



Mayor – Sandy Sanders

City Administrator – Ray Gosack

City Clerk – Sherri Gard

Board of Directors

Ward 1 – Keith D. Lau

Ward 2 – Andre' Good

Ward 3 – Mike Lorenz

Ward 4 – George Catsavis

At Large Position 5 – Pam Weber

At Large Position 6 – Kevin Settle

At Large Position 7 – Philip H. Merry Jr.

AGENDA ~ Summary

**Fort Smith Board of Directors
BRAINSTORMING MEETING
August 25, 2014 ~ 6:00 p.m.
Fort Smith Sanitation Department
Administration Building
5900 Commerce Road
~ Dinner served at 5:30 p.m. ~**

CALL TO ORDER

- All present
- Mayor Sandy Sanders presiding

1. Brainstorm
See attached summary.

ADJOURN

7:13 p.m.

Memo



To: Ray Gosack, City Administrator
From: Jeff Dingman, Deputy City Administrator
Date: 9/4/2014
Re: Notes from Board of Directors Brainstorming Meeting, Aug. 25, 2014

1. Rate of return on idle funds. As the interest rate of return on idle funds is very low, consider a quick-pay policy for capital purchases, and perhaps for service or construction contracts as well. Explore altering the bid process for capital items with a proposal to realize a 2% - 3% discount for paying invoices upon award of bid, instead of paying on receipt of the item as is current practice. Could perhaps ask bidders to bid a price for regular delivery/pay schedule, and an alternate price for quick pay so that all have the same opportunity to submit. Book any savings realized from this process as an investment income. Explore how such a program might work with service or construction contracts, where we typically pay after the service is rendered or as progress is made.
2. Explore public investment in infrastructure projects in the vicinity of the industries along Hwy 45. Specifically, now that Gerdau is reconfiguring traffic patterns around its facility with the new entrance, explore the possibility of extending Planters Road to the east to intersect with Massard Road. Gerdau has not been in favor of extending Planters Road in the past, does its reconfiguration change that? The Frontier MPO has already included improvement of Hwy 45 from Zero Street south to US71 in the Transportation Improvement Plan, which is a prerequisite for spending state/federal money on such an improvement.
3. Truck traffic downtown. Will extending Kelley Highway to Riverfront help to eliminate truck traffic downtown? Not necessarily, as specific industries will still access the bridge at Garrison Avenue as their shortest route to I-40 westbound. The industries that use Riverfront Drive are amenable to working around downtown events as best they can, they already do to some extent. Very hard to eliminate truck traffic downtown entirely.
4. Compass Park/North A Street project. The water feature for Compass Park is nearly ready for a contract approval and construction to begin this fall. The North A Street component, where North A Street would be closed and turned into green space while traffic is re-routed to make North B Street two-way, is on hold while we evaluate a comprehensive accessibility study for the Riverpark Area, Riverfront Drive, and the area immediately north of downtown and east of Riverfront Drive. Connectivity for pedestrians, recreational & road bicycles, vehicles, and heavy trucks all needs to be improved and maintained in a way that coordinates with all improvement and re-development of the area.
5. Bike Lanes and the Street Sales Tax question. The presumption is that bike lanes are not currently an allowable use for the sales tax that is intended for "streets, bridges and associated drainage". We will conduct public input meetings to evaluate if and how bike lanes or trails need to be incorporated into future transportation planning. As the street sales tax gets re-evaluated (Oct. 28 study session), we will have some of that feedback. The study session discussion will focus on how the Board wishes to approach the election for renewal of the street sales tax next spring, and if bike lanes/paths, trails and greenways get presented as potential allowable uses for the sales tax.

6. West River Trail and connectivity to the National Historic Site trail. The West River Trail begins near the parking area for the Riverfront Park and goes north. From that beginning point south, the sidewalk will be improved/expanded/modified for pedestrians to move around the west end of the River Park Events Building to the plaza area near the Women's restroom. From there, pedestrians can traverse the park to access the National Historic Site trail, directed by signage (the signage is not part of the trail project). Bicyclists will be directed through the parking lot by pavement markings leading them to the wide sidewalk on the east end of the River Park Events building, where they would then be led through the small parking lot alongside the amphitheater to the NPS trail.
7. Live streaming of Board meetings on the internet. Information Services has an idea of how to accomplish this in the next few weeks. They will do some testing at the upcoming Board meetings to see how smoothly it might work. Working with the school district's IT staff and the vendor that provides the television feed for the government access channel and trying to get that same feed into the live stream.
8. Support for expansion and improvements at the Farmers Market. Letter of interest in grant program has been sent, and WAPDD is checking on availability of EDA grant funding. Wifi access is provided at the Farmers Market in order to accommodate payment features & use of the SNAP program. Enhancement of the location with pavilions, power, misters, etc. would be a great improvement. Does the Farmers Market need more space? More parking?
9. Parking facility bonds are authorized for early redemption, which will be finished October 1. Parking Enforcement downtown? There are lots of things to consider, but there is no windfall of revenue, as revenues from space rentals and fines does not cover the current cost of enforcement and administration. The Parking Authority will meet again after the bonds are paid off to start having some of those discussions, including the evaluation of different parking enforcement programs/philosophies.
10. Street signs & school zones. Place reminder signs that state law prohibits the use of cell phones in school zones while the zones are active. The Street Department is investigating the appropriate signage for this application.
11. Food vendor permit. Why do we require the seasonal food vendor to change locations every few weeks? Historically, this has been in consideration of competitive interest from brick/mortar businesses nearby. This will be part of the re-evaluation of city codes & zoning restrictions regarding outside food vending, in the downtown and all parts of the city.
12. Where are we with the sewer rate modelling? The Consent Decree with the Department of Justice/EPA needs to be finalized before the components can be fed into the rate model, and settlement terms of the Consent Decree should be known by the end of September. The Board will then be briefed on the negotiated terms, as the Board will ultimately have to approve any settlement. This Board briefing will be held in the early part of October. The rate model itself is nearly complete and ready, but needs the correct input of information before it can be finalized and presented. The basic parameters of all of these components should be known in advance of the Board's review of the FY2015 budget. There is interest from the Board to have representatives from EPA and DOJ present at the Board's briefing on the matter.
13. Fluoridation inquiries. Board members reported that they've had very few contacts regarding fluoridation since the approval of the grant agreement with Dental Dental on August 19.
14. Whirlpool Cleanup? Supplemental testing is needed to the east of the site, near the Boys & Girls Club and in city right-of-way. Whirlpool and ADEQ are amending the remediation documents to incorporate the testing of additional areas.

15. Did Spartan purchase or lease part of the Whirlpool facility? They purchased the warehouse portion of the property, and there will be more publicity on this soon and a ribbon cutting announced. It should happen in September.
16. Railroad crossings. Staff is inventorying and rating all crossings in the city. In addition to condition, they will note traffic volume in order to help prioritize needed repairs. The repair program will be built into the 5-year CIP, which will be presented to the Board in September. There will be the persistent question of how involved the city wants to be in maintaining the crossings on state routes.
17. Speed Tables? Speed tables are being evaluated per the request of a particular neighborhood. The subject will be presented to the Board for discussion at an October study session.
18. LOPFI projections indicate the program will be in the red in 2019 (the projection of 2019 has remained consistent over the last several years). The program is currently spending \$1.6M more than its annual revenues. We have to be mindful of our local situation, and supportive of the AML's attempt to have the state legislature address the issue with a comprehensive state-wide solution. This state-wide solution is likely to be in the form of a constitutional amendment of some kind to fix it. A Board study session on the topic is scheduled for October, and the executive director of the LOPFI program is expected to attend. Fort Smith's local legislators have also been invited to attend.