

# Hospital Interchange Transportation Development District Land Owner Discussion Meeting

## Report of Answers to Questions

### Copy of Proposed Route 71 North Harrisonville Interchange Project

#### Questions:

‣ In the TDD process, if there are existing retail outlets to be included, do those outlets then begin to collect the additional 1%? For example, if Walmart is in the Route 291 TDD, will it be collecting a new 1% or is it exempt as an existing building?

#### **Answer response from Gilmore and Bell, Attorneys:**

**The TDD sales tax will apply to any retail business in the TDD area that is already open when the TDD sales tax goes into effect, and will apply to any business that opens in the TDD area after the TDD sales tax is already in effect. There are no exemptions based on when a store opened, or opens in the future. Wal-Mart has been collecting and remitting the sales tax imposed by the Highways 71/291 Partners in Progress TDD.**

‣ Is it possible for the 1% add on for the TDD to be changed in the future, and how would that work?

**Yes, although the TDD sales tax will never exceed 1%, the maximum allowed by the TDD Act. The public vote of the qualified voters. Property owners in the TDD area will be asked to authorize a sales tax in the maximum amount of 1%. The TDD board of directors can thereafter impose the sales tax at any level, in increments of 1/8-cent, beginning at 1/8<sup>th</sup> cent, or increase it up to the full 1%.**

**The TDD sales tax can be lowered (or increased to a maximum of 1%, if applicable) at any time during the life of the TDD. A change in the tax rate will become effective on the first day of the second calendar quarter following receipt of notice by the Missouri Department of Revenue, which collects the tax for the TDD. The tax rate cannot exceed the maximum rate approved by the public vote, so the sales tax will never exceed 1%.**

‣ Is the TDD dissolved once the stated projects are completed?

**No, the TDD will be dissolved upon the earlier of (1) the date that all costs incurred to construct the TDD projects are fully repaid by the TDD, or (2) when the maximum life of the TDD has been reached, as stated in the ballot approved by the qualified voters. Construction of all TDD projects may be completed in 2016, for example, but the TDD sales tax will stay in place until all parties that funded or financed the TDD projects have been fully reimbursed by the TDD, or until the 50 year maximum life of the TDD has been reached as stated in the ballot proposition.**

- What does the mailed ballot look like, how does it read? Is it just a straight yes or no?

**The ballot is a straight "yes or no" proposition. A copy of the ballot, which was attached to the TDD petition, is attached to this message.**

## **EXHIBIT I**

### **OFFICIAL BALLOT FOR SPECIAL ELECTION PROPOSITION**

Shall there be organized in an area containing approximately 2030 acres situated in the Section 36 of Township 45 North, Range 32 West, and Sections 31 and 32 of Township 45 North, Range 31 West, and Sections 1 and 2 of Township 44 North, Range 32 West, and Section 6 of Township 44 North, Range 31 West, all in Cass County, Missouri, a transportation development district, to be known as the "Hospital Interchange Transportation Development District" for the purpose of funding the following transportation projects:

1. The Interchange Project (MoDOT Job No. J4P2227) located in Cass County between the cities of Harrisonville and Peculiar along Highway 71, consisting of the demolition of an existing bridge across Highway 71 that connects Rockhaven Road on the east and Peculiar Drive on the west and constructing a diamond type interchange with roundabouts along U.S. 71 Highway at a location to the south of the existing bridge, and which will connect Rockhaven Road and Peculiar Drive by the bridge at the interchange, and realignment of those roads to connect to the roundabouts at each side of the new bridge;
2. Improvements to Rockhaven Road & East Peculiar Drive, pursuant to which the frontage road on the east/north side of Highway 71, from 237<sup>th</sup> Street on the west/north (East Peculiar Drive) to a point approximately 2,400 feet into the city limits of Harrisonville along Rock Haven Road on the east/south (Rock Haven Road), will be improved by upgrading the existing roadway and constructing a new roadway to connect East Peculiar Drive to Rock Haven Road. Rock Haven Road will be upgraded from the Interchange Project south to the Indian Springs Road.
3. Improvements to West Peculiar Drive, pursuant to which the frontage road (West Peculiar Drive) on the west/north side of Highway 71, from the Interchange Project on the west/north to Cantrell Road on the east/south will be improved by upgrading the existing roadway and constructing new roadway to connect West Peculiar Drive with Cantrell Road to the south;
4. Construction of the North Bridge for East Peculiar Drive, which will consist of construction of a bridge on the frontage road (East Peculiar Drive) that lies on the east side of Highway 71, that will connect the Interchange Project with the current terminus of East Peculiar Drive at the city limits of the City of Peculiar, and which will allow for the extension of East Peculiar Drive northward along the east side of Highway 71 to connect to the existing Peculiar Drive with the new interchange;
5. Construction of the 252<sup>nd</sup> Street Bypass Bridge on the south side of Highway 71 on a county road over a tributary of the South Grand River, which will be located between 251<sup>st</sup> and 253<sup>rd</sup> Streets which will reopen the connections to Cantrell Road from these streets; and
6. Construction of a South Bridge on the west side of Highway 71 on that portion of West Peculiar Drive that is to be extended southward/eastward to connect Peculiar Drive with Cantrell Road, which will allow for the extension of West Peculiar Drive southward along the west/south side of Highway 71 to connect Cantrell Road to the new interchange;  
along with all costs associated with these Projects including costs for demolition, earth work, utility construction and relocation, right-of-way and other land acquisition costs, the operation and maintenance of the Projects, the costs for replacement of existing roadway surfaces, curbs and gutters or replacement or installation of sidewalks, traffic/pedestrian signalization, signage, street lighting and landscaping, the costs for professional fees, financing costs and insurance, and the administrative, legal and accounting

and other professional costs associated with the creation, administration and operation of the District; and be authorized to impose a transportation development district-wide sales tax at the maximum rate of one percent (1%) for a period of fifty (50) years from the date on which such tax is first imposed, or such shorter period of time as will allow the District to fully reimburse all entities which contribute to the funding and financing of the District projects and related costs?

YES [ ]

NO [ ]

INSTRUCTIONS TO VOTERS: If you are in favor of this proposition, place an X in the box opposite "YES." If you are opposed to this proposition, place an X in the box opposite "NO."

➤ Does the Board for the TDD announce their pending meetings so that the public can attend?

**Yes, the TDD will be a political subdivision of the state and all meetings of the TDD board of directors will be subject to the Sunshine Law, like a County Commission meeting or Board of Aldermen meeting. Notice of all TDD board of directors meetings will be posted in accordance with the Sunshine Law, by both the City and the County. Any member of the public can attend any open meeting of the TDD board of directors.**

*Note: Meeting notices are placed on casscounty.com website under the link at the top for Calendar. They are also placed on the public notice board outside the County Clerk Office in the Historic Courthouse. lee morris*

## General Site Plan for Proposed Route 71 North Harrisonville Interchange

The 4 drawings below are 1) the overall aerial view with the proposed interchange plan overlay, 2) a tentative right of way outline plan view, 3) the paving approaches on the southwest with the traffic circle and 4) the traffic circle paving on the northeast. These are pdf files, oriented with northeast to the right, and may be printed on most computer systems.



Case 71, J03 No. J4P2227  
CONCEPT 6/11/09



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