extension Corridor Report*
- *Schroeder Creek Blvd Extension Design & Pre-construction costs*



Transportation Infrastructure

Existing Infrastructure

116 Miles of Dedicated Concrete Roadway

Current Overall PCI of 82%

33.7 Miles of Asphalt Roadway

Current Overall PCI of 75%

219 Miles of Sidewalks

Life Expectancy for:

Concrete Roadways-25 years*

Asphalt Roadways-20 years*

Sidewalks-25 years*

**Under Ideal conditions*



Transportation Plan

Maintenance Needs

Concrete Maintenance

**Annual 4 Miles = \$3,050,600
to maintain an 83% PCI**

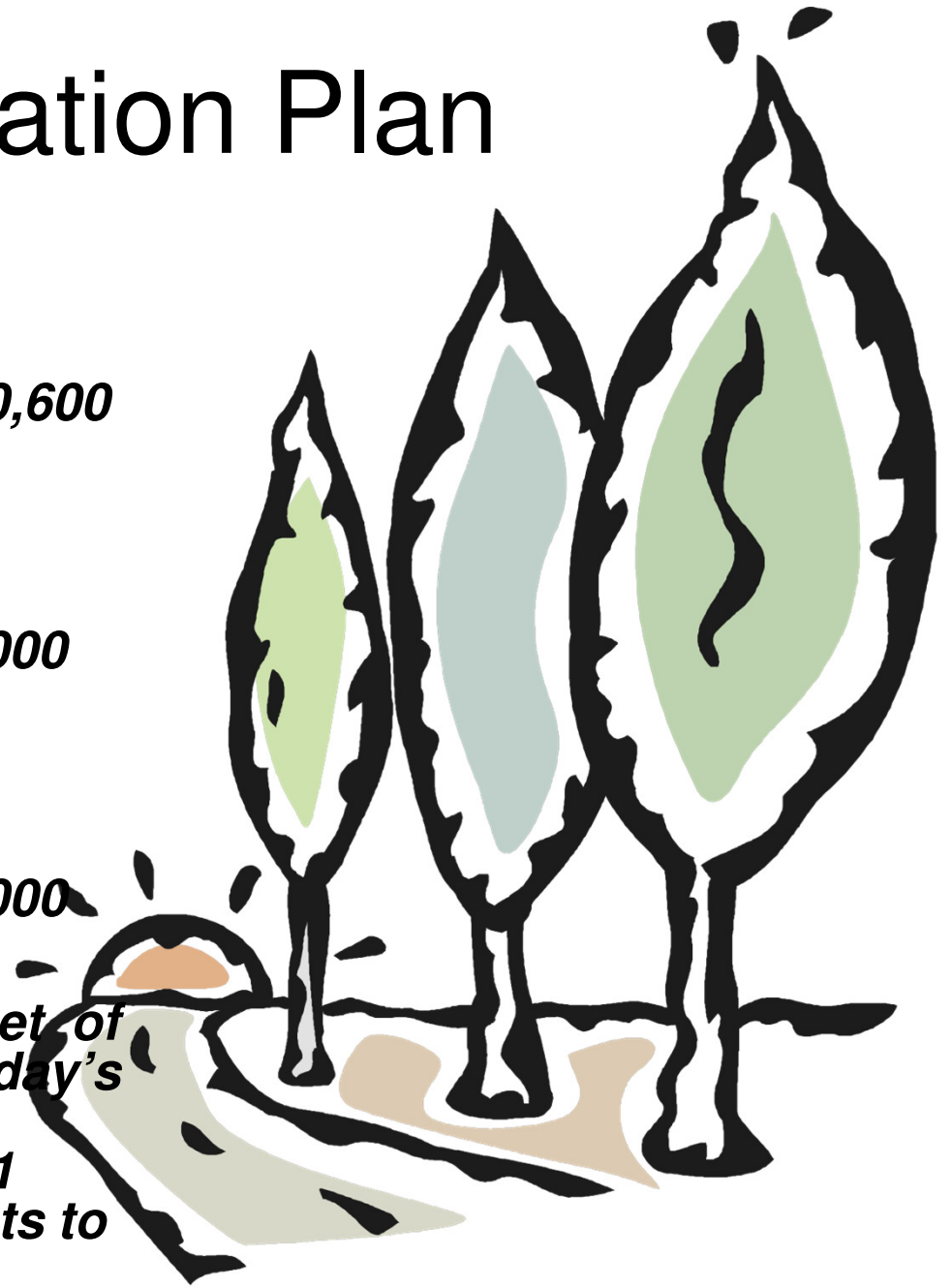
Asphalt Maintenance

**Annual 1 Mile = \$280,000
to maintain a 71% PCI**

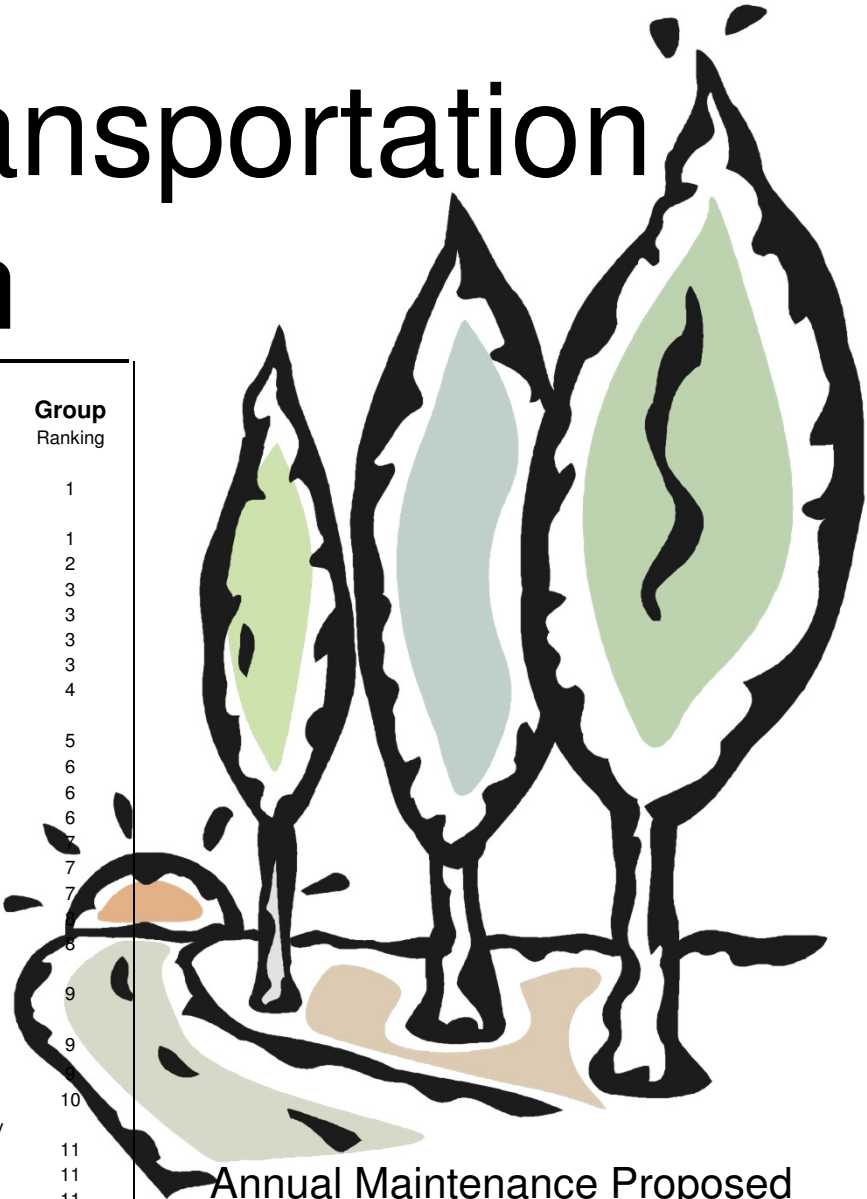
Sidewalks Maintenance

Annual 2.4 Miles = \$250,000

Minimum Annual Maintenance Budget of \$3,580,600 Needed to maintain today's PCI Level. Dropping the annual maintenance budget to \$1,289,311 reduces the PCI of concrete streets to 75%



Long Range Transportation Plan



Project Name	Brief Description	Group Ranking
<i>Maintenance to existing Streets</i>	Increase annual amount dedicated to maintenance of existing streets	1
<i>Sidewalk program</i>	Establish an annual sidewalk extension and replacement program	1
Phase I - Wentzville Parkway South Extension	S Service Rd to Interstate Drive	2
Phase V - Hoekel	Interchange at Hwy 61	3
Phase II - Hoekel	Interstate Drive to w Meyer (I-70 interchange)	3
<i>Schroeder Creek Blvd</i>	Continue road south to Pearce	3
Phase I-Hoekel	S. Pointe Prairie/Peruque Creek to Interstate Drive	3
<i>Wentzville Parkway Schrader east to Meyer</i>	Add 3rd lane & improve intersection at Meyer	4
Phase V - Village Center	Pearce/Allen one-way with Old Business 61 Roundabout	5
Phase III - Village Center	Church Street Roundabout	6
Phase III - Hoekel	W Meyer to N Pointe Prairie	6
<i>Interstate Drive IV</i>	Construct roadway from Hepperman to S Point Prairie	6
Phase IV - Hoekel	N Pointe Prairie to Peine Rd.	7
Phase I - N Pointe Prairie	I-70 North service road to W. Meyer	7
Phase I - Village Center	W Allen from Pearce to Ash St.	7
Phase IV - Village Center	Pitman realignment to Main at Lewis St	8
Phase II - Village Center	Main from Church Street to Lewis St	8
<i>Old Business 61 at Parkway</i>	Extend Main Plaza Dr. to Parkway as access to Old Business 61	9
Phase I - Mexico Road East	Josephville/Hwy A/Mexico Rd intersection to Fox Creek	9
<i>Mexico Overpass</i>	Continue Great Oaks to Mexico Road	9
Phase II - Wentzville Parkway South Extension	Interstate Drive to Wilmer Rd	10
<i>W Meyer Phase III</i>	Upgrade roadway from N Point Prairie to bridge west of city limits	11
Phase III - Wentzville Parkway South Extension	Wilmer Rd to Hwy N	11
<i>May Road</i>	Upgrade roadway from North outer road to W Meyer	11
Phase VI - Village Center	Meyer under railroad to Main	12
Phase II - N Pointe Prairie	W Meyer to McCoy Creek bridge	12
Phase II - Mexico Road East	Fox Creek to Goethe	12
Phase III - N Pointe Prairie	McCoy Creek bridge to Hwy 61	13

Annual Maintenance Proposed

2011	\$472,500
2012	\$1,246,125
2013	\$1,520,931
2014	\$1,546,978

Continuation of the Transportation Sales Tax

The Existing Transportation Sales Tax

Sunsets December, 2014

Major Question for Discussion:

- *If the Transportation Sales Tax issue is not presented to the voters, how will the previously identified Long Range Transportation Plan and Maintenance needs be met?*

